## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| LinkNo. | me | maad Type | $\underbrace{\text { und }}_{\substack{\text { Speed } \\ \text { Limit }}}$ | $\begin{gathered} \text { Totalal } \\ \text { venicte } \end{gathered}$ | Total vehict | $\begin{gathered} \text { Totalal } \\ \text { vehice } \end{gathered}$ | $\begin{gathered} \text { Total } \\ \text { Vehicle } \end{gathered}$ | $\begin{gathered} \text { Tetal } \\ \text { vehicice } \end{gathered}$ | $\begin{gathered} \text { Total } \\ \text { Vehicle } \end{gathered}$ | $\begin{aligned} & \text { Teatal } \\ & \text { vehiche } \end{aligned}$ | $\begin{gathered} \text { Totalal } \\ \text { vehict } \end{gathered}$ | Total Vehicle | $\begin{gathered} \text { Total } \\ \text { Vehicle } \end{gathered}$ | $\begin{gathered} \text { Total } \\ \text { venicle } \end{gathered}$ | $\begin{gathered} \text { Totat } \\ \text { vehicice } \end{gathered}$ | $\begin{gathered} \text { Totalal } \\ \text { venicict } \end{gathered}$ | $\begin{gathered} \text { Total } \\ \text { Vehicle } \end{gathered}$ | $\begin{gathered} \text { vetal } \\ \text { venict } \end{gathered}$ | $\begin{gathered} \text { Teatal } \\ \text { vehice } \end{gathered}$ | $\begin{gathered} \text { Totalal } \\ \text { vehice } \end{gathered}$ | $\begin{gathered} \text { Totalal } \\ \text { vehice } \end{gathered}$ | ( Total | $\begin{gathered} \text { Tenal } \\ \text { venicic } \end{gathered}$ | $\begin{gathered} \text { Total } \\ \text { Vehicle } \end{gathered}$ | Seat |  | ( Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | km/h | 0000 | 000 | ${ }^{2000380}$ | 0300000 | 0000 | 0500 | \%60.772 | 0000080 | 200000 | 000.100 | $1000 \cdot 1100$ | $1100 \cdot 12$ | 1200:300 | 1300.40 | 1200.150 | 150,1600 | 1200.170 | 1700: | 200.190 | 1002000 | 2002 | 210022 | 2200230 |  |
|  | Road $\mathrm{P}_{1}$ | District Distribu |  | ${ }^{13}$ | 9 | ${ }^{6}$ |  | ${ }^{5}$ | ${ }_{8}^{8}$ | ${ }^{20}$ | ${ }^{48}$ |  | ${ }^{46}$ | , | ${ }^{41}$ | ${ }^{86}$ | 2 | 9 | 9 |  |  |  |  | ${ }_{\text {ck }}^{63}$ |  |  |  |
|  |  | ${ }_{\text {Expresway }}^{\text {Expessway }}$ | 80 80 80 | ${ }^{114}$ | ${ }^{39}$ | 388 <br> 8 |  | ${ }_{48}^{48}$ |  |  | ${ }^{2}{ }^{2 / 3}$ | ${ }_{506}^{506}$ | ${ }^{\frac{263}{43}}$ |  |  |  |  |  |  | ${ }^{\frac{557}{447}}$ | ${ }^{487}$ |  |  |  |  |  |  |
| 4 | Kong R Rosi P1 | Dispritesististibut | 500 |  | ${ }^{16}$ |  | 10 | ${ }^{40}$ | ${ }^{15}$ | ${ }^{41}$ |  |  |  | ${ }^{108}$ |  | ${ }_{76}$ | ${ }_{79}$ | ${ }_{84}^{84}$ |  |  |  | ${ }^{86}$ | ${ }^{66}$ | ${ }_{51}^{51}$ | ${ }^{47}$ | ${ }_{44}^{44}$ |  |
| 5 | ${ }_{\text {Road } P_{1}}$ | istrict Distributor | 50 | ${ }^{128}$ | ${ }^{89}$ | ${ }^{64}$ | 52 | ${ }_{5} 5$ | ${ }_{80}^{80}$ | ${ }^{211}$ | ${ }^{509}$ | ${ }_{581}$ | ${ }_{552}$ | ${ }_{5} 56$ | ${ }^{498}$ | ${ }_{564}$ | 584 | ${ }^{625}$ | ${ }^{638}$ | ${ }^{658}$ | ${ }^{707}$ | ${ }_{6} 62$ | ${ }_{513}$ | ${ }^{393}$ | ${ }^{339}$ | ${ }^{342}$ |  |
| ${ }^{11}$ | Road $\mathrm{P}_{1}$ | District Distributor | ${ }^{50}$ | ${ }^{43}$ | ${ }^{30}$ | ${ }^{22}$ | ${ }_{18}^{18}$ | 19 | 29 | ${ }^{71}$ | ${ }^{187}$ | ${ }^{213}$ | ${ }^{213}$ | ${ }^{208}$ |  | ${ }^{\text {358 }}$ | ${ }^{371}$ | ${ }^{399}$ | ${ }^{405}$ |  | ${ }^{443}$ | ${ }_{408}^{408}$ | ${ }^{313}$ |  |  |  |  |
|  | , Sham Westerm Highway | Expressway | ${ }_{50}^{50}$ | ${ }^{66}$ | ${ }^{46}$ | ${ }^{34}$ |  |  | 44 | ${ }^{119}$ | ${ }^{29}$ |  |  |  |  | ${ }^{436}$ | ${ }_{450}$ | ${ }_{480}^{480}$ | ${ }^{494}$ |  |  |  | ${ }^{434}$ | , |  | ${ }^{294}$ |  |
| 11 <br> 18 <br> 1 | 隹 | Expresway | 500 | ${ }^{113}$ | - 18 | - ${ }^{56}$ | 29 | - ${ }_{\text {46 }}^{30}$ | ${ }_{45}^{60}$ | ${ }^{\frac{181}{120}}$ | ${ }_{\substack{433 \\ \hline 20}}$ | ${ }^{490}$ | ${ }_{\text {- } 33}{ }^{\text {433 }}$ |  | ${ }_{\text {- } 406}^{\substack{205}}$ | ${ }^{319}$ | ${ }^{331}$ | ${ }^{\text {338 }}$ | ${ }^{362}$ (47 | ${ }^{3} 50$ | ${ }^{390}$ | ${ }^{330}$ | ${ }^{266}$ |  |  |  |  |
| $\frac{17}{17}$ | ${ }_{\text {Road }}{ }^{\text {Ros }}$ | Sticter | 500 | 50 |  | ${ }^{26}$ | ${ }_{21}$ | ${ }_{2}^{22}$ | S | , | 23 | ${ }^{252}$ | ${ }^{258}$ | ${ }^{254}$ | ${ }^{237}$ | ${ }^{377}$ | ${ }^{391}$ | ${ }^{421}$ | ${ }^{427}$ | ${ }_{439}^{439}$ | ${ }^{467}$ | ${ }^{431}$ |  |  |  | , |  |
|  | Road 05 | District isistribur | 50 | ${ }^{76}$ |  | ${ }^{39}$ | , | ${ }^{33}$ | ${ }_{50}$ | ${ }^{135}$ | ${ }^{328}$ | ${ }^{368}$ | ${ }^{369}$ | ${ }^{360}$ | ${ }^{337}$ | ${ }^{414}$ | 430 | ${ }^{466}$ | ${ }^{469}$ | ${ }^{478}$ | 502 | ${ }^{446}$ |  |  |  |  |  |
| $\frac{19}{20}$ | Kong Sham Western Highway | Expressway | 80 | ${ }^{228}$ | ${ }^{157}$ | ${ }^{114}$ | $\frac{91}{58}$ | 94 | ${ }^{191}$ | ${ }^{373}$ | ${ }^{897}$ | ${ }^{996}$ | ${ }_{996}$ |  | ${ }_{\text {850 }}^{\text {850 }}$ | ${ }^{698}$ | - 29 | ${ }^{776}$ | ${ }^{790}$ | ${ }^{817}$ | ${ }^{877}$ | ${ }^{830}$ | ${ }^{643}$ | ${ }_{4}^{494}$ | 45 L |  |  |
|  | Kong Sham Weseien Higiway | Expresway | $\stackrel{80}{50}$ |  |  |  |  |  |  | ${ }^{\text {237 }}$ | ${ }_{4}^{647}$ |  |  |  |  |  |  |  | ${ }^{1230}$ |  |  |  |  | ${ }^{661}$ |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Appendix 3．4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No． | Road Name | $\left\|\begin{array}{c} 16- \\ \text { Motoryc } \\ \text { les (MC) } \end{array}\right\|$ | $\left(\begin{array}{c} \text { 01- } \\ \text { Privat } \\ \text { cars (PC) } \end{array}\right.$ | 02 －Taxi |  |  | 13－Non franchise d Bus 15 $24 t$ 24t | $\begin{gathered} \text { 18-Non- } \\ \text { franchise } \\ \text { d Bus } \\ 24 t \end{gathered}$ | $\left\|\begin{array}{c} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 \mathrm{~s} \end{array}\right\|$ | $\begin{array}{\|c\|} 10- \\ \text { Private } \\ \text { Pight Bus } \\ >3.5 t \end{array}$ | $\begin{gathered} \left.\begin{array}{c} 03-\text { Light } \\ \text { Goods } \\ \text { Venicless } \\ =2.5 t \end{array} \right\rvert\, \end{gathered}$ | $\left\lvert\, \begin{gathered} 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Gohicles } \\ 2.5-3.55 \end{gathered}\right.$ |  |  | $\begin{array}{\|c\|} \hline 07- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ 15 t-24 t \\ \hline \end{array}$ |  | 14－ Franchis ed Bus （SD） | 15 － Franchis ed Bus （DD） | $\begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 0000－0100 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{1}{2}$ | Road P1 | 2．2\％ | 55．6\％ | 14．1\％ | 0．7\％ | 0．5\％ | 1．1\％ | 0．0\％ | 0．0\％ | 0．2\％ | 0．1\％ | $\frac{6.4 \%}{50}$ | 2．3\％ | $\frac{2.1 \%}{2010}$ | ${ }^{4.1 \%}$ | ${ }^{1.1 .1 \%}$ | 0．0\％ | 0．0\％ | ${ }^{9.5 \%}$ | 100．0\％ |
| $\frac{2}{3}$ | Kong Sham Western Highway Kong Sham Western Highway | $\frac{2.4 \%}{1.8 \%}$ | 58．6\％ | $\frac{14.8 \%}{11.5 \%}$ | 0．8\％ | 0．5\％ | 年这\％ | 0．0\％ | 0．0\％ | 号．3\％ | ${ }_{\text {0．1\％}}^{0.1 \%}$ | 5．4\％ | 1．9\％ | $\frac{1.8 \%}{4.0 \%}$ | 3．4\％${ }^{3.0 \%}$ | 0．9\％ | 0．2\％ | 7．7\％ |  | $\begin{aligned} & \frac{100.0 \%}{} \frac{10000 \%}{} \end{aligned}$ |
| 4 | Road P1 | 1．6\％ | 40．8\％ | 10．3\％ | 0．5\％ | 0．4\％ | 0．8\％ | 0．0\％ | 0．0\％ | 0．2\％ | 0．2\％ | 15．9\％ | 5．7\％ | 5．2\％ | 10．2\％ | 2．7\％ | 0．0\％ | 0．0\％ | 5．5\％ | 100．0\％ |
| 5 | Road P1 | 2．1\％ | 52．7\％ | 13．3\％ | 0．7\％ | 0．5\％ | 1．1\％ | 0．0\％ | 0．0\％ | 0．2\％ | 0．1\％ | 11．3\％ | 4．1\％ | 3．7\％ | 7．3\％ | 1．9\％ | 0．0\％ | 0．0\％ | 1．0\％ | 100．0\％ |
| 11 | Road P1 | 1．8\％ | 44．5\％ | 11．3\％ | 0．6\％ | 0．4\％ | 0．9\％ | 0．0\％ | 0．0\％ | 0．2\％ | 0．2\％ | 14．9\％ | 5．4\％ | 4．9\％ | 9．6\％ | 2．5\％ | 0．0\％ | 0．0\％ | 2．9\％ | 100．0\％ |
| 12 | Kong Sham Western Highway | 1．7\％ | 42．8\％ | 10．8\％ | 0．6\％ | 0．4\％ | 0．9\％ | 0．0\％ | 0．0\％ | 0．2\％ | 0．2\％ | 17．0\％ | 6．1\％ | 5．6\％ | 10．9\％ | 2．9\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 13 | Kong Sham Western Highway | 2．3\％ | 56．5\％ | 14．3\％ | 0．8\％ | 0．5\％ | 1．1\％ | 0．0\％ | 0．0\％ | 0．2\％ | 0．1\％ | 9．7\％ | 3．5\％ | 3．2\％ | 6．2\％ | 1．6\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 14 | Road P1 | 1．9\％ | 47．5\％ | 12．0\％ | 0．6\％ | 0．4\％ | 1．0\％ | 0．0\％ | 0．0\％ | 0．2\％ | 0．1\％ | 13．8\％ | 4．9\％ | 4．5\％ | 8．9\％ | 2．3\％ | 0．0\％ | 0．0\％ | 1．8\％ | 100．0\％ |
| 17 | Road D5 | 1．6\％ | 40．8\％ | 10．3\％ | 0．5\％ | 0．4\％ | 0．8\％ | 0．0\％ | 0．0\％ | 0．2\％ | 0．2\％ | 17．1\％ | 6．1\％ | 5．6\％ | 11．0\％ | 2．9\％ | 0．0\％ | 0．0\％ | 2．5\％ | 100．0\％ |
| 18 | Road D5 | 1．8\％ | 44．8\％ | 11．3\％ | 0．6\％ | 0．4\％ | 0．9\％ | 0．0\％ | 0．0\％ | 0．2\％ | 0．2\％ | 15．3\％ | 5．5\％ | 5．0\％ | 9．8\％ | 2．6\％ | 0．0\％ | 0．0\％ | 1．7\％ | 100．0\％ |
| ， | Kong Sham Western Highway | 2．0\％ | 51．0\％ | 12．9\％ | 0．7\％ | 0．5\％ | 1．0\％ | 0．0\％ | 0．0\％ | 0．2\％ | 0．1\％ | 11．0\％ | 4．0\％ | 3．6\％ | 7．1\％ | 1．9\％ | 0．1\％ | 3．8\％ | 0．0\％ | 100．0\％ |
| 20 | Kong Sham Western Highway | 2．1\％ | 51．4\％ | 13．0\％ | 0．7\％ | 0．5\％ | 1．0\％ | 0．0\％ | 0．0\％ | 0．2\％ | 0．1\％ | 10．6\％ | 3．8\％ | 3．5\％ | 6．8\％ | 1．8\％ | 0．1\％ | 4．2\％ | 0．0\％ | 100．0\％ |
| ${ }^{23}$ | Road D1 | 2．6\％ | 64．4\％ | 16．3\％ | 0．9\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | 5．4\％ | 1．9\％ | 1．8\％ | 3．5\％ | 0．9\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 24 | Road D1 | 2．1\％ | 51．9\％ | 13．1\％ | 0．7\％ | 0．5\％ | 1．1\％ | 0．0\％ | 0．0\％ | 0．2\％ | 0．1\％ | 12．1\％ | 4．3\％ | 4．0\％ | 7．8\％ | 2．0\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe


## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\left\|\begin{array}{c} 16- \\ \text { Motoryc } \\ \text { les (MC) } \end{array}\right\|$ | $\left(\begin{array}{c} \text { 01- } \\ \text { Privat } \\ \text { cars (PC) } \end{array}\right.$ | 02 - Taxi |  |  | 13-Non franchise d Bus 15 $24 t$ 24t | $\begin{gathered} \text { 18-Non- } \\ \text { franchise } \\ \text { d Bus } \\ 24 t \end{gathered}$ | $\left\|\begin{array}{c} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 \mathrm{~s} \end{array}\right\|$ | $\begin{array}{\|c\|} 10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 \mathrm{t} \end{array}$ | $\begin{gathered} \left.\begin{array}{c} 03-\text { Light } \\ \text { Goods } \\ \text { Venicless } \\ =2.5 t \end{array} \right\rvert\, \end{gathered}$ | $\left\lvert\, \begin{gathered} 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Gohicles } \\ 2.5-3.55 \end{gathered}\right.$ | $\left\|\begin{array}{c} 05-\text { Light } \\ \text { Goods } \\ \text { Vehicles> } \\ 3.5 t \end{array}\right\|$ |  | $\begin{array}{\|c\|} \hline 07- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ 15 t-24 t \\ \hline \end{array}$ |  | 14Franchis ed Bus (SD) | 15 Franchis ed Bus (DD) | $\begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 0200-0300 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{1}{2}$ | Road P1 | $2.3{ }^{2}$ | 52.2\% | ${ }^{12.8 \%}$ | 0.9\% | 0.7\% | 1.4\% | 0.0\% | 0.0\% | 0.4\% | 0.1\% | $\frac{7.7 \%}{650}$ | 2.7\% | 2.6\% | $\frac{5.1 \%}{520}$ | 1.3\% | 0.0\% | 0.0\% | 9.8\% | $\frac{100.0 \%}{1000 \%}$ |
| $\frac{2}{3}$ | Kong sam Western Highway | 2.5\% | - $45.81 .4 \%$ | -13.7\% | $\frac{1.0 \%}{0.7 \%}$ | 0.7\%\% | ${ }^{\text {1.5\% }}$ | 0.0\% | - | 0.4\% | - | 年.54\% | - ${ }^{2.3 \%}$ | $\frac{2.2 \%}{4.8 \%}$ | ${ }^{\text {4.3. }}$ | $\xrightarrow{\text { 1.1.5\% }}$ | ${ }^{0.2 \%}$ | - 7.6 | 0.0\% | 1000.0\% |
| 4 | Road P1 | 1.6\% | 36.1\% | 8.9\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 18.0\% | 6.5\% | 6.0\% | 11.9\% | 3.1\% | 0.0\% | 0.0\% | 5.3\% | 100.0\% |
| 5 | Road P1 | 2.1\% | 48.2\% | 11.8\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.0\% | 0.4\% | 0.1\% | 13.2\% | 4.8\% | 4.4\% | 8.7\% | 2.3\% | 0.0\% | 0.0\% | 1.0\% | 100.0\% |
| 17 | Road P1 | 1.8\% | ${ }^{39.7 \%}$ | 9.7\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 17.1\% | 6.1\% | 5.7\% | 11.3\% | 2.9\% | 0.0\% | 0.0\% | 2.8\% | 100.0\% |
| 12 | Kong Sham Western Highway | 1.7\% | 37.8\% | 9.3\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 19.2\% | 6.9\% | 6.4\% | 12.7\% | 3.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 2.3\% | 52.3\% | 12.8\% | 0.9\% | 0.7\% | 1.4\% | 0.0\% | 0.0\% | 0.4\% | 0.1\% | 11.5\% | 4.1\% | 3.8\% | 7.6\% | 2.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 1.9\% | 42.7\% | 10.5\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 15.9\% | 5.7\% | 5.3\% | 10.5\% | 2.7\% | 0.0\% | 0.0\% | 1.8\% | 100.0\% |
| 17 | Road D5 | 1.6\% | 35.9\% | 8.8\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 19.3\% | 6.9\% | 6.5\% | 12.7\% | 3.3\% | 0.0\% | 0.0\% | 2.4\% | 100.0\% |
| 18 | Road D5 | 1.8\% | 39.9\% | 9.8\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 17.4\% | 6.3\% | 5.9\% | 11.5\% | 3.0\% | 0.0\% | 0.0\% | 1.6\% | 100.0\% |
| 19 | Kong Sham Western Highway | 2.1\% | 46.8\% | 11.5\% | 0.8\% | 0.6\% | 1.3\% | 0.0\% | 0.0\% | 0.3\% | 0.1\% | 12.9\% | 4.6\% | 4.3\% | 8.5\% | 2.2\% | 0.1\% | 3.6\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 2.1\% | 47.3\% | 11.6\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.0\% | 0.4\% | 0.1\% | 12.5\% | 4.5\% | 4.2\% | 8.3\% | 2.2\% | 0.1\% | 4.0\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 2.7\% | 61.4\% | 15.1\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 6.6\% | 2.4\% | 2.2\% | 4.4\% | 1.1\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 2.1\% | 47.3\% | 11.6\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.0\% | 0.4\% | 0.1\% | 14.1\% | 5.1\% | 4.7\% | 9.3\% | 2.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe


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24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe


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24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\left\|\begin{array}{c} 16- \\ \text { Motoryc } \\ \text { les (MC) } \end{array}\right\|$ | $\begin{gathered} \text { 01- } \\ \text { Privat } \\ \text { Cars (PC) } \end{gathered}$ | 02 - Taxi | $\left\|\begin{array}{c} 11-\text { Non- } \\ \text { franchise } \\ \text { d } \\ \text { Bus }<6.4 \end{array}\right\|$ | $\begin{array}{\|c\|c\|} \hline \begin{array}{c} 12-\text { Nonn- } \\ \text { franchise } \\ \text { d Bus.4. } \\ \text { d } \\ \text { 15t } \end{array} \\ \hline \end{array}$ | 13 - Nond Bus 15 t 24t | 18 - Non- franchise d Bus >24t | $\left\lvert\, \begin{gathered} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 t \end{gathered}\right.$ | $\begin{array}{\|c\|c} 10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 \mathrm{t} \\ \hline \end{array}$ |  | $\begin{array}{\|c} \hline 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Vehicles } \\ 2.5-3.55 \end{array}$ | $\|$$05-$ Light <br> Goods <br> Vehicles> <br> $3.5 t$ |  |  |  |  | 15 Franchis ed Bus (DD) | $\left\lvert\, \begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}\right.$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 0500-0600 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{1}{2}$ | ${ }_{\text {Kong Sham Western }}^{\text {R Highw }}$ | 2.5\% | $\frac{47.1 \%}{51.3 \%}$ | $\frac{10.9 \%}{11.9 \%}$ | $\frac{1.2 \%}{1.4 \%}$ | 0.9\% | $\frac{1.9 \%}{2.1 \%}$ | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 9.6\% | ${ }^{3.4 \%}$ | 3.3\% | ${ }^{6.5 \%}$ | $\frac{1.7 \%}{1.5 \%}$ | 0.0\% | 0.0\% | $\frac{10.1 \%}{0.0 \%}$ | 100.0\% |
| 3 | Kong Sham Western Highway | 1.9\% | 35.6\% | 8.2\% | 0.9\% | 0.7\% | - | 0.0\% | O.1\% | 0.5\% | -.1\% | ${ }^{\text {e.7.2\% }}$ | - | 2.9\% | - $1.15 \%$ | ${ }^{\text {c. }}$ | 0.1\% | ${ }^{\text {F.5.9\% }}$ | 0.0\% | 100.0\% |
| 4 | Road P1 | 1.6\% | 30.0\% | 7.0\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 20.8\% | 7.5\% | 7.2\% | 14.1\% | 3.79 | 0.0\% | 0.0\% | 5.1\% | 100.0\% |
| 5 | Road P1 | 2.2\% | 41.9\% | 9.7\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 16.0\% | 5.7\% | 5.5\% | 10.8\% | 2.8\% | 0.0\% | 0.0\% | 1.0\% | 100.0\% |
| 11 | Road P1 | 1.7\% | 33.3\% | 7.7\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 19.9\% | 7.2\% | 6.9\% | 13.5\% | 3.5\% | 0.0\% | 0.0\% | 2.7\% | 100.0\% |
| 12 | Kong Sham Western Highway | 1.6\% | 31.2\% | 7.2\% | 0.8\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 22.1\% | 7.9\% | 7.6\% | 15.0\% | 3.9\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 2.4\% | 46.2\% | 10.7\% | 1.2\% | 0.8\% | 1.9\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 14.1\% | 5.1\% | 4.8\% | 9.5\% | 2.5\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 1.9\% | 36.2\% | 8.4\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 18.7\% | 6.7\% | 6.5\% | 12.7\% | 3.3\% | 0.0\% | 0.0\% | 1.7\% | 100.0\% |
| 17 | Road D5 | 1.5\% | 29.6\% | 6.9\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 22.1\% | 7.9\% | 7.6\% | 14.9\% | 3.9\% | 0.0\% | 0.0\% | 2.3\% | 100.0\% |
| 18 | Road D5 | 1.7\% | 33.4\% | 7.8\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 20.3\% | 7.3\% | 7.0\% | ${ }^{13.7 \%}$ | 3.6\% | 0.0\% | 0.0\% | 1.6\% | 100.0\% |
| 19 | Kong Sham Western Highway | 2.1\% | 40.7\% | 9.4\% | 1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 15.7\% | 5.6\% | 5.4\% | 10.6\% | 2.8\% | 0.1\% | 3.3\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 2.2\% | 41.3\% | 9.6\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 15.2\% | 5.5\% | 5.2\% | 10.3\% | 2.7\% | 0.1\% | 3.7\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 3.0\% | 56.5\% | 13.1\% | 1.5\% | 1.0\% | 2.3\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 8.5\% | 3.0\% | 2.9\% | 5.7\% | 1.5\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 2.1\% | 40.8\% | 9.5\% | 1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 16.9\% | 6.1\% | 5.8\% | 11.5\% | 3.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes


## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\left\|\begin{array}{c} 16- \\ \text { Motoryc } \\ \text { les (MC) } \end{array}\right\|$ | $\begin{gathered} \text { 01- } \\ \text { Privat } \\ \text { Cars (PC) } \end{gathered}$ | 02 - Taxi |  | $\begin{gathered} \text { 12- Non- } \\ \text { franchise } \\ \text { d Bus } 6.4- \\ 15 t \end{gathered}$ | 13 - Nond Bus 15t24t | $\left\lvert\, \begin{gathered} \text { 18 - Non- } \\ \text { franchise } \\ \text { d Bus } \\ >24 t \end{gathered}\right.,$ | $\begin{gathered} 9 \\ \begin{array}{c} \text { Privat } \\ \text { Light } \\ \text { Lins } \\ <=3.54 \end{array} \end{gathered}$ | $\text { : } \begin{gathered} 10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 \mathrm{t} \\ \hline \end{gathered}$ |  | $\begin{gathered} \text { o4-Lt } \\ \text { Goods } \\ \text { Gehiches } \\ 2.5-3.5 \mathrm{t} \end{gathered}$ | $\left\|\begin{array}{c} 05 \text { - Light } \\ \text { Gooods } \\ \text { Vehicles> } \\ 3.55 \end{array}\right\|$ | $\square$ |  |  |  | $\begin{array}{\|c} 15- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) } \end{array}$ | $\left\lvert\, \begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}\right.$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 0700-0800 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{1}{2}$ | ${ }_{\text {Kong Sham Western }}^{\text {R Highw }}$ | $\frac{2.6 \%}{2.8 \%}$ | $\frac{43.7 \%}{48.2 \%}$ | ${ }^{\text {9.7\% }} 10.7 \%$ | $\frac{1.4 \%}{1.6 \%}$ | $\frac{1.0 \%}{1.1 \%}$ | $\frac{2.2 \%}{2.4 \%}$ | 0.0\% | 0.1\% | 0.8\% | 0.1\% | $\frac{10.9 \%}{0.6 \%}$ | ${ }^{3.9 \%}$ | ${ }^{3.8 \%}$ | ${ }^{7.5 \%}$ | $\frac{2.0 \%}{1.7 \%}$ | 0.0\% | $\frac{0.0 \%}{7.3 \%}$ | $\frac{10.4 \%}{0.0 \%}$ | 100.0\% |
| 3 | Kong Sham Western Highway | - | 31.9\% | ${ }^{7.1 \%}$ | ${ }^{\text {1.1\% }}$ | ${ }^{\text {0.7\% }}$ | - | 0.0\% | 0.1\% | -0.6\% | -.1\% | ${ }^{\text {18.6\% }}$ | - ${ }^{3.4 \%}$ |  | -6.3.0\% | ${ }^{\frac{1.4 \%}{3.4 \%}}$ | 0.1\% | 7.1\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 1.5\% | 26.4\% | 5.8\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 22.5\% | 8.1\% | 7.8\% | 15.4\% | 4.0\% | 0.0\% | 0.0\% | 4.9\% | 100.0\% |
| 5 | Road P1 | 2.2\% | 37.9\% | 8.4\% | 1.3\% | 0.9\% | 1.9\% | 0.0\% | 0.1\% | 0.7\% | 0.2\% | 17.7\% | 6.4\% | 6.2\% | 12.1\% | 3.2\% | 0.0\% | 0.0\% | 1.0\% | 100.0\% |
| 11 | Road P1 | 1.7\% | 29.5\% | 6.5\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 21.6\% | 7.8\% | 7.5\% | 14.8\% | 3.9\% | 0.0\% | 0.0\% | 2.7\% | 100.0\% |
| 12 | Kong Sham Western Highway | 1.6\% | 27.4\% | 6.1\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 23.8\% | 8.5\% | 8.3\% | 16.3\% | 4.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 2.5\% | 42.2\% | 9.3\% | 1.4\% | 1.0\% | 2.1\% | 0.0\% | 0.1\% | 0.7\% | 0.2\% | 15.8\% | 5.7\% | 5.5\% | 10.8\% | 2.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 1.9\% | 32.3\% | 7.1\% | 1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 20.5\% | 7.4\% | 7.1\% | 14.0\% | 3.7\% | 0.0\% | 0.0\% | 1.7\% | 100.0\% |
| 17 | Road D5 | 1.5\% | 26.0\% | 5.7\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 23.7\% | 8.5\% | 8.3\% | 16.3\% | 4.2\% | 0.0\% | 0.0\% | 2.2\% | 100.0\% |
| 18 | Road D5 | 1.7\% | 29.6\% | 6.5\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 22.0\% | 7.9\% | 7.7\% | 15.1\% | 3.9\% | 0.0\% | 0.0\% | 1.5\% | 100.0\% |
| 19 | Kong Sham Western Highway | 2.2\% | 36.9\% | 8.2\% | 1.2\% | 0.8\% | 1.9\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 17.4\% | 6.2\% | 6.1\% | 11.9\% | 3.1\% | 0.1\% | 3.2\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 2.2\% | 37.5\% | 8.3\% | 1.2\% | 0.9\% | 1.9\% | 0.0\% | 0.1\% | 0.7\% | 0.2\% | 16.9\% | 6.1\% | 5.9\% | 11.6\% | 3.0\% | 0.1\% | 3.5\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 3.1\% | 53.2\% | 11.8\% | 1.8\% | 1.2\% | 2.7\% | 0.0\% | 0.1\% | 0.9\% | 0.1\% | 9.8\% | 3.5\% | 3.4\% | 6.7\% | 1.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 2.2\% | 36.8\% | 8.1\% | 1.2\% | 0.8\% | 1.9\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 18.7\% | 6.7\% | 6.5\% | 12.8\% | 3.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\begin{array}{\|c\|} \hline 16- \\ \text { Motorcyc } \\ \text { les (MC) } \end{array}$ | $\left.=\begin{gathered} 01 . \\ \text { Private } \\ \text { Criss (PC) } \end{gathered} \right\rvert\,$ | 02 - Taxi | $\square$ | 12-Nonfranchise 15t | $\begin{gathered} \text { 13- Non- } \\ \text { franchise } \\ \text { di Bus } 15 t \\ 24 t \end{gathered}$ |  | $\left\|\begin{array}{c\|} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 \mathrm{t} \end{array}\right\|$ | $\begin{array}{\|c\|} 10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 \mathrm{st} \end{array}$ | $\begin{gathered} \left.\begin{array}{c} 03-\text { Light } \\ \text { Goods } \\ \text { Vehiclese } \\ =2.5 t \end{array} \right\rvert\, \\ =2.50 \end{gathered}$ | $\left\{\begin{array}{c} 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Cohices } \\ 2.5-3.55 \end{array}\right.$ | $\left\lvert\, \begin{gathered} 05-\text { Light } \\ \text { Gooods } \\ \text { Vehicles> } \\ 3.5 t \end{gathered}\right.$ | $06-$ <br> Heavy <br> Goods <br> Vehicles< <br> $=15 t$ | $07-$ <br> Heavy <br> Goods <br> Vehicles <br> 15t-24t | $17-$ <br> Heavy <br> Goods <br> Vehicles <br> $>24 t$ | $\begin{array}{\|c\|} \hline 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | $\begin{gathered} 15- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) } \end{gathered}$ | $\left\lvert\, \begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}\right.$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 08000900 _ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{1}{2}$ | Road Pl | ${ }^{1.8 \%}$ | ${ }^{50.7 \%}$ | 7.8\% | ${ }^{1.2 \%}$ | 0.8\% | 1.8\% | 0.0\% | ${ }^{0.1 \%}$ | 0.5\% | ${ }^{0.1 \%}$ | ${ }^{10.5 \%}$ | 3.8\%\% | ${ }^{3.8 \%}$ | ${ }^{7.4 \%}$ | 1.9\% | ${ }^{0.0 \%}$ | ${ }^{0.0 \%}$ | ${ }^{7.7 \%}$ | $\frac{100.0 \%}{100.0 \%}$ |
| 3 | Kong Sham Western Highway | 1.3\% | 36.9\% | 5.7\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | ${ }^{18.2 \%}$ | ${ }^{6.5 \%}$ | 6.5\% | ${ }^{12.8 \%}$ | 3.3\% | 0.1\% | 5.3\% | ${ }^{0.0 \%}$ | 100.0\% |
| 4 | Road P1 | 1.1\% | 30.8\% | 4.7\% | 0.7\% | 0.5\% | ${ }^{\text {1.1.1\% }}$ | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 21.8\% | 7.8\% | 7.8\% | 15.3\% | 4.0\% | 0.0\% | 0.0\% | 3.7\% | 100.0\% |
| 5 | Road P1 | 1.5\% | 41.8\% | 6.4\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 16.2\% | 5.8\% | 5.8\% | 11.4\% | 6.4\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 11 | Road P1 | 1.2\% | 32.6\% | 5.0\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 19.8\% | 7.1\% | 7.1\% | 13.9\% | 8.3\% | 0.0\% | 0.0\% | 1.9\% | 100.0\% |
| 12 | Kong Sham Western Highway | 1.1\% | 30.7\% | 4.7\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 22.1\% | 7.9\% | 7.9\% | 15.5\% | 7.1\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 1.7\% | 46.9\% | 7.2\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 14.6\% | 5.2\% | 5.2\% | 10.2\% | 4.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 1.3\% | 36.1\% | 5.6\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 19.0\% | 6.8\% | 6.8\% | 13.3\% | 6.5\% | 0.0\% | 0.0\% | 1.2\% | 100.0\% |
| 17 | Road D5 | 1.0\% | 28.9\% | 4.5\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 22.0\% | 7.9\% | 7.9\% | 15.4\% | 8.0\% | 0.0\% | 0.0\% | 1.6\% | 100.0\% |
| 18 | Road D5 | 1.2\% | 33.2\% | 5.1\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 20.6\% | 7.4\% | 7.3\% | 14.4\% | 6.5\% | 0.0\% | 0.0\% | 1.1\% | 100.0\% |
| 19 | Kong Sham Western Highway | 1.5\% | 41.8\% | 6.4\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 16.4\% | 5.9\% | 5.9\% | 11.5\% | 4.0\% | 0.0\% | 2.7\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 1.5\% | 42.2\% | 6.5\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 15.9\% | 5.7\% | 5.7\% | 11.1\% | 4.5\% | 0.0\% | 3.0\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 2.2\% | 59.7\% | 9.2\% | 1.4\% | 1.0\% | 2.1\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 9.1\% | 3.3\% | 3.2\% | 6.4\% | 1.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 1.5\% | 42.0\% | 6.5\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 1.78 | 6.4\% | 6.3\% | 12.5\% | 3.3\% | 0.0 | 0.0 | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\left\|\begin{array}{c} 16- \\ \text { Motoryc } \\ \text { les (MC) } \end{array}\right\|$ | $\begin{gathered} \text { 01- } \\ \text { Privat } \\ \text { Cars (PC) } \end{gathered}$ | 02 - Ta |  | $\begin{gathered} \text { 12- Non- } \\ \text { franchise } \\ \text { d Bus } 6.4- \\ 15 t \end{gathered}$ | 13 - Nond Bus 15t24t | $\left\lvert\, \begin{gathered} \text { 18 - Non- } \\ \text { franchise } \\ \text { d Bus } \\ >24 t \end{gathered}\right.,$ | $\begin{array}{\|c} 9- \\ \begin{array}{c} 9- \\ \text { Private } \\ \text { Light Bus } \end{array} \\ <=3.51 \end{array}$ | $\text { : } \begin{gathered} 10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 \mathrm{t} \\ \hline \end{gathered}$ |  |  | $\left\|\begin{array}{c} 05 \text { - Light } \\ \text { Gooods } \\ \text { Vehicles> } \\ 3.55 \end{array}\right\|$ | $\square$ |  |  |  | $\begin{array}{\|c} 15- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) } \end{array}$ | $\left\lvert\, \begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}\right.$ | tal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 0900-100 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{1}{2}$ | ${ }_{\text {Kong Sham Western }} \mathrm{R}^{\text {Road }}$ High | $\frac{1.49}{1.40}$ | $\frac{41.3 \%}{45.76}$ | 8.2\% | 0.8\% | 0.6\% | $\frac{1.3 \%}{1.4 \%}$ | 0.0\% | $\frac{0.1 \%}{0.1 \%}$ | 0.4\% | ${ }^{0.1 \%}$ | $\frac{14.3 \%}{12.6 \%}$ | 5.15\% | $\frac{5.2 \%}{460}$ | $\frac{10.3 \%}{9.1 \%}$ | $\frac{2.7 \%}{2.4 \%}$ | ${ }^{0.0 \%}$ | 0.0\% 6. | 8.0\% | 100.0\% |
| 3 | Kong Sham Western Highway | 0.9\% | 27.3\% | 5.4\% | 0.6\% | 0.4\% | ${ }^{\text {e.9\% }}$ | 0.0\% | 0.0\% | $\xrightarrow{0.3 \%}$ | - | ${ }^{12.2 .4 \%}$ | 8.0\% | -4.2\% | ${ }_{\text {cher }}^{16.1 \%}$ | 2.4.2\% | 0.1\% | -6.0\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 0.8\% | 21.8\% | 4.3\% | 0.4\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.2\% | 0.3\% | 25.8\% | 9.2\% | 9.4\% | 18.6 | 4.8\% | 0.0\% | 0.0\% | 3.3\% | 100.0\% |
| 5 | Road P1 | 1.1\% | 31.6\% | 6.3\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 20.5\% | 7.4\% | 7.5\% | 14.8\% | 7.5\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 11 | Road Pl | 0.8\% | 23.4\% | 4.6\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.2\% | 0.2\% | 23.8\% | 8.5\% | 8.7\% | 17.1\% | 9.2\% | 0.0\% | 0.0\% | 1.7\% | 100.0\% |
| 12 | Kong Sham Western Highway | 0.7\% | 21.6\% | 4.3\% | 0.4\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.2\% | 0.3\% | 26.0\% | 9.3\% | 9.5\% | 18.7\% | 7.9\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 1.3\% | 36.5\% | 7.2\% | 0.8\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 18.9\% | 6.8\% | 6.9\% | 13.6\% | 5.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 0.9\% | 26.3\% | 5.2\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 23.2\% | 8.3\% | 8.5\% | 16.7\% | 7.4\% | 0.0\% | 0.0\% | 1.1\% | 100.0\% |
| 17 | Road D5 | 0.7\% | 20.3\% | 4.0\% | 0.4\% | 0.3\% | 0.6\% | 0.0\% | 0.0\% | 0.2\% | 0.3\% | 25.8\% | 9.2\% | 9.4\% | 18.5\% | 8.7\% | 0.0\% | 0.0\% | 1.4\% | 100.0\% |
| 18 | Road D5 | 0.8\% | 23.8\% | 4.7\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.3\% | 0.3\% | 24.6\% | 8.8\% | 9.0\% | 17.7\% | 7.3\% | 0.0\% | 0.0\% | 1.0\% | 100.0\% |
| 19 | Kong Sham Western Highway | 1.1\% | 31.7\% | 6.3\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 20.7\% | 7.4\% | 7.6\% | 14.9\% | 5.0\% | 0.0\% | 2.6\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 1.1\% | 32.1\% | 6.4\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 20.1\% | 7.2\% | 7.4\% | 14.5\% | 5.5\% | 0.1\% | 2.9\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 1.7\% | 50.4\% | 10.0\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 12.8\% | 4.6\% | 4.7\% | ${ }^{\text {9.2\% }}$ | 2.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 1.1\% | 31.5\% | 6.2\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 22.2\% | 8.0\% | 8.1\% | 16.0\% | 4.2\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\left\lvert\, \begin{gathered} 16- \\ \begin{array}{l} 10+0 \text { - } \\ \text { les (MC) } \end{array} \\ \hline \end{gathered}\right.$ | $\begin{gathered} \text { 01- } \\ \text { Private } \\ \text { Cars (PC) } \end{gathered}$ | 02 - Taxi |  |  | $\begin{gathered} 13-\text { Non- } \\ \text { tranhise } \\ d \text { Bus } 15 t \\ 24 \mathrm{ta} \end{gathered}$ | 18 - Nonfranchise d Bus >24t | $\left\|\begin{array}{c} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 \mathrm{t} \end{array}\right\|$ | 10 Private $\underset{>3.5 \mathrm{t}}{\text { Light Bus }}$ $>3.5$ | $\left.\begin{gathered} 03-\text { Light } \\ \text { Goods } \\ \text { Vehicles< }< \\ =2.5 t \end{gathered} \right\rvert\,$ | $\begin{array}{\|c} \begin{array}{c} \text { 04-Lt } \\ \text { Goods } \\ \text { Vohicles } \\ \text { 2.-5.35 } \end{array} \\ \hline \end{array}$ | $\left\|\begin{array}{c} 05-\text { Light } \\ \text { Gooods } \\ \text { Vehicles> } \\ 3.5 t \end{array}\right\|$ |  | $\begin{gathered} 07- \\ \hline \text { Heavy } \\ \text { Goods } \\ \text { Gehiciles } \\ 155-24 \mathrm{t} \end{gathered}$ |  |  |  | $\begin{gathered} 8 \text { 8ublic } \begin{array}{c} \text { Light } \\ \text { Buses } \end{array} \\ \hline \end{gathered}$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road P1 | 1000-1100 | 36.7\% | 8.2\% | 0.8\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 15.7\% | 5.7\% | 6.3\% | ${ }^{12.4}$ | 3.2\% | 0.0\% | 0.0\% | 7.6\% | 100.0\% |


| 1 | Road P1 | $\frac{1000-1100}{1.29}$ | 36.7\% | 8.2\% | 0.8\% | 0.5\% | 1.1\% | 0.0\% | $00^{1 \%}$ | 04\% | $02 \%$ | 157\% | 576 | 636 | ${ }^{124}$ | 32\% | 0.0\% | 0.0\% | 7.6\% | 100.0\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 2 | Kong Sham Western Highway | 1.3\% | 40.9\% | 9.1\% | 0.8\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 14.0\% | 5.0\% | 5.6\% | 11.0\% | 2.9\% | 0.1\% | 6.6\% | 0.0\% | 100.0\% |
|  | gSh |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |



 | 13 | Kong Sham West |
| :---: | :---: |
| 13 | Kong Sham West |
| 11 |  |

$\qquad$
$\xrightarrow{\text { Rooad P1 }}$


## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\left\|\begin{array}{c} 16- \\ \text { Motoryc } \\ \text { les (MC) } \end{array}\right\|$ | $\begin{gathered} \text { 01- } \\ \text { Privat } \\ \text { Cars (PC) } \end{gathered}$ | 02 - Taxi |  | $\begin{gathered} \text { 12- Non- } \\ \text { franchise } \\ \text { d Bus } 6.4- \\ 15 t \end{gathered}$ | 13 - Nond Bus 15t24t | $\left\lvert\, \begin{gathered} \text { 18 - Non- } \\ \text { franchise } \\ \text { d Bus } \\ >24 t \end{gathered}\right.,$ | $\begin{array}{\|c} 9- \\ \begin{array}{c} 9- \\ \text { Private } \\ \text { Light Bus } \end{array} \\ <=3.51 \end{array}$ | $\text { : } \begin{gathered} 10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 \mathrm{t} \\ \hline \end{gathered}$ |  | 04-Lt Goods 2.5-3.5t $2.5-3.5$ | O5-Light Goods Vehicles $>$ $3.5 t$ | $\square$ |  |  |  | $\begin{array}{\|c} 15- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) } \end{array}$ | $\left\lvert\, \begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}\right.$ | tal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 1100-120 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{1}{2}$ | ${ }_{\text {Kong Sham Western }}^{\text {Road }}$ | $\frac{1.0 \%}{1.1 \%}$ | $\frac{39.2 \%}{43,9 \%}$ | 8.4\% ${ }^{\text {a/4\% }}$ | 0.6\% | 0.4\% | $\frac{1.0 \%}{1.1 \%}$ | 0.0\% | $\frac{0.1 \%}{0.1 \%}$ | 0.5\% | $\frac{0.2 \%}{0.1 \%}$ | 14.8\% | 5.3\% | 5.8\% | $\frac{11.5 \%}{10.2 \%}$ | 3.0\% | ${ }^{0.0 \%}$ | ${ }^{0.0 \%}$ | 8.2\% | 100.0\% |
| 3 | Kong Sham Western Highway | 0.6\% | 25.4\% | 5.4\% | 0.4\% | 0.3\% | - | 0.0\% | 0.0\% | 0.4\% | - | ${ }^{13.27 \%}$ | ${ }^{\text {4.1\% }}$ | - | 17.7\%\% | 2.6\% | 0.1\% | -6.6\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 0.5\% | 20.0\% | 4.3\% | 0.3\% | 0.2\% | 0.5\% | 0.0\% | 0.0\% | 0.3\% | 0.3\% | 25.7\% | 9.2\% | 10.1\% | 19.9\% | 5.2\% | 0.0\% | 0.0\% | 3.3\% | 100.0\% |
| 5 | Road P1 | 0.7\% | 29.4\% | 6.3\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 20.8\% | 7.5\% | 8.2\% | 16.1\% | 8.2\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 11 | Road Pl | 0.5\% | 21.5\% | 4.6\% | 0.4\% | 0.2\% | 0.5\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 23.8\% | 8.5\% | 9.4\% | 18.4\% | 9.9\% | 0.0\% | 0.0\% | 1.7\% | 100.0\% |
| 12 | Kong Sham Western Highway | 0.5\% | 19.8\% | 4.2\% | 0.3\% | 0.2\% | 0.5\% | 0.0\% | 0.0\% | 0.3\% | 0.3\% | 25.9\% | 9.3\% | 10.2\% | 20.0\% | 8.5\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 0.8\% | 34.2\% | 7.3\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 19.3\% | 6.9\% | 7.6\% | 14.9\% | 6.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 0.6\% | 24.3\% | 5.2\% | 0.4\% | 0.3\% | 0.6\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 23.3\% | 8.4\% | 9.2\% | 18.0\% | 8.1\% | 0.0\% | 0.0\% | 1.1\% | 100.0\% |
| 17 | Road D5 | 0.5\% | 18.5\% | 4.0\% | 0.3\% | 0.2\% | 0.5\% | 0.0\% | 0.0\% | 0.3\% | 0.3\% | 25.6\% | 9.2\% | 10.1\% | 19.8\% | 9.4\% | 0.0\% | 0.0\% | 1.4\% | 100.0\% |
| 18 | Road D5 | 0.5\% | 21.9\% | 4.7\% | 0.4\% | 0.2\% | 0.5\% | 0.0\% | 0.0\% | 0.3\% | 0.3\% | 24.6\% | 8.8\% | 9.7\% | 19.0\% | 7.9\% | 0.0\% | 0.0\% | 1.0\% | 100.0\% |
| 19 | Kong Sham Western Highway | 0.7\% | 29.6\% | 6.4\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 21.1\% | 7.6\% | 8.3\% | 16.3\% | 5.4\% | 0.0\% | 2.4\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 0.7\% | 30.0\% | 6.5\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 20.5\% | 7.4\% | 8.1\% | 15.9\% | 6.0\% | 0.0\% | 2.7\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 1.2\% | 48.4\% | 10.4\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 13.4\% | 4.8\% | 5.3\% | 10.4\% | 2.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 0.7\% | 29,3\% | 6.3\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 22.5\% | 8.1\% | 8.9\% | 17.4\% | 4.6\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\left\|\begin{array}{c} 16- \\ \text { Motoryc } \\ \text { les (MC) } \end{array}\right\|$ | $\begin{gathered} \text { 01- } \\ \text { Privat } \\ \text { Cars (PC) } \end{gathered}$ | 02 - Taxi |  | $\begin{gathered} \text { 12- Non- } \\ \text { franchise } \\ \text { d Bus } 6.4- \\ 15 t \end{gathered}$ | 13 - Nond Bus 15t24t | $\left\lvert\, \begin{gathered} \text { 18 - Non- } \\ \text { franchise } \\ \text { d Bus } \\ >24 t \end{gathered}\right.,$ | $\begin{gathered} 9 \\ \begin{array}{c} \text { Privat } \\ \text { Light } \\ \text { Lins } \\ <=3.54 \end{array} \end{gathered}$ | $\text { : } \begin{gathered} 10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 \mathrm{t} \\ \hline \end{gathered}$ |  | 04-Lt Goods 2.5-3.5t $2.5-3.5$ | O5-Light Goods Vehicles $>$ $3.5 t$ | $\square$ |  |  |  | $\begin{array}{\|c} 15- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) } \end{array}$ | $\left\lvert\, \begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}\right.$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 1200-130 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{1}{2}$ | ${ }_{\text {Kong Sham Western }}^{\text {Road }{ }^{\text {P1 }} \text { (ighw }}$ | 0.8\% | ${ }^{31.7 \%}$ 31.4\% | $\frac{6.0 \%}{5.9 \%}$ | 0.7\% | 0.5\% | ${ }_{\text {li.1\% }}^{1.1 \%}$ | 0.0\% | $\frac{0.1 \%}{0.1 \%}$ | 0.5\% | 0.2\% | $\frac{19.1 \%}{19,1 \%}$ | 6.8\% 6.9 | $\frac{8.2 \%}{8.3 \%}$ | $\frac{16.2 \%}{16.3 \%}$ | $\frac{4.2 \%}{4.2 \%}$ | ${ }^{0.0 \%}$ | 0.0\% | 3.9\% | 100.0\% |
| 3 | Kong Sham Western Highway | 0.8\% | 313.7\% | 6.4\% | 0.8\% | 0.5\% | ${ }^{\text {l.2\% }}$ | 0.0\% | 0.1\% | 0.5\% | - | ${ }^{19.7 \%}$ | 年.9\%\% | - ${ }^{\text {8.7.6\% }}$ | 16.5\%\% | ${ }^{4.29 \%}$ | 0.1\% | ${ }^{\text {4.0\% }}$ | 0.0\% | 100.0\% |
| 4 | Road P1 | 0.7\% | 26.4\% | 5.0\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 21.3\% | 7.6\% | 9.2\% | 18.19 | 4.7\% | 0.0\% | 0.0\% | 4.4\% | 100.0\% |
| 5 | Road P1 | 0.8\% | 31.4\% | 6.0\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 19.1\% | 6.9\% | 8.3\% | 16.2\% | 7.8\% | 0.0\% | 0.0\% | 0.6\% | 100.0\% |
| 11 | Road Pl | 0.7\% | 28.8\% | 5.5\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 20.4\% | 7.3\% | 8.8\% | 17.4\% | 7.3\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |
| 12 | Kong Sham Western Highway | 0.9\% | 37.0\% | 7.0\% | 0.8\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 17.2\% | 6.2\% | 7.4\% | 14.6\% | 6.1\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 0.7\% | 26.5\% | 5.0\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 21.7\% | 7.8\% | 9.4\% | 18.4\% | 8.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 0.6\% | 24.3\% | 4.6\% | 0.6\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 22.6\% | 8.1\% | 9.8\% | 19.2\% | 7.6\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |
| 17 | Road D5 | 0.7\% | 29.0\% | 5.5\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 20.4\% | 7.3\% | 8.8\% | 17.3\% | 7.2\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |
| 18 | Road D5 | 0.6\% | 24.7\% | 4.7\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 22.5\% | 8.1\% | 9.7\% | 19.1\% | 7.4\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| 19 | Kong Sham Western Highway | 0.8\% | 30.4\% | 5.8\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 19.5\% | 7.0\% | 8.4\% | 16.6\% | 5.8\% | 0.1\% | 2.8\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 0.9\% | 34.1\% | 6.5\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 18.2\% | 6.5\% | 7.9\% | 15.5\% | 5.1\% | 0.1\% | 2.1\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 0.7\% | 29.6\% | 5.6\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 21.4\% | 7.7\% | 9.2\% | 18.2\% | 4.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 1.3\% | 49.9\% | 9.5\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 12.2\% | 4.4\% | 5.3\% | 10.3\% | 2.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\left\|\begin{array}{c} 16- \\ \text { Motoryc } \\ \text { les (MC) } \end{array}\right\|$ | $\begin{gathered} \text { 01- } \\ \text { Privat } \\ \text { Cars (PC) } \end{gathered}$ | 02 - Taxi | $\left\|\begin{array}{c} 11-\text { Non- } \\ \text { franchise } \\ \text { d } \\ \text { Bus }<6.4 \end{array}\right\|$ | $\begin{array}{\|c\|c\|} \hline \begin{array}{c} 12-\text { Nonn- } \\ \text { franchise } \\ \text { d Bus.4. } \\ \text { d } \\ \text { 15t } \end{array} \\ \hline \end{array}$ | 13 - Nond Bus 15 t 24t | 18 - Non- franchise d Bus >24t | $\left\lvert\, \begin{gathered} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 t \end{gathered}\right.$ | $\begin{array}{\|c\|c} 10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 \mathrm{t} \\ \hline \end{array}$ |  | $\begin{array}{\|c} \hline 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Vehicles } \\ 2.5-3.55 \end{array}$ |  |  |  |  |  | 15 Franchis ed Bus (DD) | $\left\lvert\, \begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}\right.$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 1300-140 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{1}{2}$ | ${ }_{\text {Kong Sham Western }}^{\text {R Highw }}$ | 0.7\% | $30.7 \%$ $30.4 \%$ | 7.0\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | $\frac{20.2 \%}{20.2 \%}$ | 7.2\% $7.3 \%$ | 8.1\% | $\frac{16.0 \%}{16.0 \%}$ | $\frac{4.2 \%}{4.2 \%}$ | 0.0\% | 0.0\% | 3.5\% | 100.0\% |
| 3 | Kong Sham Western Highway | 0.8\% | 30.7\% | - | 0.6\% | 0.4\% | 0.9\% | 0.0\% | -0.1\% | 0.4\% | - | 18.7\% | 7.7\% | ${ }^{8.15 \%}$ | 16.8\%\% | ${ }^{4.9 \%}$ | 0.1\% | - | 0.0\% | 100.0\% |
| 4 | Road P1 | 0.6\% | 22.5\% | 5.8\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 22.5\% | 8.1\% | 9.0\% | 17.8\% | 4.6\% | 0.0\% | 0.0\% | 4.0\% | 100.0\% |
| 5 | Road P1 | 0.7\% | 30.4\% | 6.9\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 20.2\% | 7.2\% | 8.1\% | ${ }^{16.0 \%}$ | 7.6\% | 0.0\% | 0.0\% | 0.5\% | 100.0\% |
| 11 | Road P1 | 0.6\% | 27.8\% | 6.3\% | 0.5\% | 0.3\% | 0.8\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 21.5\% | 7.7\% | 8.7\% | 17.1\% | 7.2\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| 12 | Kong Sham Western Highway | 0.8\% | 35.8\% | 8.1\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 18.2\% | 6.5\% | 7.3\% | 14.4\% | 6.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 0.6\% | 22.5\% | 5.8\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 22.8\% | 8.2\% | 9.2\% | 18.1\% | 7.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 0.5\% | 23.4\% | 5.3\% | 0.4\% | 0.3\% | 0.6\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 23.8\% | 8.5\% | 9.6\% | 18.8\% | 7.4\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| 17 | Road D5 | 0.6\% | 28.0\% | 6.4\% | 0.5\% | 0.3\% | 0.8\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 21.5\% | 7.7\% | 8.7\% | 17.0\% | 7.0\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| 18 | Road D5 | 0.5\% | 23.8\% | 5.4\% | 0.4\% | 0.3\% | 0.6\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 23.6\% | 8.5\% | 9.5\% | 18.7\% | 7.2\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 19 | Kong Sham Western Highway | 0.7\% | 29.4\% | 6.7\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 20.6\% | 7.4\% | 8.3\% | 16.3\% | 5.6\% | 0.1\% | 2.6\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 0.8\% | 33.0\% | 7.5\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 19.2\% | 6.9\% | 7.7\% | 15.2\% | 5.0\% | 0.1\% | 2.0\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 0.7\% | 28.5\% | 6.5\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 22.5\% | 8.1\% | 9.1\% | 17.8\% | 4.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 1.1\% | 48.5\% | 11.0\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 12.9\% | 4.6\% | 5.2\% | 10.2\% | 2.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\left\|\begin{array}{c} 16- \\ \text { Motoryc } \\ \text { les (MC) } \end{array}\right\|$ | $\begin{gathered} \text { 01- } \\ \text { Privat } \\ \text { Cars (PC) } \end{gathered}$ | 02 - Taxi | $\left\|\begin{array}{c} 11-\text { Non- } \\ \text { franchise } \\ \text { d } \\ \text { Bus }<6.4 \end{array}\right\|$ | $\begin{array}{\|c\|c\|} \hline \begin{array}{c} 12-\text { Nonn- } \\ \text { franchise } \\ \text { d Bus.4. } \\ \text { d } \\ \text { 15t } \end{array} \\ \hline \end{array}$ | 13 - Nond Bus 15 t 24t | 18 - Non- franchise d Bus >24t | $\left\lvert\, \begin{gathered} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 t \end{gathered}\right.$ | $\begin{array}{\|c\|c} 10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 \mathrm{t} \\ \hline \end{array}$ |  | $\begin{array}{\|c\|} \hline 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Vehicles } \\ \hline 2.5-3.5 \mathrm{t} \end{array}$ |  |  |  |  |  | 15 Franchis ed Bus (DD) | $\left\lvert\, \begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}\right.$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 1400-1500 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{1}{2}$ | ${ }_{\text {Kong Sham Western }}^{\text {Road }}$ P1 | 0.9\% | $\frac{28.8 \%}{28.4 \%}$ | $\frac{6.2 \%}{6.1 \%}$ | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | ${ }^{0.4 \%}$ | 0.2\% | ${ }^{21.70^{2} \%}$ | 7.8\% | ${ }^{8.4 \%}$ | $\frac{16.6 \%}{16.5 \%}$ | 4.3\% | ${ }^{0.0 \%}$ | ${ }^{0.0 \%}$ | $\frac{2.9 \%}{0.0 \%}$ | 100.0\% |
| 3 | Kong Sham Western Highway | 1.0\% | 30.46\% | 6.6\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | -0.1\% | 0.4\% | - | 21.0.1\% | 7.2\% | - ${ }^{\text {8.7.8\% }}$ | 16.4\% | 4.0\% | 0.1\% | - | 0.0\% | 100.0\% |
| 4 | Road P1 | 0.8\% | 23.8\% | 5.1\% | 0.4\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.3\% | 0.3\% | 24.0\% | 8.6\% | 9.3\% | 18.4\% | 4.8\% | 0.0\% | 0.0\% | 3.3\% | 100.0\% |
| 5 | Road P1 | 0.9\% | 28.4\% | 6.1\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 21.6\% | 7.7\% | 8.4\% | 16.5\% | 7.5\% | 0.0\% | 0.0\% | 0.4\% | 100.0\% |
| 11 | Road P1 | 0.8\% | 25.9\% | 5.6\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 23.0\% | 8.2\% | 9.0\% | 17.6\% | 7.1\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 12 | Kong Sham Western Highway | 1.1\% | $33.7 \%$ | 7.2\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 19.6\% | 7.0\% | 7.6\% | 15.0\% | 6.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 0.8\% | 23.6\% | 5.1\% | 0.4\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.3\% | 0.3\% | 24.2\% | 8.7\% | 9.4\% | 18.6\% | 7.6\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 0.7\% | 21.6\% | 4.6\% | 0.4\% | 0.3\% | 0.6\% | 0.0\% | 0.0\% | 0.3\% | 0.3\% | 25.2\% | 9.0\% | 9.8\% | 19.3\% | 7.3\% | 0.0\% | 0.0\% | 0.6\% | 100.0\% |
| 17 | Road D5 | 0.8\% | 26.1\% | 5.6\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 23.0\% | 8.2\% | 8.9\% | 17.6\% | 7.0\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 18 | Road D5 | 0.7\% | 22.0\% | 4.7\% | 0.4\% | 0.3\% | 0.6\% | 0.0\% | 0.0\% | 0.3\% | 0.3\% | 25.0\% | 9.0\% | 9.8\% | 19.2\% | 7.2\% | 0.0\% | 0.0\% | 0.6\% | 100.0\% |
| 19 | Kong Sham Western Highway | 0.9\% | 27.4\% | 5.9\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 22.0\% | 7.9\% | 8.6\% | 16.9\% | 5.7\% | 0.1\% | 2.5\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 1.0\% | 30.9\% | 6.6\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 20.6\% | 7.4\% | 8.0\% | 15.8\% | 5.1\% | 0.1\% | 1.9\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 0.8\% | 26.4\% | 5.7\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 23.9\% | 8.6\% | 9.3\% | 18.3\% | 4.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 1.5\% | 46.5\% | 10.0\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 14.2\% | 5.1\% | 5.5\% | 10.9\% | 2.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\left\lvert\, \begin{gathered} 16- \\ \text { Motoryc } \\ \text { Mes (MC) } \end{gathered}\right.$ | $\left(\begin{array}{c} \text { P1- } \\ \text { Private } \\ \text { cars (PC) } \end{array}\right)$ | 02 - Taxi |  | $\left.\begin{array}{\|c\|} \hline 12-\text { Non- } \\ \text { franchise } \\ \text { d Bus } 6.4 \\ 15 t \end{array} \right\rvert\,$ | 13 - Nonfranchise 24t | $\begin{array}{\|c} \begin{array}{c} 18 \text { - Non- } \\ \text { franchise } \\ \text { dBus } \\ >24 t \end{array} \\ \hline \end{array}$ | $\left\|\begin{array}{c} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 \mathrm{~s} \end{array}\right\|$ |  | $03-$ Light <br> Goods <br> Vehicess <br> hi. <br> 2.5t | $\begin{array}{\|c\|} \begin{array}{c} 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Vehicies } \\ 2.5-3.5 \mathrm{t} \end{array} \\ \hline \end{array}$ |  |  | $\begin{array}{\|c} \hline 07- \\ \text { Heavy } \\ \text { Geoods } \\ \text { Genicies } \\ 155-24 \mathrm{t} \end{array}$ |  | $\begin{array}{\|c\|} \hline 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | 15 Franchis ed Bus (DD) | $\left\|\begin{array}{c} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{array}\right\|$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road P1 | 1500-1600 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2 | Kong Sham Western Highway | 0.9\% | 30.9\% | 6.5\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 20.6\% | 7.4\% | 7.8\% | 15.4\% | 4.0\% | 0.1\% | 3.5\% | 0.0\% | 100.0\% |
| 3 | Kong Sham Western Highway | 1.0\% | 33.3\% | 7.0\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 19.1\% | 6.9\% | 7.3\% | 14.3\% | 3.7\% | 0.2\% | 4.6\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 0.8\% | 26.2\% | 5.5\% | 0.5\% | 0.3\% | 0.8\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 23.1\% | 8.3\% | 8.8\% | 17.3\% | 4.5\% | 0.0\% | 0.0\% | 3.3\% | 100.0\% |
| 5 | Road P1 | 0.9\% | 31.0\% | 6.6\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 20.6\% | 7.4\% | 7.8\% | 15.4\% | 7.2\% | 0.0\% | 0.0\% | 0.4\% | 100.0\% |
| 11 | Road P1 | 0.9\% | 28.4\% | 6.0\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 22.1\% | 7.9\% | 8.4\% | 16.5\% | 6.8\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 12 | Kong Sham Western Highway | 1.1\% | 36.5\% | 7.7\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 18.5\% | 6.7\% | 7.1\% | 13.9\% | 5.6\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 0.8\% | 26.0\% | 5.5\% | 0.5\% | 0.3\% | 0.8\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 23.4\% | 8.4\% | 8.9\% | 17.5\% | 7.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 0.7\% | 23.9\% | 5.1\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.3\% | 0.3\% | 24.4\% | 8.7\% | 9.3\% | 18.2\% | 7.0\% | 0.0\% | 0.0\% | 0.6\% | 100.0\% |
| 17 | Road D5 | 0.9\% | 28.6\% | 6.0\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 22.0\% | 7.9\% | 8.4\% | 16.5\% | 6.6\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 18 | Road D5 | 0.7\% | 24.3\% | 5.1\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.3\% | 0.3\% | 24.2\% | 8.7\% | 9.2\% | 18.1\% | 6.9\% | 0.0\% | 0.0\% | 0.6\% | 100.0\% |
| 19 | Kong Sham Western Highway | 0.9\% | 29.9\% | 6.3\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | ${ }^{21.1 \%}$ | 7.6\% | 8.0\% | 15.7\% | 5.4\% | 0.1\% | 2.5\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 1.0\% | 33.6\% | 7.1\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 19.6\% | 7.0\% | 7.5\% | 14.7\% | 4.8\% | 0.1\% | 1.8\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 0.9\% | 29.0\% | 6.1\% | 0.6\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 22.9\% | 8.2\% | 8.7\% | 17.2\% | 4.5\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 1.5\% | 49.1\% | 10.4\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 13.1\% | 4.7\% | 5.0\% | 9.8\% | 2.6\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\left\|\begin{array}{c} 16- \\ \text { Motoryc } \\ \text { les (MC) } \end{array}\right\|$ | $\left.\begin{gathered} 01- \\ \text { Private } \\ \text { Cars (PC) } \end{gathered} \right\rvert\,$ | 02 - Taxi |  | $\begin{gathered} \text { 12- Non- } \\ \text { franchise } \\ \text { d Bus } 6.4- \\ 15 t \end{gathered}$ | 13 - Nond Bus 15t24t | $\left\lvert\, \begin{gathered} \text { 18 - Non- } \\ \text { franchise } \\ \text { d Bus } \\ >24 t \end{gathered}\right.,$ | $\begin{gathered} 9 \\ \begin{array}{c} \text { Privat } \\ \text { Light } \\ \text { Lins } \\ <=3.54 \end{array} \end{gathered}$ | $\text { : } \begin{gathered} 10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 \mathrm{t} \\ \hline \end{gathered}$ |  | 04-Lt Goods 2.5-3.5t $2.5-3.5$ | $\left\|\begin{array}{c} 05 \text { - Light } \\ \text { Gooods } \\ \text { Vehicles> } \\ 3.55 \end{array}\right\|$ | $\square$ |  |  |  | $\begin{array}{\|c} 15- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) } \end{array}$ | $\left\lvert\, \begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}\right.$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 1600-170 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{1}{2}$ | ${ }_{\text {Kong Sham Western }}^{\text {Road }}$ | $\frac{1.10}{1.0 \%}$ | ${ }^{32.7 \%}$ 32.26 | ${ }^{7.1 \%}$ | 0.8\% | 0.5\% | ${ }_{\text {li.1\% }}^{1.1 \%}$ | 0.0\% | $\frac{0.1 \%}{0.1 \%}$ | 1.0\% | 0.2\% | $\frac{20.1 \%}{20.1 \%}$ | 7.2\% | 7.1\% |  | 3.6\% | ${ }^{0.0 \%}$ | $\frac{0.0 \%}{4.10}$ | 3.3\% | 100.0\% |
| 3 | Kong Sham Western Highway | 1.1\% | 32.4\% | 7.5\% | 0.8\% | 0.6\% | ${ }^{\text {l.2\% }}$ | 0.0\% | 0.1\% | 1.0\% | - | 10.5\% | ${ }^{\text {F.6.6\% }}$ | ${ }^{\text {7.5\% }}$ | 13.28\% | - ${ }_{\text {3.3\% }}^{3.3 \%}$ | 0.1\% | ${ }^{\text {4.3\% }}$ | 0.0\% | 100.0\% |
| 4 | Road P1 | 0.9\% | 27.5\% | 6.0\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.1\% | 0.8\% | 0.2\% | ${ }^{22.7 \%}$ | 8.1\% | 8.0\% | 15.7\% | 4.1\% | 0.0\% | 0.0\% | 3.8\% | 100.0\% |
| 5 | Road P1 | 1.0\% | 32.5\% | 7.0\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 1.0\% | 0.2\% | 20.2\% | 7.2\% | 7.1\% | 14.0\% | 6.7\% | 0.0\% | 0.0\% | 0.5\% | 100.0\% |
| 11 | Road Pl | 1.0\% | 29.9\% | 6.5\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.1\% | 0.9\% | 0.2\% | 21.7\% | 7.8\% | 7.6\% | 15.0\% | 6.3\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| 12 | Kong Sham Western Highway | 1.2\% | 37.9\% | 8.2\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 1.1\% | 0.2\% | 18.0\% | 6.5\% | 6.3\% | 12.5\% | 5.2\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 0.9\% | 27.5\% | 6.0\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.1\% | 0.8\% | 0.2\% | 23.1\% | 8.3\% | 8.1\% | 16.0\% | 6.9\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 0.8\% | 25.4\% | 5.5\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.1\% | 0.7\% | 0.3\% | 24.1\% | 8.7\% | 8.5\% | 16.7\% | 6.6\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 17 | Road D5 | 1.0\% | 30.0\% | 6.5\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.9\% | 0.2\% | 21.7\% | 7.8\% | 7.6\% | 15.0\% | 6.2\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| 18 | Road D5 | 0.8\% | 25.7\% | 5.6\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.1\% | 0.8\% | 0.3\% | 24.0\% | 8.6\% | 8.5\% | 16.6\% | 6.4\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 19 | Kong Sham Western Highway | 1.0\% | 31.3\% | 6.8\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.9\% | 0.2\% | 20.6\% | 7.4\% | 7.2\% | 14.2\% | 4.9\% | 0.1\% | 2.9\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 1.1\% | 34.9\% | 7.6\% | 0.8\% | 0.6\% | 1.2\% | 0.0\% | 0.1\% | 1.0\% | 0.2\% | 19.1\% | 6.9\% | 6.7\% | 13.2\% | 4.4\% | 0.0\% | 2.1\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 1.0\% | 30.6\% | 6.6\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.9\% | 0.2\% | 22.6\% | 8.1\% | 8.0\% | 15.6\% | 4.1\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 1.6\% | 49.9\% | 10.8\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.2\% | 1.5\% | 0.1\% | 12.4\% | 4.5\% | 4.4\% | 8.6\% | 2.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\left\|\begin{array}{c} 16- \\ \text { Motoryc } \\ \text { les (MC) } \end{array}\right\|$ | $\begin{gathered} \text { 01- } \\ \text { Privat } \\ \text { Cars (PC) } \end{gathered}$ | 02 - Taxi |  | 12 - Nond Bus 6.4 15t | 13 - Nond Bus 15t24t | $\left\lvert\, \begin{gathered} \text { 18 - Non- } \\ \text { franchise } \\ \text { d Bus } \\ >24 t \end{gathered}\right.,$ | $\begin{gathered} 9 \\ \begin{array}{c} \text { Privat } \\ \text { Light } \\ \text { Lins } \\ <=3.54 \end{array} \end{gathered}$ | $\text { : } \begin{gathered} 10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 \mathrm{t} \\ \hline \end{gathered}$ |  | 04-Lt Goods 2.5-3.5t $2.5-3.5$ | $05-$ Light <br> Goods <br> Vehicles> <br> 3.5 t | $\square$ |  |  |  | $\begin{array}{\|c} 15- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) } \end{array}$ | $\left\lvert\, \begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}\right.$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 1700-1800 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{1}{2}$ | ${ }_{\text {Kong Sham Western }}^{\text {Road }{ }^{\text {P1 }} \text { (ighw }}$ | $\frac{2.3 \%}{2.2 \%^{2}}$ | ${ }^{38.2 \%}$ 37.6\% | 6.5\% | 0.8\% | 0.5\% | $\frac{1.2 \%}{1.1 \%}$ | 0.0\% | $\frac{0.1 \%}{0.1 \%}$ | 0.8\% | 0.2\% | $\frac{19.4 \%}{19.4 \%}$ | ${ }^{7.0 \%}$ | 5.6\% | $\frac{11.1 \%}{110 \%}$ | $\frac{2.9 \%}{29 \%}$ | ${ }^{0.0 \%}$ | 0.0\% | 3.5\% | 100.0\% |
| 3 | Kong Sham Western Highway | 2.3\% | 39.7\% | 6.7\% | 0.8\% | 0.5\% | ${ }^{\text {l.2\% }}$ | 0.0\% | 0.1\% | 0.8\% | - | 197.4\% | 7.3\% | ${ }^{\text {5. }}$ 5.1\% | 10.0\% | 2.9.6\% | - | ${ }^{\text {4.4.6\% }}$ | 0.0\% | 100.0\% |
| 4 | Road P1 | 1.9\% | 32.6\% | 5.5\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.1\% | 0.7\% | 0.2\% | 22.3\% | 8.0\% | 6.5\% | 12.7\% | 3.3\% | 0.0\% | 0.0\% | 4.1\% | 100.0\% |
| 5 | Road P1 | 2.2\% | 38.1\% | 6.4\% | 0.8\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.8\% | 0.2\% | 19.6\% | 7.0\% | 5.7\% | 11.1.1\% | 5.7\% | 0.0\% | 0.0\% | 0.5\% | 100.0\% |
| 11 | Road P1 | 2.1\% | 35.3\% | 6.0\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.8\% | 0.2\% | 21.2\% | 7.6\% | 6.1\% | 12.1\% | 5.4\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |
| 12 | Kong Sham Western Highway | 2.6\% | 43.6\% | 7.4\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.9\% | 0.2\% | 17.2\% | 6.2\% | 5.0\% | 9.8\% | 4.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 1.9\% | 32.9\% | 5.6\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.1\% | 0.7\% | 0.2\% | 22.8\% | 8.2\% | 6.6\% | 13.0\% | 6.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 1.8\% | 30.5\% | 5.2\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.1\% | 0.6\% | 0.3\% | 24.0\% | 8.6\% | 6.9\% | 13.7\% | 5.7\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| 17 | Road D5 | 2.1\% | 35.5\% | 6.0\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.8\% | 0.2\% | 21.2\% | 7.6\% | 6.1\% | 12.1\% | 5.3\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| 18 | Road D5 | 1.8\% | 30.9\% | 5.2\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.1\% | 0.7\% | 0.2\% | 23.8\% | 8.5\% | 6.9\% | 13.6\% | 5.5\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| 19 | Kong Sham Western Highway | 2.2\% | 36.7\% | 6.2\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.8\% | 0.2\% | 19.9\% | 7.2\% | 5.8\% | 11.4\% | 4.1\% | 0.1\% | 3.1\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 2.4\% | 40.5\% | 6.9\% | 0.8\% | 0.6\% | 1.2\% | 0.0\% | 0.1\% | 0.9\% | 0.2\% | 18.3\% | 6.6\% | 5.3\% | 10.4\% | 3.6\% | 0.1\% | 2.3\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 2.1\% | 36.1\% | 6.1\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.8\% | 0.2\% | 22.1\% | 7.9\% | 6.4\% | 12.6\% | 3.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 3.3\% | 55.4\% | 9.4\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.2\% | 1.2\% | 0.1\% | 11.4\% | 4.1\% | 3.3\% | 6.5\% | 1.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\left\|\begin{array}{c} 16- \\ \text { Motoryc } \\ \text { les (MC) } \end{array}\right\|$ | $\begin{gathered} \text { 01- } \\ \text { Privat } \\ \text { Cars (PC) } \end{gathered}$ | 02 - Taxi |  | $\begin{gathered} \text { 12- Non- } \\ \text { franchise } \\ \text { d Bus } 6.4- \\ 15 t \end{gathered}$ | 13 - Nond Bus 15t24t | $\left\lvert\, \begin{gathered} \text { 18 - Non- } \\ \text { franchise } \\ \text { d Bus } \\ >24 t \end{gathered}\right.,$ | $\begin{gathered} 9 \\ \begin{array}{c} \text { Privat } \\ \text { Light } \\ \text { Lins } \\ <=3.54 \end{array} \end{gathered}$ | $\text { : } \begin{gathered} 10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 \mathrm{t} \\ \hline \end{gathered}$ |  | 04-Lt Goods 2.5-3.5t $2.5-3.5$ | $\left\|\begin{array}{c} 05 \text { - Light } \\ \text { Gooods } \\ \text { Vehicles> } \\ 3.55 \end{array}\right\|$ | $\square$ |  |  |  | $\begin{array}{\|c} 15- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) } \end{array}$ | $\left\lvert\, \begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}\right.$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 1800-1900 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{1}{2}$ | ${ }_{\text {Kong Sham Western }}^{\text {R Highw }}$ | 2.4\% $2.3 \%$ | 51.9\% | 7.1\% | 0.9\% | 0.6\% | $\frac{1.3 \%}{1.3 \%}$ | 0.0\% | 0.0\% | 0.3\% $0.3 \%$ | 0.1\% | 13.9\% | 5.0\% | ${ }^{3.6 \%}$ | 7.2\% | $\frac{1.9 \%}{1.9 \%}$ | 0.0\% | 0.0\% | 3.8\% | 100.0\% |
| 3 | Kong Sham Western Highway | 2.4\% | 51.2\% | ${ }^{7.2 \%}$ | 0.9\% | 0.6\% | ${ }^{1.4}$ | 0.0\% | 0.0\% | - | 0.1\% | 12.2.4\% | + ${ }_{\text {5.4\% }}^{4.4 \%}$ | ${ }^{3.0 \%}$ | ${ }^{\text {F.4. }}$ | $\frac{1.7 \%}{1.7 \%}$ | 0.1\% | - ${ }^{\text {4.7.\% }}$ | 0.0\% | 100.0\% |
| 4 | Road P1 | 2.1\% | 46.3\% | 6.3\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 16.6\% | 6.0\% | 4.3\% | 8.5\% | 2.2\% | 0.0\% | 0.0\% | 4.6\% | 100.0\% |
| 5 | Road P1 | 2.4\% | 53.4\% | 7.3\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 14.4\% | 5.2\% | 3.8\% | 7.4\% | 1.9\% | 0.0\% | 0.0\% | 0.6\% | 100.0\% |
| 11 | Road P1 | 2.3\% | 50.4\% | 6.9\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 15.9\% | 5.7\% | 4.2\% | 8.2\% | 2.1\% | 0.0\% | 0.0\% | 1.0\% | 100.0\% |
| 12 | Kong Sham Western Highway | 2.7\% | 58.3\% | 7.9\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.0\% | 0.4\% | 0.1\% | 12.0\% | 4.3\% | 3.2\% | 6.2\% | 16\% | 0.0\% | 00 | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 2.2\% | 48.2\% | 6.6\% | 0.8\% | 0.6\% | 1.3\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 17.6\% | 6.3\% | 4.6\% | 9.1\% | 2.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 2.1\% | 45.3\% | 6.2\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 18.7\% | 6.7\% | 4.9\% | 9.7\% | 2.5\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |
| 17 | Road D5 | 2.3\% | 50.6\% | 6.9\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 15.8\% | 5.7\% | 4.2\% | 8.2\% | 2.1\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |
| 18 | Road D5 | 2.1\% | 45.7\% | 6.2\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 18.5\% | 6.6\% | 4.9\% | 9.5\% | 2.5\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |
| 19 | Kong Sham Western Highway | 2.3\% | 51.0\% | 6.9\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 14.5\% | 5.2\% | 3.8\% | 7.5\% | 2.0\% | 0.1\% | 3.3\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 2.5\% | 54.7\% | 7.4\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.0\% | 0.4\% | 0.1\% | 13.0\% | 4.7\% | 3.4\% | 6.7\% | 1.7\% | 0.0\% | 2.3\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 2.3\% | 50.6\% | 6.9\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 16.2\% | 5.8\% | 4.3\% | 8.4\% | 2.2\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 3.1\% | 67.1\% | 9.1\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.1\% | 0.4\% | 0.1\% | 7.3\% | 2.6\% | 1.9\% | 3.7\% | 1.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\left\|\begin{array}{c} 16- \\ \text { Motoryc } \\ \text { les (MC) } \end{array}\right\|$ | $\begin{gathered} \text { 01- } \\ \text { Privat } \\ \text { Cars (PC) } \end{gathered}$ | 02 - Taxi |  | $\begin{gathered} \text { 12- Non- } \\ \text { franchise } \\ \text { d Bus } 6.4- \\ 15 t \end{gathered}$ | 13 - Nond Bus 15t24t | $\left\lvert\, \begin{gathered} \text { 18 - Non- } \\ \text { franchise } \\ \text { d Bus } \\ >24 t \end{gathered}\right.,$ | $\begin{gathered} 9 \\ \begin{array}{c} \text { Privat } \\ \text { Light } \\ \text { Lins } \\ <=3.54 \end{array} \end{gathered}$ | $\text { : } \begin{gathered} 10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 \mathrm{t} \\ \hline \end{gathered}$ |  | 04-Lt Goods 2.5-3.5t $2.5-3.5$ | O5-Light Goods Vehicles $>$ $3.5 t$ | $\square$ |  |  |  | $\begin{array}{\|c} 15- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) } \end{array}$ | $\left\lvert\, \begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}\right.$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 1900-200 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{1}{2}$ | ${ }_{\text {Kong Sham Western }}^{\text {R Highw }}$ | $\frac{1.5 \%}{1.4 \%}$ | ${ }_{\text {cke. }}^{56.1 \%}$ | 7.9\% | $\frac{1.1 \%}{1.1 \%}$ | 0.8\% | $\frac{1.7 \%}{1.7 \%}$ | 0.0\% | 0.0\% | 0.1\% | 0.1\% | $\frac{10.9 \%}{10.9 \%}$ | ${ }^{3.9 \%}$ | ${ }^{3.1 \%}$ | ${ }^{6.2 \%}$ | $\frac{1.6 \%}{1.6 \%}$ | 0.0\% | $\frac{0.0 \%}{5.2 \%}$ | 4.4\% | 100.0\% |
| 3 | Kong Sham Western Highway | 1.5\% | 57.5\% | 8.0\% | ${ }^{\text {1.1. }}$ | 0.8\% | ${ }^{\text {1.7\% }}$ | 0.0\% | 0.0\% | 0.1\% | 0.1\% | ${ }^{\text {90.6\% }}$ | 3.9\% | ${ }^{\frac{3.8 \%}{2.8 \%}}$ | ${ }^{6.2 \%}$ | ${ }_{\text {l }}^{\text {1.4\% }}$ | ${ }^{0.1 \%}$ | 5.5\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 1.3\% | 51.4\% | 7.1\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 13.2\% | 4.7\% | 3.8\% | 7.5\% | 2.0\% | 0.0\% | 0.0\% | 5.5\% | 100.0\% |
| 5 | Road P1 | 1.5\% | 58.8\% | 8.1\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 11.4\% | 4.1\% | 3.3\% | 6.5\% | 1.7\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 11 | Road P1 | 1.4\% | 56.0\% | 7.8\% | 1.1\% | 0.8\% | 1.6\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 12.6\% | 4.5\% | 3.7\% | 7.2\% | 1.9\% | 0.0\% | 0.0\% | 1.2\% | 100.0\% |
| 12 | Kong Sham Western Highway | 1.6\% | 63.3\% | 8.8\% | 1.2\% | 0.8\% | 1.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 9.4\% | 3.4\% | 2.7\% | 5.3\% | 1.4\% | 0.0\% | 00 | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 1.4\% | 54.1\% | 7.5\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 14.1\% | 5.1\% | 4.1\% | 8.0\% | 2.1\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 1.3\% | 51.2\% | 7.1\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.0\% | 0.1\% | 0.2\% | 15.1\% | 5.4\% | 4.4\% | 8.6\% | 2.3\% | 0.0\% | 0.0\% | 1.1\% | 100.0\% |
| 17 | Road D5 | 1.4\% | 56.2\% | 7.8\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 12.6\% | 4.5\% | 3.6\% | 7.2\% | 1.9\% | 0.0\% | 0.0\% | 1.1\% | 100.0\% |
| 18 | Road D5 | 1.3\% | 51.6\% | 7.1\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.0\% | 0.1\% | 0.2\% | 15.0\% | 5.4\% | 4.3\% | 8.5\% | 2.2\% | 0.0\% | 0.0\% | 1.1\% | 100.0\% |
| 19 | Kong Sham Western Highway | 1.4\% | 56.1\% | 7.8\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 11.5\% | 4.1\% | 3.3\% | 6.5\% | 1.7\% | 0.1\% | 3.8\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 1.5\% | 59.6\% | 8.3\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 10.1\% | 3.6\% | 2.9\% | 5.8\% | 1.5\% | 0.0\% | 2.7\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 1.5\% | 56.4\% | 7.8\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 12.9\% | 4.6\% | 3.7\% | 7.4\% | 1.9\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 1.8\% | 70.8\% | 9.8\% | 1.4\% | 0.9\% | 2.1\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 5.5\% | 2.0\% | 1.6\% | 3.1\% | 0.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\left\|\begin{array}{c} 16- \\ \text { Motoryc } \\ \text { les (MC) } \end{array}\right\|$ | $\begin{gathered} \text { 01- } \\ \text { Privat } \\ \text { Cars (PC) } \end{gathered}$ | 02 - Taxi |  | $\begin{gathered} \text { 12- Non- } \\ \text { franchise } \\ \text { d Bus } 6.4- \\ 15 t \end{gathered}$ | 13 - Nond Bus 15t24t | $\left\lvert\, \begin{gathered} \text { 18 - Non- } \\ \text { franchise } \\ \text { d Bus } \\ >24 t \end{gathered}\right.,$ | $\begin{gathered} 9 \\ \begin{array}{c} \text { Privat } \\ \text { Light } \\ \text { Lins } \\ <=3.54 \end{array} \end{gathered}$ | $\text { : } \begin{gathered} 10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 \mathrm{t} \\ \hline \end{gathered}$ |  | 04-Lt Goods 2.5-3.5t $2.5-3.5$ | $05-$ Light <br> Goods <br> Vehicles> <br> 3.5 t | $\square$ |  |  | $\begin{array}{\|c} 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | $\begin{array}{\|c} 15- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) } \end{array}$ | $\left\lvert\, \begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}\right.$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 2000-2100 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{1}{2}$ | ${ }_{\text {Kong Sham Western }}^{\text {R Highw }}$ | $\frac{1.6 \%}{1.6 \%}$ | 年54.2\% | $\frac{11.3 \%}{11.2 \%}$ | $\frac{1.1 \%}{1.1 \%}$ | 0.7\% | 1.1.6\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | ${ }^{9.6 \%}$ | ${ }^{3.4 \%}$ | 2.9\% | ${ }^{5.8 \%}$ | 1.5\% | 0.0\% | 0.0\% | 5.0\% | 100.0\% |
| 3 | Kong Sham Western Highway | 1.6\% | 55.6\% | 11.4\% | ${ }_{\text {l }}^{1.1 \%}$ | 0.8\% | -1.6\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | ${ }^{\text {9.4.4\% }}$ | - ${ }^{3.4 \%}$ | 2.9\% | ${ }^{5.15}$ | ${ }_{\text {l }}^{1.3 \%}$ | - | - ${ }_{\text {5.1.1\% }}^{7.1}$ | 0.0\% | 100.0\% |
| 4 | Road P1 | 1.5\% | 50.2\% | 10.3\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | ${ }^{11.7 \%}$ | 4.2\% | 3.6\% | 7.0\% | 1.8\% | 0.0\% | 0.0\% | 6.2\% | 100.0\% |
| 5 | Road P1 | 1.7\% | 57.4\% | 11.8\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 10.1\% | 3.6\% | 3.1\% | 6.1\% | 1.6\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| 11 | Road P1 | 1.6\% | 54.9\% | 11.2\% | 1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 11.3\% | 4.0\% | 3.4\% | 6.8\% | 1.8\% | 0.0\% | 0.0\% | 1.3\% | 100.0\% |
| 12 | Kong Sham Western Highway | 1.8\% | 61.5\% | 12.6\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 8.3\% | 3.0\% | 2.5\% | 5.0\% | 1.3\% | 0.0\% | 00 | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 1.6\% | 53.3\% | 10.9\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 12.7\% | 4.5\% | 3.9\% | 7.6\% | 2.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 1.5\% | 50.5\% | 10.4\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 13.6\% | 4.9\% | 4.2\% | 8.2\% | 2.1\% | 0.0\% | 0.0\% | 1.3\% | 100.0\% |
| 17 | Road D5 | 1.6\% | 55.0\% | 11.3\% | 1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 11.2\% | 4.0\% | 3.4\% | 6.7\% | 1.8\% | 0.0\% | 0.0\% | 1.2\% | 100.0\% |
| 18 | Road D5 | 1.5\% | 50.9\% | 10.4\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 13.4\% | 4.8\% | 4.1\% | 8.1\% | 2.1\% | 0.0\% | 0.0\% | 1.2\% | 100.0\% |
| 19 | Kong Sham Western Highway | 1.6\% | 54.6\% | 11.2\% | 1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 10.2\% | 3.6\% | 3.1\% | 6.1\% | 1.6\% | 0.1\% | 4.2\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 1.7\% | 57.9\% | 11.9\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 8.9\% | 3.2\% | 2.7\% | 5.4\% | 1.4\% | 0.1\% | 2.9\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 1.6\% | 55.3\% | 11.3\% | 1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 11.6\% | 4.2\% | 3.5\% | 6.9\% | 1.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 2.0\% | 68.0\% | 13.9\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 4.8\% | 1.7\% | 1.5\% | 2.9\% | 0.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\left\|\begin{array}{c} 16- \\ \text { Motoryc } \\ \text { les (MC) } \end{array}\right\|$ | $\left.\begin{gathered} 01- \\ \text { Private } \\ \text { Pars (PC) } \end{gathered} \right\rvert\,$ | 02 - Taxi | $\left\|\begin{array}{c} 11-\text { Non- } \\ \text { franchise } \\ \text { d } \\ \text { Bus }<6.4 \end{array}\right\|$ | $\begin{array}{\|c\|c\|} \hline \begin{array}{c} 12-\text { Nonn- } \\ \text { franchise } \\ \text { d Bus.4. } \\ \text { d } \\ \text { 15t } \end{array} \\ \hline \end{array}$ | 13 - Nond Bus 15 t 24t | 18 - Non- franchise d Bus >24t | $\left\lvert\, \begin{gathered} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 t \end{gathered}\right.$ | $\begin{array}{\|c\|c} 10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 \mathrm{t} \\ \hline \end{array}$ |  | $\begin{array}{\|c\|} \hline 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Vehicles } \\ 2.5-3.5 \mathrm{t} \\ \hline \end{array}$ | $\left\|\begin{array}{c} 05-\text { Light } \\ \text { Goods } \\ \text { Vehicles }> \\ 3.5 t \end{array}\right\|$ |  |  |  |  | 15 Franchis ed Bus (DD) | $\left\lvert\, \begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}\right.$ | tal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 2100-22 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{1}{2}$ | ${ }_{\text {Kong Sham Western Highw }}^{\text {Rea }}$ | $\frac{2.2 \%}{2.2 \%}$ |  | $\frac{13.2 \%}{13.1 \%}$ | 0.7\% | 0.5\% | $\frac{1.1 \%}{1.1 \%}$ | 0.0\% | 0.0\% | 0.1\% | 0.1\% | ${ }^{\text {9.0\% }}$ | ${ }^{3.2 \%}$ | ${ }^{3.2 \%}$ 3.2\% | ${ }^{6.2 \%}$ | $\frac{1.6 \%}{1.6 \%}$ | 0.0\% | $\frac{0.0 \%}{6.0 \%}$ | 5.6\% | 100.0\% |
| 3 | Kong Sham Western Highway | 2.2\% | 523.9\% | 13.4\% | 0.7\% | 0.5\% | ${ }^{\text {l.1.\% }}$ | 0.0\% | 0.0\% | 0.1\% | 0.1\% | ${ }^{\text {9.9.9\% }}$ | - ${ }^{3.8 \%}$ | ${ }^{3.2 \%}$ | ${ }^{6.2 \%}$ | ${ }_{\text {l }}^{\text {1.4\% }}$ | - | - | 0.0\% | 100.0\% |
| 4 | Road P1 | 2.0\% | 48.4\% | 12.0\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 10.9\% | 3.9\% | 3.9\% | 7.6\% | 2.0\% | 0.0\% | 0.0\% | 7.0\% | 100.0\% |
| 5 | Road P1 | 2.3\% | 55.7\% | 13.9\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 9.5\% | 3.4\% | 3.3\% | 6.6\% | 1.7\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |
| 11 | Road Pl | 2.2\% | 53.2\% | 13.2\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 10.6\% | 3.8\% | 3.7\% | 7.3\% | 1.9\% | 0.0\% | 0.0\% | 1.5\% | 100.0\% |
| 12 | Kong Sham Western Highway | 2.4\% | 59.7\% | 14.8\% | 0.8\% | 0.6\% | 1.2\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 7.8\% | 2.8\% | 2.7\% | 5.4\% | 1.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 2.1\% | 51.8\% | 12.9\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 11.9\% | 4.3\% | 4.2\% | 8.2\% | 2.2\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 2.0\% | 49.0\% | 12.2\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 12.8\% | 4.6\% | 4.5\% | 8.8\% | 2.3\% | 0.0\% | 0.0\% | 1.5\% | 100.0\% |
| 17 | Road D5 | 2.2\% | 53.3\% | 13.3\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 10.5\% | 3.8\% | 3.7\% | 7.3\% | 1.9\% | 0.0\% | 0.0\% | 1.4\% | 100.0\% |
| 18 | Road D5 | 2.0\% | 49.3\% | 12.3\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 12.6\% | 4.5\% | 4.4\% | 8.7\% | 2.3\% | 0.0\% | 0.0\% | 1.4\% | 100.0\% |
| 19 | Kong Sham Western Highway | 2.2\% | 53.0\% | 13.2\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 9.5\% | 3.4\% | 3.4\% | 6.6\% | 1.7\% | 0.1\% | 4.3\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 2.3\% | 56.2\% | 14.0\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 8.4\% | 3.0\% | 3.0\% | 5.8\% | 1.5\% | 0.1\% | 3.0\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 2.2\% | 53.7\% | 13.4\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 10.9\% | 3.9\% | 3.8\% | 7.5\% | 2.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 2.7\% | 66.1\% | 16.4\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.0\% | 0.1\% | 0.0\% | 4.5\% | 1.6\% | 1.6\% | 3.1\% | 0.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\left\lvert\, \begin{gathered} 16- \\ \text { Motoryc } \\ \text { Mes (MC) } \end{gathered}\right.$ | $\left(\begin{array}{c} \text { P1- } \\ \text { Private } \\ \text { cars (PC) } \end{array}\right)$ | 02 - Taxi |  | $\left.\begin{array}{\|c\|} \hline \text { 12 - Non- } \\ \text { franchise } \\ \text { d Bus } 6.4- \\ 15 t \end{array} \right\rvert\,$ | 13 - Nonfranchise 24t | $\begin{array}{\|c} \begin{array}{c} 18 \text { - Non- } \\ \text { franchise } \\ \text { dBus } \\ >24 t \end{array} \\ \hline \end{array}$ | $\left\|\begin{array}{c} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 \mathrm{~s} \end{array}\right\|$ |  |  | $\begin{array}{\|c\|} \begin{array}{c} 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Vehicies } \\ 2.5-3.5 \mathrm{t} \end{array} \\ \hline \end{array}$ |  |  | $\begin{array}{\|c\|} \hline 07- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ 15 t-24 t \\ \hline \end{array}$ |  | $\begin{array}{\|c\|} \hline 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | 15 Franchis ed Bus (DD) | $\left\|\begin{array}{c} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{array}\right\|$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road P1 | 2200-2300 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2 | Kong Sham Western Highway | 2.0\% | 55.4\% | 14.4\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 8.1\% | 2.9\% | 2.6\% | 5.0\% | 1.3\% | 0.2\% | 6.3\% | 0.0\% | 100.0\% |
| 3 | Kong Sham Western Highway | 2.0\% | 56.2\% | 14.6\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 7.1\% | 2.5\% | 2.2\% | 4.4\% | 1.1\% | 0.2\% | 7.7\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 1.9\% | 52.2\% | 13.6\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 10.1\% | 3.6\% | 3.2\% | 6.3\% | 1.6\% | 0.0\% | 0.0\% | 5.7\% | 100.0\% |
| 5 | Road P1 | 2.1\% | 58.8\% | 15.3\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 8.6\% | 3.1\% | 2.7\% | 5.3\% | 1.4\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 11 | Road P1 | 2.0\% | 56.5\% | 14.7\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 9.7\% | 3.5\% | 3.0\% | 6.0\% | 1.6\% | 0.0\% | 0.0\% | 1.2\% | 100.0\% |
| 12 | Kong Sham Western Highway | 2.3\% | 62.4\% | 16.2\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 7.0\% | 2.5\% | 2.2\% | 4.3\% | 1.1\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 2.0\% | 55.1\% | 14.3\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 10.9\% | 3.9\% | 3.4\% | 6.7\% | 1.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 1.9\% | 52.6\% | 13.7\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 11.8\% | 4.2\% | 3.7\% | 7.3\% | 1.9\% | 0.0\% | 0.0\% | 1.2\% | 100.0\% |
| 17 | Road D5 | 2.1\% | 56.7\% | 14.7\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 9.6\% | 3.5\% | 3.0\% | 5.9\% | 1.6\% | 0.0\% | 0.0\% | 1.1\% | 100.0\% |
| 18 | Road D5 | 1.9\% | 52.9\% | 13.7\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 11.6\% | 4.2\% | 3.6\% | 7.2\% | 1.9\% | 0.0\% | 0.0\% | 1.1\% | 100.0\% |
| 19 | Kong Sham Western Highway | 2.0\% | 55.8\% | 14.5\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 8.6\% | 3.1\% | 2.7\% | 5.3\% | 1.4\% | 0.1\% | 4.6\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 2.1\% | 58.8\% | 15.3\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 7.6\% | 2.7\% | 2.4\% | 4.7\% | 1.2\% | 0.1\% | 3.2\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 2.1\% | 57.0\% | 14.8\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 9.9\% | 3.6\% | 3.1\% | 6.1\% | 1.6\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 2.5\% | 68.0\% | 17.6\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.1\% | 0.0\% | 4.0\% | 1.4\% | 1.3\% | 2.5\% | 0.6\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\begin{array}{\|c\|} \hline 16- \\ \text { Motorcyc } \\ \text { les (MC) } \end{array}$ | $\left.=\begin{gathered} 01 . \\ \text { Private } \\ \text { Criss (PC) } \end{gathered} \right\rvert\,$ | 02 - Taxi | $\begin{array}{\|c} \hline 11-\text { Non- } \\ \text { franchise } \\ \text { d } \\ \text { Bus<6.4 } \\ \mathrm{t} \\ \hline \end{array}$ | 12-Nonfranchise 15t | $\begin{gathered} \text { 13- Non- } \\ \text { franchise } \\ \text { di Bus } 15 t \\ 24 t \end{gathered}$ |  | $\left\|\begin{array}{c\|} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 \mathrm{t} \end{array}\right\|$ | $\begin{array}{\|c\|} 10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 \mathrm{st} \end{array}$ | $\begin{gathered} \left.\begin{array}{c} 03-\text { Light } \\ \text { Goods } \\ \text { Vehiclese } \\ =2.5 t \end{array} \right\rvert\, \\ =2.50 \end{gathered}$ | $\left\{\begin{array}{c} 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Cohices } \\ 2.5-3.55 \end{array}\right.$ | $\|$$05-$ Light <br> Goods <br> Vehicles> <br> $3.5 t$ |  | $\qquad$ |  | $\begin{array}{\|c\|} \hline 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | $\substack{15-\\ \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) }}$ | $\left\lvert\, \begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}\right.$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | $2300-2400$ ______ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{1}{2}$ | ${ }_{\text {Kona }}$ Road P1 | ${ }_{2.1 \%}^{2.1 \%}$ | ${ }_{\text {54.5\% }}^{5.5}$ | 14.0\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | ${ }^{0.2 \%}$ | $\stackrel{0.1 \%}{0}$ | ${ }^{9.1 \%}$ | 3.3\% | ${ }^{2.9 \%}$ | ${ }^{5.8 \%}$ | 1.5\% | ${ }^{0.0 \%}$ | ${ }^{0.0 \%}$ | 4.6\% | $\frac{100.0 \%}{100.0 \%}$ |
| 3 | Kong Sham Western Highway | ${ }^{2.1 \%}$ | 54.3\% | 13.9\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 7.9\% | 2.9\% | 2.6\% | 5.0\% | 1.3\% | 0.2\% | ${ }^{\text {7.6\% }}$ | 0.0\% | 100.0\% |
| 4 | Road P1 | 1.9\% | 49.8\% | 12.8\% | 0.6\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 11.2\% | 4.0\% | 3.6\% | 7.1\% | 1.8\% | 0.0\% | 0.0\% | 5.7\% | 100.0\% |
| 5 | Road P1 | 2.2\% | 56.6\% | 14.5\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 9.6\% | 3.4\% | 3.1\% | 6.1\% | 1.6\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 11 | Road P1 | 2.1\% | 54.1\% | 13.9\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 10.7\% | 3.8\% | 3.4\% | 6.8\% | 1.8\% | 0.0\% | 0.0\% | 1.2\% | 100.0\% |
| 12 | Kong Sham Western Highway | 2.3\% | 60.4\% | 15.5\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 7.8\% | 2.8\% | 2.5\% | 4.9\% | 1.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 2.0\% | 52.6\% | 13.5\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 12.0\% | 4.3\% | 3.9\% | 7.6\% | 2.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 1.9\% | 49.9\% | 12.8\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 13.0\% | 4.7\% | 4.2\% | 8.2\% | 2.1\% | 0.0\% | 0.0\% | 1.2\% | 100.0\% |
| 17 | Road D5 | 2.1\% | 54.2\% | 13.9\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 10.7\% | 3.8\% | 3.4\% | 6.7\% | 1.8\% | 0.0\% | 0.0\% | 1.1\% | 100.0\% |
| 18 | Road D5 | 1.9\% | 50.3\% | 12.9\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 12.8\% | 4.6\% | 4.1\% | 8.1\% | 2.1\% | 0.0\% | 0.0\% | 1.1\% | 100.0\% |
| 19 | Kong Sham Western Highway | 2.0\% | 53.6\% | 13.7\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 9.6\% | 3.4\% | 3.1\% | 6.1\% | 1.6\% | 0.1\% | 4.5\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 2.2\% | 56.8\% | 14.6\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 8.5\% | 3.0\% | 2.7\% | 5.3\% | 1.4\% | 0.1\% | 3.2\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 2.1\% | 54.5\% | 14.0\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 11.0\% | 3.9\% | 3.5\% | 6.9\% | 1.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 2.5\% | 66.5 | 17.1\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.2\% | 0.0\% | 4.5\% | 1.6\% | 1.5\% | 2.9\% | 0.7\% | 0.0 | 0.0 | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

Year 2027
24 Hours Speed


| Link No. | Road Name | Road Type | ${ }_{\text {cheed }}^{\text {Speed }}$ | ${ }_{\substack{\text { Speed } \\ \text { (kph) }}}$ | ${ }_{\substack{\text { Speed } \\ \text { (kph) }}}$ | ${ }_{\substack{\text { Speed } \\ \text { (kph) }}}$ |  |  |  | Speed | Speed (kph) | ${ }_{\substack{\text { Speed } \\ \text { (kph) }}}$ | Speed (kph) | Speed (kph) | Speed (kph) | Speed (kph) | Speed (kph) | Speed (kph) | Speed (kph) | ${ }_{\substack{\text { Speed } \\ \text { (kph) }}}$ | ${ }_{\text {Speed }}^{\text {(kph) }}$ | $\begin{aligned} & \text { Speeed } \\ & \text { (kph) } \end{aligned}$ | $\begin{aligned} & \substack{\text { Speed } \\ (\text { (kph) }} \end{aligned}$ | $\begin{aligned} & \substack{\text { Speed } \\ (k p h)} \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & \text { (kph) } \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & (\text { kph) } \end{aligned}$ | $\stackrel{\text { Speed }}{ }$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | kmi/hr |  | ${ }_{0}^{(100000200}$ |  | ${ }_{\text {(kaph }}^{\text {O30000 }}$ | ${ }_{\text {(ka00.500 }}$ | ${ }_{\text {050.0.600 }}$ | ${ }_{060000700}^{(k)}$ | ${ }_{\text {(1700-880 }}^{(1 \mathrm{k}}{ }^{\text {(1) }}$ | ${ }_{\text {cken }}^{\text {(k80.0900 }}$ | (1900-100 | ${ }_{\text {(100-1100 }}$ | ${ }_{\text {(100-1200 }}^{1}$ | ${ }_{\text {(120-1300 }}^{120}$ | ${ }_{\text {130-1200 }}$ | ${ }_{\text {1200-1500 }}$ | ${ }_{\text {150-1600 }}$ | ${ }_{\text {cken }}^{\text {160-1700 }}$ | ${ }_{\text {(170-1800 }}$ | ${ }_{\text {(180-1900 }}^{\text {(190) }}$ |  |  |  |  | ${ }_{\text {2300.0000 }}$ |
|  | Road P1 | District Distributor | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 49 | 49 | 49 | 49 | 49 | 49 | 49 | 49 | 49 | 49 | 49 | 49 | 49 | 49 | 49 | 49 | 50 |
|  | Kong Sham Western Highway | Expressway | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 |  |
| 3 | Kong Sham Western Highway | Expressway | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 |
| 4 | Road P1 | District Distributor | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 49 | 49 | 48 | 48 | 48 | 48 | 49 | 49 | 49 | 49 | 49 | 49 | 49 | 49 | 49 | 49 | 49 | 50 |
| 5 | Road P1 | District Distributor | 50 | 48 | 49 | 49 | 49 | 49 | 49 | 47 | 43 | 42 | 42 | 42 | 43 | 42 | 42 | 41 | 41 | 41 | 40 | 42 | 44 | 45 | 46 | 46 | 47 |
| 11 | Road P1 | District Distributor | 50 | 49 | 50 | 50 | 50 | 50 | 50 | 49 | 47 | 47 | 47 | 47 | 47 | 45 | 45 | 44 | 44 | 44 | 44 | 45 | 46 | 47 | 47 | 48 | 48 |
| 12 | Kong Sham Western Highway | Expresway | 50 | 48 | 49 | 49 | 49 | 49 | 49 | 47 | 42 | 41 | 40 | 40 | 40 | 39 | 39 | 38 | 38 | 38 | 38 | 38 | 40 | 43 | 43 | 44 | 45 |
| 13 | Kong Sham Western Highway | Expressway | 50 | 47 | 48 | 49 | 49 | 49 | 48 | 45 | 39 | 39 | 39 | 39 | 39 | 40 | 40 | 40 | 40 | 40 | 40 | 41 | 44 | 45 | 46 | 46 |  |
| 14 | Road P1 | District Distributor | 50 | 49 | 49 | 50 | 50 | 50 | 49 | 48 | 46 | 45 | 45 | 45 | 46 | 44 | 44 | ${ }^{43}$ | ${ }^{43}$ | 43 | 43 | 45 | ${ }^{46}$ | 47 | ${ }^{47}$ | 48 | 48 |
| 17 | Road D5 | District Distributor | 50 | 37 | 38 | 39 | 39 | 39 | 38 | 34 | 30 | 29 | 29 | 29 | 29 | 29 | 29 | 28 | 28 | 28 | 28 | 29 | 29 | 30 | 30 | 30 | 32 |
| 18 | Road D5 | District Distributor | 50 | 36 | 37 | 38 | 38 | 38 | 37 | 32 | 29 | 29 | 29 | 29 | 29 | 28 | 28 | 28 | 28 | 28 | 28 | 29 | 29 | 30 | 30 | 30 | 31 |
| 19 | Kong Sham Western Highway | Expressway | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 |  |
| ${ }^{20}$ | Kong Sham Western Highway | Expressway | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 |  |
| 23 | Road D1 | District Distributor | 50 | 34 | 36 | 37 | 38 | 38 | 37 | 31 | 29 | 29 | 29 | 29 | 29 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 33 | 33 | 34 | 35 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Appendix 3.4 Traffic Data

## Year 2028

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes

| Link No. | Road Name | Road Type | Speed | Tetal | Tetal | $\begin{aligned} & \text { Teatal } \\ & \text { vehice } \end{aligned}$ | $\begin{gathered} \text { votal } \\ \text { venicle } \end{gathered}$ | $\begin{gathered} \text { Tefatal } \\ \text { vehice } \end{gathered}$ | Total | $\begin{gathered} \text { Totalal } \\ \text { vehice } \end{gathered}$ | $\begin{gathered} \text { Totalal } \\ \text { vehice } \end{gathered}$ | $\begin{aligned} & \text { Teatal } \\ & \text { vehicice } \end{aligned}$ | $\begin{gathered} \text { Total } \\ \text { vehicice } \end{gathered}$ | Total | Total | $\begin{gathered} \text { Totalal } \\ \text { venicl } \end{gathered}$ | $\begin{aligned} & \text { Teatal } \\ & \text { vehice } \end{aligned}$ | Total Vehicle | ( Total | Total | $\begin{gathered} \text { vetal } \\ \text { venic } \end{gathered}$ | Total vehicice | Total vehice | ( Total |  | Total | (Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | km/hr | 00000000 | 10000 | 0200 | 0300 | 0000.500 | S50.000 | 6000700 | O700800 | 080.000 | 000.100 | 100.120 | 1200.2200 | 1200.300 | $130 \cdot 1400$ | 1200 | 50.10 | 1500 | 100.1800 | 1800.180 | 1902000 | 2002200 | 2002200 | 200 | 2300000 |
|  | foap $\mathrm{P}^{\text {demem }}$ | District Sistribut |  | ${ }^{13}$ | 9 | ${ }^{6}$ | ${ }^{5}$ | 5 | $\stackrel{\square}{4}$ | , | ${ }^{\text {48 }}$ |  | ${ }^{46}$ | ${ }^{42}$ | ${ }^{41}$ | ${ }^{86}$ | 899 | 54 | +97 | ${ }^{577}$ | ${ }^{109}$ |  | 4 | 63 <br> 32 <br> 3 | - 58 | - 5 | ${ }_{24}^{42}$ |
| 3 | Kong sham Westeren Hogway | Expresway | ${ }_{80}^{80}$ | ${ }_{1}^{119}$ | ${ }_{82}{ }^{\frac{56}{}}$ | ${ }^{60}$ | ${ }^{48}$ | 50 | ${ }^{75}$ | ${ }_{2}^{200}$ | ${ }_{482}^{482}$ | ${ }^{\frac{31}{56}}$ | $\frac{210}{510}$ | ${ }_{\text {4 }}^{400}$ | ${ }_{\text {459 }}$ | ${ }^{392}$ | ${ }_{404}^{409}$ | ${ }_{4}^{431}$ | ${ }^{\frac{553}{435}}$ | ${ }_{463}^{46}$ | ${ }_{5}^{505}$ | $\frac{498}{96}$ | ${ }^{\text {303 }}$ | ${ }^{\frac{3024}{304}}$ | ${ }^{\frac{318}{47}}$ | ${ }^{\frac{5188}{268}}$ |  |
| $\frac{4}{5}$ | ${ }_{\substack{\text { Road } P 1 \\ \text { Road } P 1}}$ | $\frac{\text { Districto istribuer }}{\text { Distictorstibut }}$ | - | ${ }_{123}^{128}$ | - ${ }_{\text {16 }}^{89}$ | $\stackrel{64}{ }$ | 10 <br> 52 | ${ }_{5} 5$ | - ${ }_{8}^{15}$ | ${ }^{\frac{41}{211}}$ | 509 | ${ }_{581}$ | -552 | 526 | 498 | ${ }^{76}$ | ${ }_{584}$ | ${ }^{625}$ | 638 | 㐌 68 | ¢ <br> 107 <br> 107 | 66 | 513 | ${ }^{393}$ | ${ }^{359}$ | ${ }^{\text {44 }}$ |  |
|  | ${ }_{\text {Road } \mathrm{P}_{1}}$ | District tistributer | ${ }_{50}$ | ${ }^{43}$ | ${ }^{30}$ | 22 | ${ }^{18}$ | 19 | ${ }^{29}$ | ${ }^{17}$ | ${ }^{187}$ | ${ }^{213}$ | ${ }^{213}$ | ${ }^{208}$ | ${ }^{195}$ | ${ }^{358}$ | ${ }^{371}$ | 399 | 405 | ${ }^{416}$ | ${ }^{443}$ | 408 | ${ }^{313}$ | ${ }^{239}$ | ${ }^{218}$ |  |  |
| ${ }^{12}$ | Kong sham Western Highway | Expresway |  | ${ }^{66}$ | ${ }^{46}$ | ${ }^{34}$ |  | ${ }^{29}$ | ${ }^{44}$ | ${ }^{119}$ | ${ }^{291}$ |  | ${ }^{335}$ |  |  | ${ }^{436}$ | ${ }^{450}$ | ${ }^{480}$ | ${ }^{494}$ | ${ }_{514}$ | ${ }^{561}$ |  |  |  | ${ }^{304}$ | ${ }^{294}$ |  |
|  | Kong Sam Weseem Higiway | Expressway |  |  | ${ }^{78}$ | ${ }^{56}$ |  | ${ }^{46}$ |  |  |  |  |  | ${ }^{426}$ | ${ }^{406}$ |  |  |  | ${ }^{362}$ | ${ }^{\text {a }}$ |  |  |  |  |  |  |  |
| - | ${ }_{\substack{\text { Road }{ }^{\text {Road }} \text { D }}}$ | District Disfibutor | 50 50 50 | $\frac{70}{50}$ | ${ }^{49}$ |  | ${ }^{29}$ | 30 <br>  <br>  <br> 22 | - ${ }_{\text {45 }}^{4 .}$ | ${ }^{\frac{120}{91}}$ | ${ }^{223}$ | ${ }^{329}$ | ${ }^{324}$ | ${ }^{314}$ | ${ }^{235}$ | ${ }^{395}$ | ${ }_{\text {410 }}^{491}$ | ${ }_{4}^{444}$ | ${ }_{4}^{447}$ | ${ }_{4}^{469}$ | ${ }^{498}$ | ${ }_{431}^{422}$ | ${ }_{331}^{331}$ | ${ }^{242}$ | ${ }_{231}^{231}$ | ${ }^{219}$ |  |
| ${ }^{18}$ | Road 05 | Distrit Distributor | 50 | ${ }^{16}$ | ${ }_{53}$ | ${ }^{39}$ | ${ }^{32}$ |  | ${ }^{50}$ | ${ }^{135}$ | 328 | ${ }^{368}$ | 369 | 360 | ${ }^{337}$ | ${ }_{4}^{414}$ | ${ }^{430}$ | ${ }^{466}$ | ${ }^{469}$ | 478 | ${ }^{502}$ | ${ }^{446}$ | ${ }^{337}$ |  | ${ }_{233}^{23}$ | ${ }^{219}$ |  |
| 19 | Kono Sham Western Higway | Expresway | 80 | $\stackrel{14}{ }$ | ${ }_{\text {¢ }}^{160}$ | ${ }^{116}$ | - 93 | 96 |  | $\stackrel{3}{ }$ | ${ }^{914}$ | ${ }^{1016}$ | -963 | -916 | ${ }^{885}$ |  | ${ }^{\text {a }}$ | ${ }^{790}$ | 805 | ${ }^{832}$ | ${ }_{\text {895 }}{ }^{\text {895 }}$ | ${ }_{\text {849 }}^{8}$ | ${ }^{658}$ | ${ }^{506}$ | ${ }^{462}$ | ${ }^{442}$ |  |
| ${ }^{23}$ | Kong Sham Western Hoioway | Etaressay |  |  | 82 | ${ }_{5}^{58}$ | $\stackrel{9}{46}$ | ${ }_{4}^{46}$ | ${ }^{68}$ | ${ }_{177}^{17}$ | ${ }_{4}^{47}$ | ${ }_{468}^{468}$ | ${ }^{398}$ | ${ }_{3} 59$ | ${ }_{328}^{368}$ | ${ }^{211}$ | ${ }_{20} 9$ | ${ }^{236}$ |  | ${ }_{246}^{246}$ | ${ }_{262}$ | ${ }^{246}$ | ${ }^{188}$ |  |  | ${ }^{612}$ |  |
| ${ }^{24}$ | ${ }_{\text {Roa }}$ |  |  |  |  |  |  | 迷 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\left\lvert\, \begin{gathered} 16- \\ \text { Motoryc } \\ \text { Mes (MC) } \end{gathered}\right.$ | $\left(\begin{array}{c} \text { P1- } \\ \text { Private } \\ \text { cars (PC) } \end{array}\right)$ | 02 - Taxi |  | $\left.\begin{array}{\|c\|} \hline 12-\text { Non- } \\ \text { franchise } \\ \text { d Bus } 6.4 \\ 15 t \end{array} \right\rvert\,$ | 13 - Nonfranchise 24t | $\begin{array}{\|c} \begin{array}{c} 18 \text { - Non- } \\ \text { franchise } \\ \text { dBus } \\ >24 t \end{array} \\ \hline \end{array}$ | $\left\|\begin{array}{c} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 \mathrm{~s} \end{array}\right\|$ |  | $03-$ Light <br> Goods <br> Vehicess <br> hi. <br> 2.5t | $\begin{array}{\|c\|} \begin{array}{c} 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Vehicies } \\ 2.5-3.5 \mathrm{t} \end{array} \\ \hline \end{array}$ |  |  | $\begin{array}{\|c} \hline 07- \\ \text { Heavy } \\ \text { Geoods } \\ \text { Genicies } \\ 155-24 \mathrm{t} \end{array}$ |  | $\begin{array}{\|c\|} \hline 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | 15 Franchis ed Bus (DD) | $\left\|\begin{array}{c} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{array}\right\|$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road P1 | 0000-0100 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2 | Kong Sham Western Highway | 2.4\% | 59.1\% | 15.0\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.0\% | 0.3\% | 0.1\% | 5.2\% | 1.9\% | 1.7\% | 3.4\% | 0.9\% | 0.2\% | 7.4\% | 0.0\% | 100.0\% |
| 3 | Kong Sham Western Highway | 1.9\% | 46.3\% | ${ }^{11.7 \%}$ | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | ${ }^{12.2 \%}$ | 4.4\% | 4.0\% | 7.8\% | 2.0\% | 0.2\% | 7.3\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 1.6\% | 40.8\% | 10.3\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.2\% | 0.2\% | 15.9\% | 5.7\% | 5.2\% | 10.2\% | 2.7\% | 0.0\% | 0.0\% | 5.5\% | 100.0\% |
| 5 | Road P1 | 2.1\% | 52.7\% | 13.3\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 11.3\% | 4.1\% | 3.7\% | 7.3\% | 1.9\% | 0.0\% | 0.0\% | 1.0\% | 100.0\% |
| 11 | Road P1 | 1.8\% | 44.5\% | 11.3\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.2\% | 0.2\% | 14.9\% | 5.4\% | 4.9\% | 9.6\% | 2.5\% | 0.0\% | 0.0\% | 2.9\% | 100.0\% |
| 12 | Kong Sham Western Highway | 1.7\% | 42.8\% | 10.8\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.2\% | 0.2\% | 17.0\% | 6.1\% | 5.6\% | 10.9\% | 2.9\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 2.3\% | 56.5\% | 14.3\% | 0.8\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 9.7\% | 3.5\% | 3.2\% | 6.2\% | 1.6\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 1.9\% | 47.5\% | 12.0\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 13.8\% | 4.9\% | 4.5\% | 8.9\% | 2.3\% | 0.0\% | 0.0\% | 1.8\% | 100.0\% |
| 17 | Road D5 | 1.6\% | 40.8\% | 10.3\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.2\% | 0.2\% | 17.1\% | 6.1\% | 5.6\% | 11.0\% | 2.9\% | 0.0\% | 0.0\% | 2.5\% | 100.0\% |
| 18 | Road D5 | 1.8\% | 44.8\% | 11.3\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.2\% | 0.2\% | 15.3\% | 5.5\% | 5.0\% | 9.8\% | 2.6\% | 0.0\% | 0.0\% | 1.7\% | 100.0\% |
| 19 | Kong Sham Western Highway | 2.1\% | 51.3\% | 13.0\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 10.9\% | 3.9\% | 3.6\% | 7.0\% | 1.8\% | 0.1\% | 3.7\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 2.1\% | 51.9\% | 13.1\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 10.4\% | 3.7\% | 3.4\% | 6.7\% | 1.8\% | 0.1\% | 4.1\% | 0.0\% | 100.0\% |
| ${ }^{23}$ | Road D1 | 2.6\% | 64.4\% | 16.3\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.0\% | 0.3\% | 0.1\% | 5.4\% | 1.9\% | 1.8\% | 3.5\% | 0.9\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 2.1\% | 51.9\% | 13.1\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 12.1\% | 4.3\% | 4.0\% | 7.8\% | 2.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe


## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\begin{array}{\|c\|} \hline 16- \\ \text { Motorcyc } \\ \text { les (MC) } \end{array}$ | $\left.=\begin{gathered} 01 . \\ \text { Private } \\ \text { Criss (PC) } \end{gathered} \right\rvert\,$ | 02 - Taxi | $\square$ | 12-Nonfranchise 15t | $\begin{gathered} \text { 13- Non- } \\ \text { franchise } \\ \text { di Bus } 15 t \\ 24 t \end{gathered}$ |  | $\left\|\begin{array}{c\|} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 \mathrm{t} \end{array}\right\|$ | $\begin{array}{\|c\|} 10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 \mathrm{st} \end{array}$ | $\left\lvert\, \begin{gathered} 03-\text { Light } \\ \text { Goods } \\ \text { Vehicles }< \\ =2.5 t \end{gathered}\right.$ | $\left\{\begin{array}{c} 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Cohices } \\ 2.5-3.55 \end{array}\right.$ | $\left\lvert\, \begin{gathered} 05-\text { Light } \\ \text { Gooods } \\ \text { Vehicles> } \\ 3.5 t \end{gathered}\right.$ | $06-$ <br> Heavy <br> Goods <br> Vehicles< <br> $=15 t$ | $07-$ <br> Heavy <br> Goods <br> Vehicles <br> 15t-24t | $17-$ <br> Heavy <br> Goods <br> Vehicles <br> $>24 t$ | $\begin{array}{\|c\|} \hline 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | $\begin{gathered} 15- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) } \end{gathered}$ | $\left\lvert\, \begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}\right.$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 02000300 _ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{1}{2}$ | $\frac{\text { Road Pl }}{\text { Kong S }}$ Wem Wester Highway | $\frac{2.3 \%}{2.5 \%}$ | $\frac{52.2 \%}{56.3 \%}$ | $\frac{12.8 \%}{13.8 \%}$ | 0.9\% | $\frac{0.7 \%}{0.7 \%}$ | $\frac{1.4 \%}{1.5 \%}$ | 0.0\% | 0.0\% | 0.4\% | $\frac{0.1 \%}{0.1 \%}$ | $\frac{7.7 \%}{6.4 \%}$ | $\frac{2.7 \%}{2.3 \%}$ | $\frac{2.6 \%}{2.1 \%}$ | 5.1\% | $\frac{1.3 \%}{1.1 \%}$ | 0.0\% | 0.0\% $7.3 \%$ | 9.8\% | $\frac{100.0 \%}{100.0 \%}$ |
| 3 | Kong Sham Western Highway | -1.9\% | 42.1\% | ${ }^{10.3 \%}$ | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.0\% | 0.3\% | 0.1\% | ${ }^{14.2 \%}$ | 5.1\% | 4.8\% | ${ }^{\text {9.3\% }}$ | 2.4\% | 0.2\% | 6.9\% | ${ }^{0.0 \%}$ | 100.0\% |
| 4 | Road P1 | 1.6\% | 36.1\% | 8.9\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 18.0\% | 6.5\% | 6.0\% | 11.9\% | 3.1\% | 0.0\% | 0.0\% | 5.3\% | 100.0\% |
| 5 | Road P1 | 2.1\% | 48.2\% | 11.8\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.0\% | 0.4\% | 0.1\% | 13.2\% | 4.8\% | 4.4\% | 8.7\% | 2.3\% | 0.0\% | 0.0\% | 1.0\% | 100.0\% |
| 11 | Road P1 | 1.8\% | 39.7\% | 9.7\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 17.1\% | 6.1\% | 5.7\% | 11.3\% | 2.9\% | 0.0\% | 0.0\% | 2.8\% | 100.0\% |
| 12 | Kong Sham Western Highway | 1.7\% | 37.8\% | 9.3\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 19.2\% | 6.9\% | 6.4\% | 12.7\% | 3.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 2.3\% | 52.3\% | 12.8\% | 0.9\% | 0.7\% | 1.4\% | 0.0\% | 0.0\% | 0.4\% | 0.1\% | 11.5\% | 4.1\% | 3.8\% | 7.6\% | 2.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 1.9\% | 42.7\% | 10.5\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 15.9\% | 5.7\% | 5.3\% | 10.5\% | 2.7\% | 0.0\% | 0.0\% | 1.8\% | 100.0\% |
| 17 | Road D5 | 1.6\% | 35.9\% | 8.8\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 19.3\% | 6.9\% | 6.5\% | 12.7\% | 3.3\% | 0.0\% | 0.0\% | 2.4\% | 100.0\% |
| 18 | Road D5 | 1.8\% | 39.9\% | 9.8\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 17.4\% | 6.3\% | 5.9\% | 11.5\% | 3.0\% | 0.0\% | 0.0\% | 1.6\% | 100.0\% |
| 19 | Kong Sham Western Highway | 2.1\% | 47.0\% | 11.5\% | 0.8\% | 0.6\% | 1.3\% | 0.0\% | 0.0\% | 0.4\% | 0.1\% | 12.9\% | 4.6\% | 4.3\% | 8.5\% | 2.2\% | 0.1\% | 3.5\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 2.1\% | 47.8\% | 11.7\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.0\% | 0.4\% | 0.1\% | 12.3\% | 4.4\% | 4.1\% | 8.1\% | 2.1\% | 0.1\% | 3.9\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 2.7\% | 61.4\% | 15.1\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 6.6\% | 2.4\% | 2.2\% | 4.4\% | 1.1\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 2.1\% | 47.3\% | 11.6\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.0\% | 0.4\% | 0.1\% | 14.1\% | 5.1\% | 4.7\% | 9.3\% | 2.4\% | 0.0 | 0.0 | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe


## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\left\lvert\, \begin{gathered} 16- \\ \text { Motoryc } \\ \text { Mes (MC) } \end{gathered}\right.$ | $\left(\begin{array}{c} \text { P1- } \\ \text { Private } \\ \text { cars (PC) } \end{array}\right)$ | 02 - Taxi |  | $\left.\begin{array}{\|c\|} \hline 12-\text { Non- } \\ \text { franchise } \\ \text { d Bus } 6.4 \\ 15 t \end{array} \right\rvert\,$ | 13 - Nonfranchise 24t | $\begin{array}{\|c} \begin{array}{c} 18 \text { - Non- } \\ \text { franchise } \\ \text { dBus } \\ >24 t \end{array} \\ \hline \end{array}$ | $\left\|\begin{array}{c} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 \mathrm{~s} \end{array}\right\|$ |  | $03-$ Light <br> Goods <br> Vehicess <br> hi. <br> 2.5t | $\begin{array}{\|c\|} \begin{array}{c} 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Vehicies } \\ 2.5-3.5 \mathrm{t} \end{array} \\ \hline \end{array}$ |  |  | $\begin{array}{\|c} \hline 07- \\ \text { Heavy } \\ \text { Geoods } \\ \text { Genicies } \\ 155-24 \mathrm{t} \end{array}$ |  | $\begin{array}{\|c\|} \hline 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | 15 Franchis ed Bus (DD) | $\left\|\begin{array}{c} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{array}\right\|$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road P1 | 0400-0500 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2 | Kong Sham Western Highway | 2.6\% | 53.4\% | 12.6\% | 1.2\% | 0.9\% | 1.9\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 7.6\% | 2.7\% | 2.6\% | 5.1\% | 1.3\% | 0.2\% | 7.2\% | 0.0\% | 100.0\% |
| 3 | Kong Sham Western Highway | 1.9\% | 38.1\% | 9.0\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 16.0\% | 5.8\% | 5.5\% | 10.8\% | 2.8\% | 0.1\% | 6.5\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 1.6\% | 31.9\% | 7.6\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 19.9\% | 7.2\% | 6.8\% | 13.4\% | 3.5\% | 0.0\% | 0.0\% | 5.2\% | 100.0\% |
| 5 | Road P1 | 2.2\% | 44.0\% | 10.4\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 15.1\% | 5.4\% | 5.2\% | 10.1\% | 2.6\% | 0.0\% | 0.0\% | 1.0\% | 100.0\% |
| 11 | Road P1 | 1.7\% | 35.3\% | 8.4\% | 0.8\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 19.0\% | 6.8\% | 6.5\% | 12.8\% | 3.3\% | 0.0\% | 0.0\% | 2.8\% | 100.0\% |
| 12 | Kong Sham Western Highway | 1.6\% | 33.3\% | 7.9\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 21.2\% | 7.6\% | 7.2\% | 14.2\% | 3.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 2.4\% | 48.2\% | 11.4\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 13.2\% | 4.7\% | 4.5\% | 8.9\% | 2.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 1.9\% | 38.3\% | 9.1\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 17.8\% | 6.4\% | 6.1\% | 12.0\% | 3.1\% | 0.0\% | 0.0\% | 1.7\% | 100.0\% |
| 17 | Road D5 | 1.6\% | 31.6\% | 7.5\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 21.2\% | 7.6\% | 7.2\% | 14.2\% | 3.7\% | 0.0\% | 0.0\% | 2.3\% | 100.0\% |
| 18 | Road D5 | 1.8\% | 35.5\% | 8.4\% | 0.8\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 19.4\% | 7.0\% | 6.6\% | 13.0\% | 3.4\% | 0.0\% | 0.0\% | 1.6\% | 100.0\% |
| 19 | Kong Sham Western Highway | 2.1\% | 42.9\% | 10.2\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 14.7\% | 5.3\% | 5.0\% | 9.9\% | 2.6\% | 0.1\% | 3.4\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 2.2\% | 43.8\% | 10.4\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 14.1\% | 5.1\% | 4.8\% | 9.5\% | 2.5\% | 0.1\% | 3.7\% | 0.0\% | 100.0\% |
| ${ }^{23}$ | Road D1 | 2.9\% | 58.2\% | 13.8\% | 1.4\% | 0.9\% | 2.1\% | 0.0\% | ${ }^{0.1 \%}$ | 0.6\% | 0.1\% | 7.8\% | 2.8\% | 2.7\% | 5.3\% | 1.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 2.1\% | 42.9\% | 10.2\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 16.0\% | 5.8\% | 5.5\% | 10.8\% | 2.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\left\lvert\, \begin{gathered} 16- \\ \text { Motoryc } \\ \text { Mes (MC) } \end{gathered}\right.$ | $\left(\begin{array}{c} \text { P1- } \\ \text { Private } \\ \text { cars (PC) } \end{array}\right)$ | 02 - Taxi | $\begin{array}{\|c} \left.\begin{array}{c} 11-\text { Non- } \\ \text { franchise } \\ d \\ \text { Bus<=6.4 } \\ t \end{array} \right\rvert\, \end{array}$ | $\left.\begin{array}{\|c\|} \hline 12-\text { Non- } \\ \text { franchise } \\ \text { d Bus } 6.4 \\ 15 t \end{array} \right\rvert\,$ | 13 - Nonfranchise 24t | $\begin{array}{\|c} \begin{array}{c} 18 \text { - Non- } \\ \text { franchise } \\ \text { dBus } \\ >24 t \end{array} \\ \hline \end{array}$ | $\left\|\begin{array}{c} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 \mathrm{~s} \end{array}\right\|$ |  | $03-$ Light <br> Goods <br> Vehicess <br> hi. <br> 2.5t | $\begin{array}{\|c\|} \begin{array}{c} 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Vehicies } \\ 2.5-3.5 \mathrm{t} \end{array} \\ \hline \end{array}$ |  |  | $\begin{array}{\|c} \hline 07- \\ \text { Heavy } \\ \text { Geoods } \\ \text { Genicies } \\ 155-24 \mathrm{t} \end{array}$ |  | $\begin{array}{\|c\|} \hline 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | 15 Franchis ed Bus (DD) | $\left\|\begin{array}{c} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{array}\right\|$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road P1 | 0500-0600 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2 | Kong Sham Western Highway | 2.7\% | 51.8\% | 12.0\% | 1.4\% | 1.0\% | 2.1\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 8.2\% | 2.9\% | 2.8\% | 5.5\% | 1.4\% | 0.2\% | 7.1\% | 0.0\% | 100.0\% |
| 3 | Kong Sham Western Highway | 1.9\% | 36.2\% | 8.4\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 16.9\% | 6.1\% | 5.8\% | 11.5\% | 3.0\% | 0.1\% | 6.3\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 1.6\% | 30.0\% | 7.0\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 20.8\% | 7.5\% | 7.2\% | 14.1\% | 3.7\% | 0.0\% | 0.0\% | 5.1\% | 100.0\% |
| 5 | Road P1 | 2.2\% | 41.9\% | 9.7\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 16.0\% | 5.7\% | 5.5\% | 10.8\% | 2.8\% | 0.0\% | 0.0\% | 1.0\% | 100.0\% |
| 11 | Road P1 | 1.7\% | 33.3\% | 7.7\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 19.9\% | 7.2\% | 6.9\% | 13.5\% | 3.5\% | 0.0\% | 0.0\% | 2.7\% | 100.0\% |
| 12 | Kong Sham Western Highway | 1.6\% | 31.2\% | 7.2\% | 0.8\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 22.1\% | 7.9\% | 7.6\% | 15.0\% | 3.9\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 2.4\% | 46.2\% | 10.7\% | 1.2\% | 0.8\% | 1.9\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 14.1\% | 5.1\% | 4.8\% | 9.5\% | 2.5\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 1.9\% | 36.2\% | 8.4\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 18.7\% | 6.7\% | 6.5\% | 12.7\% | 3.3\% | 0.0\% | 0.0\% | 1.7\% | 100.0\% |
| 17 | Road D5 | 1.5\% | 29.6\% | 6.9\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 22.1\% | 7.9\% | 7.6\% | 14.9\% | 3.9\% | 0.0\% | 0.0\% | 2.3\% | 100.0\% |
| 18 | Road D5 | 1.7\% | 33.4\% | 7.8\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 20.3\% | 7.3\% | 7.0\% | 13.7\% | 3.6\% | 0.0\% | 0.0\% | 1.6\% | 100.0\% |
| 19 | Kong Sham Western Highway | 2.1\% | 41.0\% | 9.5\% | 1.1\% | 0.8\% | 1.6\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 15.6\% | 5.6\% | 5.4\% | 10.5\% | 2.8\% | 0.1\% | 3.3\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 2.2\% | 41.8\% | 9.7\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 15.0\% | 5.4\% | 5.2\% | 10.1\% | 2.6\% | 0.1\% | 3.6\% | 0.0\% | 100.0\% |
| ${ }^{23}$ | Road D1 | 3.0\% | 56.5\% | 13.1\% | 1.5\% | 1.0\% | 2.3\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 8.5\% | 3.0\% | 2.9\% | 5.7\% | 1.5\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 2.1\% | 40.8\% | 9.5\% | 1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 16.9\% | 6.1\% | 5.8\% | 11.5\% | 3.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\left\|\begin{array}{c} 16- \\ \text { Motoryc } \\ \text { les (MC) } \end{array}\right\|$ | $\left(\begin{array}{c} \text { 01- } \\ \text { Privat } \\ \text { cars (PC) } \end{array}\right.$ | 02 - Taxi |  |  | 13-Non franchise d Bus 15 $24 t$ 24t | $\begin{gathered} \text { 18-Non- } \\ \text { franchise } \\ \text { d Bus } \\ 24 t \end{gathered}$ | $\left\|\begin{array}{c} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 \mathrm{~s} \end{array}\right\|$ | $\begin{array}{\|c\|} 10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 \mathrm{t} \end{array}$ | $\begin{gathered} \left.\begin{array}{c} 03-\text { Light } \\ \text { Goods } \\ \text { Venicless } \\ =2.5 t \end{array} \right\rvert\, \end{gathered}$ | $\left\lvert\, \begin{gathered} 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Gohicles } \\ 2.5-3.55 \end{gathered}\right.$ | $\left\|\begin{array}{c} 05-\text { Light } \\ \text { Goods } \\ \text { Vehicles> } \\ 3.5 t \end{array}\right\|$ |  | $\begin{array}{\|c\|} \hline 07- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ 15 t-24 t \\ \hline \end{array}$ |  | 14Franchis ed Bus (SD) | 15 Franchis ed Bus (DD) | $\begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 0600-0700 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{1}{2}$ | Road P1 | 2.5\% | 45.4\% | 10.3\% | 1.3\% | 0.9\% | 2.1\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 10.3\% | $\frac{3.7 \%}{320}$ | ${ }^{3.6 \%}$ | ${ }^{7.0 \%}$ | 1.8\% | 0.0\% | 0.0\% | ${ }^{10.3 \%}$ | 100.0\% |
| $\frac{2}{3}$ | Kong Sham Western Highway Kong Sham Western Highway | $\frac{2.8 \%}{1.9 \%}$ | 50.3\% | 11.4\% | 1.5\% | 1.0\% | $\frac{2.3 \%}{1.6 \%}$ | 0.0\% | ${ }^{0.1 \%}$ | 0.8\% | 0.1\% | 8.8\% | ${ }^{3.2 \%}$ | 3.0\% | 㐌.0\% | ${ }^{1.6 \%}$ |  | 7.0\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 1.6\% | 28.1\% | 6.4\% | 0.8\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 21.7\% | 7.8\% | 7.5\% | 14.7\% | 3.9\% | 0.0\% | 0.0\% | 5.0\% | 100.0\% |
| 5 | Road P1 | 2.2\% | 39,9\% | 9.0\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 16.9\% | 6.1\% | 5.8\% | 11.5\% | 3.0\% | 0.0\% | 0.0\% | 1.0\% | 100.0\% |
| 11 | Road P1 | 1.7\% | 31.4\% | 7.1\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 20.8\% | 7.5\% | 7.2\% | 14.2\% | 3.7\% | 0.0\% | 0.0\% | 2.7\% | 100.0\% |
| 12 | Kong Sham Western Highway | 1.6\% | 29.3\% | 6.6\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 23.0\% | 8.2\% | 8.0\% | 15.6\% | 4.1\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 2.4\% | 44.2\% | 10.0\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.1\% | 0.7\% | 0.2\% | 14.9\% | 5.4\% | 5.2\% | 10.2\% | 2.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 1.9\% | 34.2\% | 7.8\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 19.6\% | 7.0\% | 6.8\% | 13.4\% | 3.5\% | 0.0\% | 0.0\% | 1.7\% | 100.0\% |
| 17 | Road D5 | 1.5\% | 27.7\% | 6.3\% | 0.8\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 22.9\% | 8.2\% | 7.9\% | 15.6\% | 4.1\% | 0.0\% | 0.0\% | 2.3\% |  |
| 18 | Road D5 | 1.7\% | 31.5\% | 7.1\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 21.2\% | 7.6\% | 7.3\% | 14.4\% | 3.8\% | 0.0\% | 0.0\% | 1.5\% | 100.0\% |
| , | Kong Sham Western Highway | 2.2\% | 39.0\% | 8.8\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 16.4\% | 5.9\% | 5.7\% | 11.2\% | 2.9\% | 0.1\% | 3.2\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 2.2\% | 39.9\% | 9.0\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 15.8\% | 5.7\% | 5.5\% | 10.8\% | 2.8\% | 0.1\% | 3.6\% | 0.0\% | 100.0\% |
| ${ }^{23}$ | Road D1 | 3.0\% | 54.9\% | 12.4\% | 1.6\% | 1.1\% | 2.5\% | 0.0\% | 0.1\% | 0.8\% | 0.1\% | ${ }^{\text {9.1\% }}$ | 3.3\% | 3.2\% | 6.2\% | 1.6\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 2.1\% | 38.8\% | 8.8\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 17.8\% | 6.4\% | 6.2\% | 12.1\% | 3.2\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\begin{array}{\|c\|} \hline 16- \\ \text { Motorcyc } \\ \text { les (MC) } \end{array}$ | $\left.=\begin{gathered} 01 . \\ \text { Private } \\ \text { Criss (PC) } \end{gathered} \right\rvert\,$ | 02 - Taxi | $\begin{array}{\|c} \hline 11-\text { Non- } \\ \text { franchise } \\ \text { d } \\ \text { Bus<6.4 } \\ \mathrm{t} \\ \hline \end{array}$ | 12-Nonfranchise 15t | 13 - Nonfranchise $24 t$ |  | $\left\|\begin{array}{c\|} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 \mathrm{t} \end{array}\right\|$ | $\begin{array}{\|c\|} 10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 \mathrm{st} \end{array}$ | $\begin{gathered} \left.\begin{array}{c} 03-\text { Light } \\ \text { Goods } \\ \text { Vehiclese } \\ =2.5 t \end{array} \right\rvert\, \\ =2.50 \end{gathered}$ | $\left\{\begin{array}{c} 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Cohices } \\ 2.5-3.55 \end{array}\right.$ | $\|$$05-$ Light <br> Goods <br> Vehicles> <br> $3.5 t$ |  | $\qquad$ |  | $\begin{array}{\|c\|} \hline 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | $\substack{15-\\ \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) }}$ | $\left\lvert\, \begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}\right.$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 07000800 ______ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{1}{2}$ | ${ }_{\text {Kona }}$ Road P1 | 2.6\% | 43.7\% | 9.7\% | ${ }^{1.4 \%}$ | ${ }^{1.0 \%}$ | ${ }^{2.2 \%}$ | 0.0\% | ${ }^{0.1 \%}$ | 0.8\% | ${ }^{0.1 \%}$ | $\frac{10.9 \%}{90 \%}$ | 3.9\% | ${ }^{3.8 \%}$ | ${ }^{7.5 \%}$ | 2.0\% | ${ }^{0.0 \%}$ | ${ }^{0.0 \%}$ | 10.4\% | $\frac{100.0 \%}{100.0 \%}$ |
| 3 | Kong Sham Western Highway | $\stackrel{\text { c. }}{ }$ | 32.6\% | ${ }_{\text {7.2\% }}$ | 1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 18.7\% | 6.7\% | 6.5\% | ${ }^{12.8 \%}$ | 3.3\% | 0.1\% | 5.9\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 1.5\% | 26.4\% | 5.8\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 22.5\% | 8.1\% | 7.8\% | 15.4\% | 4.0\% | 0.0\% | 0.0\% | 4.9\% | 100.0\% |
| 5 | Road P1 | 2.2\% | 37.9\% | 8.4\% | 1.3\% | 0.9\% | 1.9\% | 0.0\% | 0.1\% | 0.7\% | 0.2\% | 17.7\% | 6.4\% | 6.2\% | 12.1\% | 3.2\% | 0.0\% | 0.0\% | 1.0\% | 100.0\% |
| 11 | Road P1 | 1.7\% | 29.5\% | 6.5\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 21.6\% | 7.8\% | 7.5\% | 14.8\% | 3.9\% | 0.0\% | 0.0\% | 2.7\% | 100.0\% |
| 12 | Kong Sham Western Highway | 1.6\% | 27.4\% | 6.1\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 23.8\% | 8.5\% | 8.3\% | 16.3\% | 4.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 2.5\% | 42.2\% | 9.3\% | 1.4\% | 1.0\% | 2.1\% | 0.0\% | 0.1\% | 0.7\% | 0.2\% | 15.8\% | 5.7\% | 5.5\% | 10.8\% | 2.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 1.9\% | 32.3\% | 7.1\% | 1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 20.5\% | 7.4\% | 7.1\% | 14.0\% | 3.7\% | 0.0\% | 0.0\% | 1.7\% | 100.0\% |
| 17 | Road D5 | 1.5\% | 26.0\% | 5.7\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | ${ }^{23.7 \%}$ | 8.5\% | 8.3\% | 16.3\% | 4.2\% | 0.0\% | 0.0\% | 2.2\% | 100.0\% |
| 18 | Road D5 | 1.7\% | 29.6\% | 6.5\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 22.0\% | 7.9\% | 7.7\% | 15.1\% | 3.9\% | 0.0\% | 0.0\% | 1.5\% | 100.0\% |
| 19 | Kong Sham Western Highway | 2.2\% | 37.1\% | 8.2\% | 1.2\% | 0.9\% | 1.9\% | 0.0\% | 0.1\% | 0.7\% | 0.2\% | 17.3\% | 6.2\% | 6.0\% | 11.8\% | 3.1\% | 0.1\% | 3.1\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 2.2\% | 38.0\% | 8.4\% | 1.3\% | 0.9\% | 1.9\% | 0.0\% | 0.1\% | 0.7\% | 0.2\% | 16.7\% | 6.0\% | 5.8\% | 11.4\% | 3.0\% | 0.1\% | 3.5\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 3.1\% | 53.2\% | 11.8\% | 1.8\% | 1.2\% | 2.7\% | 0.0\% | 0.1\% | 0.9\% | 0.1\% | 9.8\% | 3.5\% | 3.4\% | 6.7\% | 1.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 2.2\% | 36.8\% | 8.1\% | 1.2\% | 0.8\% | 1.9\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 8.79 | 6.7\% | 6.5\% | 12.8\% | 3.3\% | 0.0 | 0.0 | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\begin{array}{\|c\|} \hline 16- \\ \text { Motorcyc } \\ \text { les (MC) } \end{array}$ | $\left.=\begin{gathered} 01 . \\ \text { Private } \\ \text { Criss (PC) } \end{gathered} \right\rvert\,$ | 02 - Taxi | $\square$ | 12-Nonfranchise 15t | 13 - Nonfranchise $24 t$ |  | $\left\|\begin{array}{c\|} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 \mathrm{t} \end{array}\right\|$ | $\begin{array}{\|c\|} 10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 \mathrm{st} \end{array}$ | $\begin{gathered} \left.\begin{array}{c} 03-\text { Light } \\ \text { Goods } \\ \text { Vehiclese } \\ =2.5 t \end{array} \right\rvert\, \\ =2.50 \end{gathered}$ | $\left\{\begin{array}{c} 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Cohices } \\ 2.5-3.55 \end{array}\right.$ | $\left\lvert\, \begin{gathered} 05-\text { Light } \\ \text { Gooods } \\ \text { Vehicles> } \\ 3.5 t \end{gathered}\right.$ | $06-$ <br> Heavy <br> Goods <br> Vehicles< <br> $=15 t$ | $07-$ <br> Heavy <br> Goods <br> Vehicles <br> 15t-24t | $17-$ <br> Heavy <br> Goods <br> Vehicles <br> $>24 t$ | $\begin{array}{\|c\|} \hline 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | $\begin{gathered} 15- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) } \end{gathered}$ | $\left\lvert\, \begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}\right.$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 08000900 _ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{1}{2}$ | ${ }_{\text {Kona }}$ Road P1 | ${ }^{1.8 \%}$ | ${ }^{50.7 \%}$ | ${ }^{7.8 \%}$ | ${ }^{1.2 \%}$ | 0.8\% | 1.8\% | 0.0\% | ${ }^{0.1 \%}$ | 0.5\% | ${ }^{0.1 \%}$ | 10.5\% | 3.8\%\% | ${ }^{3.8 \%}$ | ${ }^{7.4 \%}$ | 1.9\% | ${ }^{0.0 \%}$ | ${ }^{0.0 \%}$ | ${ }^{7.7 \%}$ | $\frac{100.0 \%}{100.0 \%}$ |
| 3 | Kong Sham Western Highway | ${ }^{1.4 \%}$ | 37.6\% | 5.8\% | 0.9\% | 0.6\% | ${ }^{\text {1.4\% }}$ | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 17.9\% | ${ }^{6.4 \%}$ | ${ }^{\text {6.4\% }}$ | ${ }^{12.6 \%}$ | ${ }^{\text {3.3\% }}$ | 0.1\% | 5.1\% | ${ }^{0.0 \%}$ | 100.0\% |
| 4 | Road P1 | 1.1\% | 30.8\% | 4.7\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 21.8\% | 7.8\% | 7.8\% | 15.3\% | 4.0\% | 0.0\% | 0.0\% | 3.7\% | 100.0\% |
| 5 | Road P1 | 1.5\% | 41.8\% | 6.4\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 16.2\% | 5.8\% | 5.8\% | 11.4\% | 6.4\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 11 | Road P1 | 1.2\% | 32.6\% | 5.0\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 19.8\% | 7.1\% | 7.1\% | 13.9\% | 8.3\% | 0.0\% | 0.0\% | 1.9\% | 100.0\% |
| 12 | Kong Sham Western Highway | 1.1\% | 30.7\% | 4.7\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 22.1\% | 7.9\% | 7.9\% | 15.5\% | 7.1\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 1.7\% | 46.9\% | 7.2\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 14.6\% | 5.2\% | 5.2\% | 10.2\% | 4.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 1.3\% | 36.1\% | 5.6\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 19.0\% | 6.8\% | 6.8\% | 13.3\% | 6.5\% | 0.0\% | 0.0\% | 1.2\% | 100.0\% |
| 17 | Road D5 | 1.0\% | 28.9\% | 4.5\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 22.0\% | 7.9\% | 7.9\% | 15.4\% | 8.0\% | 0.0\% | 0.0\% | 1.6\% | 100.0\% |
| 18 | Road D5 | 1.2\% | 33.2\% | 5.1\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 20.6\% | 7.4\% | 7.3\% | 14.4\% | 6.5\% | 0.0\% | 0.0\% | 1.1\% | 100.0\% |
| 19 | Kong Sham Western Highway | 1.5\% | 42.1\% | 6.5\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 16.3\% | 5.9\% | 5.8\% | 11.4\% | 4.0\% | 0.0\% | 2.6\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 1.6\% | 42.8\% | 6.6\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 15.6\% | 5.6\% | 5.6\% | 11.0\% | 4.4\% | 0.0\% | 2.9\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 2.2\% | 59.7\% | 9.2\% | 1.4\% | 1.0\% | 2.1\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 9.1\% | 3.3\% | 3.2\% | 6.4\% | ${ }^{\text {1.7\% }}$ | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 1.5\% | 42.0\% | 6.5\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 17.7\% | 6.4\% | 6.3\% | 12.5\% | 3.3\% | 0.0 | 0.0 | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\left\|\begin{array}{c} 16- \\ \text { Motoryc } \\ \text { les (MC) } \end{array}\right\|$ | $\left(\begin{array}{c} \text { 01- } \\ \text { Privat } \\ \text { cars (PC) } \end{array}\right.$ | 02 - Taxi |  |  | 13-Non franchise d Bus 15 $24 t$ 24t | $\begin{gathered} \text { 18-Non- } \\ \text { franchise } \\ \text { d Bus } \\ 24 t \end{gathered}$ | $\left\|\begin{array}{c} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 \mathrm{~s} \end{array}\right\|$ | $\begin{array}{\|c\|} 10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 \mathrm{t} \end{array}$ | $\begin{gathered} \left.\begin{array}{c} 03-\text { Light } \\ \text { Goods } \\ \text { Venicless } \\ =2.5 t \end{array} \right\rvert\, \end{gathered}$ | $\left\lvert\, \begin{gathered} 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Gohicles } \\ 2.5-3.55 \end{gathered}\right.$ | $\left\|\begin{array}{c} 05-\text { Light } \\ \text { Goods } \\ \text { Vehicles> } \\ 3.5 t \end{array}\right\|$ |  | $\begin{array}{\|c\|} \hline 07- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ 15 t-24 t \\ \hline \end{array}$ |  | 14Franchis ed Bus (SD) | 15 Franchis ed Bus (DD) | $\begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 0900-1000 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{1}{2}$ | Road P1 | 1.4\% | 41.3\% | 8.2\% | 0.8\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.4\% | 0.1\% | 14.3\% | 5.1\% | $5.2 \%$ | ${ }^{10.3 \%}$ | ${ }^{2.7 \%}$ | 0.0\% | ${ }^{0.0 \%}$ | ${ }^{8.0 \%}$ | $\frac{100.0 \%}{1000 \%}$ |
| $\frac{2}{3}$ | Kong sam Western Highway | $\frac{1.50 \%}{1.0 \%}$ | ${ }^{46.3 \%}$ | 9.2.5\% | - | 0.7\% | - | 0.0\% | - | 0.5\% | - | ${ }^{12.4 .2 \%}$ | 年 ${ }^{\text {8.0\% }}$ | ${ }^{\text {4.6\% }} 8$ | 9.0\%\% | $\frac{2.3 \%}{4.2 \%}$ | 0.1\% | $\frac{6.3 \%}{4.8 \%}$ | 0.0\% | 100.0\% |
| 4 | Road P1 | 0.8\% | 21.8\% | 4.3\% | 0.4\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.2\% | 0.3\% | 25.8\% | 9.2\% | 9.4\% | 18.6\% | 4.8\% | 0.0\% | 0.0\% | ${ }^{3.3 \%}$ | 100.0\% |
| 5 | Road P1 | 1.1\% | 31.6\% | 6.3\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 20.5\% | 7.4\% | 7.5\% | 14.8\% | 7.5\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 11 | Road P1 | 0.8\% | 23.4\% | 4.6\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.2\% | 0.2\% | 23.8\% | 8.5\% | 8.7\% | 17.1\% | 9.2\% | 0.0\% | 0.0\% | 1.7\% | 100.0\% |
| 12 | Kong Sham W estern Highway | 0.7\% | 21.6\% | 4.3\% | 0.4\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.2\% | 0.3\% | 26.0\% | 9.3\% | 9.5\% | 18.7\% | 7.9\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 1.3\% | 36.5\% | 7.2\% | 0.8\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 18.9\% | 6.8\% | 6.9\% | 13.6\% | 5.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 0.9\% | 26.3\% | 5.2\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 23.2\% | 8.3\% | 8.5\% | 16.7\% | 7.4\% | 0.0\% | 0.0\% | 1.1\% | 100.0\% |
| 17 | Road D5 | 0.7\% | 20.3\% | 4.0\% | 0.4\% | 0.3\% | 0.6\% | 0.0\% | 0.0\% | 0.2\% | 0.3\% | 25.8\% | 9.2\% | 9.4\% | 18.5\% | 8.7\% | 0.0\% | 0.0\% | 1.4\% | 100.0\% |
| 18 | Road D5 | 0.8\% | 23.8\% | 4.7\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.3\% | 0.3\% | 24.6\% | 8.8\% | 9.0\% | 17.7\% | 7.3\% | 0.0\% | 0.0\% | 1.0\% | 100.0\% |
| 19 | Kong Sham Western Highway | 1.1\% | 31.9\% | 6.3\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 20.6\% | 7.4\% | 7.6\% | 14.9\% | 4.9\% | 0.0\% | 2.5\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 1.1\% | 32.7\% | 6.5\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 19.9\% | 7.1\% | 7.3\% | 14.3\% | 5.4\% | 0.1\% | 2.8\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 1.7\% | 50.4\% | 10.0\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 12.8\% | 4.6\% | 4.7\% | 9.2\% | 2.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 1.1\% | 31.5\% | 6.2\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 22.2\% | 8.0\% | 8.1\% | 16.0\% | 4.2\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\left\lvert\, \begin{gathered} 16- \\ \text { Motoryc } \\ \text { Mes (MC) } \end{gathered}\right.$ | $\left(\begin{array}{c} \text { P1- } \\ \text { Private } \\ \text { cars (PC) } \end{array}\right)$ | 02 - Taxi | $\begin{array}{\|c} \left.\begin{array}{c} 11-\text { Non- } \\ \text { franchise } \\ d \\ \text { Bus<=6.4 } \\ t \end{array} \right\rvert\, \end{array}$ | $\left.\begin{array}{\|c\|} \hline 12-\text { Non- } \\ \text { franchise } \\ \text { d Bus } 6.4 \\ 15 t \end{array} \right\rvert\,$ | 13 - Nonfranchise 24t | $\begin{array}{\|c} \begin{array}{c} 18 \text { - Non- } \\ \text { franchise } \\ \text { dBus } \\ >24 t \end{array} \\ \hline \end{array}$ | $\left\|\begin{array}{c} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 \mathrm{~s} \end{array}\right\|$ |  | $03-$ Light <br> Goods <br> Vehicess <br> hi. <br> 2.5t | $\begin{array}{\|c\|} \begin{array}{c} 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Vehicies } \\ 2.5-3.5 \mathrm{t} \end{array} \\ \hline \end{array}$ |  |  | $\begin{array}{\|c\|} \hline 07- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ 15 t-24 t \\ \hline \end{array}$ |  | $\begin{array}{\|c\|} \hline 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | 15 Franchis ed Bus (DD) | $\left\|\begin{array}{c} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{array}\right\|$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road P1 | 1000-1100 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2 | Kong Sham Western Highway | 1.3\% | 41.6\% | 9.3\% | 0.8\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 13.8\% | 5.0\% | 5.5\% | 10.9\% | 2.8\% | 0.1\% | 6.3\% | 0.0\% | 100.0\% |
| 3 | Kong Sham Western Highway | 0.7\% | 23.5\% | 5.3\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 23.2\% | 8.3\% | ${ }^{\text {9.3\% }}$ | 18.2\% | 4.8\% | 0.1\% | 4.5\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 0.6\% | 18.1\% | 4.0\% | 0.4\% | 0.3\% | 0.6\% | 0.0\% | 0.0\% | 0.2\% | 0.3\% | 26.4\% | 9.5\% | 10.6\% | 20.8\% | 5.4\% | 0.0\% | 0.0\% | 2.9\% | 100.0\% |
| 5 | Road P1 | 0.8\% | 26.9\% | 6.0\% | 0.6\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 21.6\% | 7.8\% | 8.7\% | 17.0\% | 8.2\% | 0.0\% | 0.0\% | 0.6\% | 100.0\% |
| 11 | Road P1 | 0.6\% | 19.5\% | 4.3\% | 0.4\% | 0.3\% | 0.6\% | 0.0\% | 0.0\% | 0.2\% | 0.3\% | 24.5\% | 8.8\% | 9.8\% | 19.3\% | 9.8\% | 0.0\% | 0.0\% | 1.5\% | 100.0\% |
| 12 | Kong Sham Western Highway | 0.6\% | 17.8\% | 4.0\% | 0.4\% | 0.3\% | 0.6\% | 0.0\% | 0.0\% | 0.2\% | 0.3\% | 26.5\% | 9.5\% | 10.6\% | 20.9\% | 8.5\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 1.0\% | 31.4\% | 7.0\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 20.2\% | 7.2\% | 8.1\% | 15.9\% | 6.5\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 0.7\% | 22.1\% | 4.9\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.3\% | 0.3\% | 24.0\% | 8.6\% | 9.6\% | 18.9\% | 8.1\% | 0.0\% | 0.0\% | 1.0\% | 100.0\% |
| 17 | Road D5 | 0.5\% | 16.7\% | 3.7\% | 0.3\% | 0.2\% | 0.5\% | 0.0\% | 0.0\% | 0.2\% | 0.3\% | 26.3\% | 9.4\% | 10.5\% | 20.7\% | 9.3\% | 0.0\% | 0.0\% | 1.3\% | 100.0\% |
| 18 | Road D5 | 0.6\% | 19.8\% | 4.4\% | 0.4\% | 0.3\% | 0.6\% | 0.0\% | 0.0\% | 0.2\% | 0.3\% | 25.3\% | 9.1\% | 10.1\% | 19.9\% | 8.0\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |
| 19 | Kong Sham Western Highway | 0.9\% | 27.2\% | 6.1\% | 0.6\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | ${ }^{21.8 \%}$ | 7.8\% | 8.7\% | 17.1\% | 5.6\% | 0.0\% | ${ }^{2.4 \%}$ | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 0.9\% | 28.0\% | 6.2\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 21.1\% | 7.6\% | 8.4\% | 16.6\% | 6.1\% | 0.1\% | 2.7\% | 0.0\% | 100.0\% |
| ${ }^{23}$ | Road D1 | 1.4\% | 45.4\% | 10.1\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | ${ }^{0.1 \%}$ | 0.5\% | 0.1\% | 14.3\% | 5.1\% | 5.7\% | ${ }_{\text {11.3\% }}^{1736}$ | 2.9\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 0.8\% | 26.7\% | 6.0\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 23.3\% | 8.4\% | 9.3\% | 18.3\% | 4.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\left\|\begin{array}{c} 16- \\ \text { Motoryc } \\ \text { les (MC) } \end{array}\right\|$ | $\begin{gathered} \text { 01- } \\ \text { Private } \\ \text { Cars (PC) } \end{gathered}$ | 02 - Taxi | $\begin{array}{\|c} \hline \begin{array}{c} 11-\text { Non- } \\ \text { franchise } \\ \text { dise } \\ \text { Bus=6. } \end{array} \\ t \end{array}$ | $\begin{array}{\|c\|} \hline 12-\text { Non- } \\ \text { franchise } \\ \text { d Bus } 6.4 \\ 15 t \end{array}$ | 13 - Nonfranchise 24t | $\begin{gathered} \begin{array}{c} 18 \text { - Non- } \\ \text { franchise } \\ \text { d Bus } \\ >244 \end{array} \\ \hline \end{gathered}$ |  |  | $\left\lvert\, \begin{gathered} 03-\text { Light } \\ \text { Goods } \\ \text { Vehicles< } \\ =2.5 \mathrm{c} \end{gathered}\right.$ | $\begin{array}{\|c} \text { O4-Lt } \\ \text { Goods } \\ \text { vehicles } \\ \text { 2.5-3. } \end{array}$ | $\begin{array}{\|c\|} \hline 05-\text { Light } \\ \text { Gooods } \\ \text { vehicles> } \\ 3.5 t \end{array}$ |  |  |  | $\begin{array}{\|c\|} \hline 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | $\begin{array}{\|c\|} \hline 15- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) } \end{array}$ | $\begin{array}{\|c} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{array}$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 1.0\% |  | ${ }^{8.4 \%}$ | $0.6 \%$ | 0.4\% | 1.0\% |  | 0.1\% |  | 0.2\% |  |  |  |  |  |  |  |  |  |


| 1 |  | $\frac{100-120}{100}$ | 392\% | 8.4\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 1\% |  |  |  |  |  |  |  |  | 0.0\% | 8.2\% |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Kong Sham Western Highw | 1.1\% | 44.5\% | 9.6\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 13.0\% | 4.7\% | 5.1\% | 10.1\% | 2.6\% | 0.1\% | 6.0\% | 0\% | \% |


| 2 | Kong Sham Wester Highway | 1.1\% | 44.5\% | 9.6\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 13.0\% | 4.7\% | 5.1\% | 10.1\% | 2.6\% | 0.1\% | 6.0\% | 0.0\% | 100.0\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\frac{3}{4}$ | Kong Sham Western Highway | 0.6\% | 25.9\% | 5.6\% | 0.4\% | 0.3\% | 0.6\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 22.5\% | 8.1\% | 8.9\% | 17.4\% | 4.5\% | 0.1\% | 4.4\% | 0.0\% | ${ }^{100.0 \%}$ |
| 4 | Road P1 | 0.5\% | 20.0\% | 4.3\% | 0.3\% | 0.2\% | 0.5\% | 0.0\% | 0.0\% | 0.3\% | 0.3\% | 25.7\% | 9.2\% | 10.1\% | 19.9\% | 5.2\% | 0.0\% | 0.0\% | 3.3\% | 100.0\% |


| 11 | Road Pl |
| :--- | :--- |
| 12 | Kong Sham Wester Highway |
| 13 | Kong Sham Wester Highway |



## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\left\lvert\, \begin{gathered} 16- \\ \text { Motoryc } \\ \text { Mes (MC) } \end{gathered}\right.$ | $\left(\begin{array}{c} \text { P1- } \\ \text { Private } \\ \text { cars (PC) } \end{array}\right)$ | 02 - Taxi | $\begin{array}{\|c} \left.\begin{array}{c} 11-\text { Non- } \\ \text { franchise } \\ d \\ \text { Bus<=6.4 } \\ t \end{array} \right\rvert\, \end{array}$ | $\left.\begin{array}{\|c\|} \hline 12-\text { Non- } \\ \text { franchise } \\ \text { d Bus } 6.4 \\ 15 t \end{array} \right\rvert\,$ | 13 - Nonfranchise 24t | $\begin{array}{\|c} \begin{array}{c} 18 \text { - Non- } \\ \text { franchise } \\ \text { dBus } \\ >24 t \end{array} \\ \hline \end{array}$ | $\left\|\begin{array}{c} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 \mathrm{~s} \end{array}\right\|$ |  | $03-$ Light <br> Goods <br> Vehicess <br> hi. <br> 2.5t | $\begin{array}{\|c\|} \begin{array}{c} 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Vehicies } \\ 2.5-3.5 \mathrm{t} \end{array} \\ \hline \end{array}$ |  |  | $\begin{array}{\|c\|} \hline 07- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ 15 t-24 t \\ \hline \end{array}$ |  | $\begin{array}{\|c\|} \hline 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | 15 Franchis ed Bus (DD) | $\left\|\begin{array}{c} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{array}\right\|$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road P1 | 1200-1300 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2 | Kong Sham Western Highway | 0.8\% | 31.8\% | 6.0\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 19.0\% | 6.8\% | 8.2\% | 16.1\% | 4.2\% | 0.1\% | 3.8\% | 0.0\% | 100.0\% |
| 3 | Kong Sham Western Highway | 0.9\% | 34.2\% | 6.5\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 17.5\% | 6.3\% | 7.6\% | 14.9\% | 3.9\% | 0.1\% | 5.0\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 0.7\% | 26.4\% | 5.0\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 21.3\% | 7.6\% | 9.2\% | 18.1\% | 4.7\% | 0.0\% | 0.0\% | 4.4\% | 100.0\% |
| 5 | Road P1 | 0.8\% | 31.4\% | 6.0\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 19.1\% | 6.9\% | 8.3\% | 16.2\% | 7.8\% | 0.0\% | 0.0\% | 0.6\% | 100.0\% |
| 11 | Road P1 | 0.7\% | 28.8\% | 5.5\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 20.4\% | 7.3\% | 8.8\% | 17.4\% | 7.3\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |
| 12 | Kong Sham Western Highway | 0.9\% | 37.0\% | 7.0\% | 0.8\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 17.2\% | 6.2\% | 7.4\% | 14.6\% | 6.1\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 0.7\% | 26.5\% | 5.0\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 21.7\% | 7.8\% | 9.4\% | 18.4\% | 8.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 0.6\% | 24.3\% | 4.6\% | 0.6\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 22.6\% | 8.1\% | 9.8\% | 19.2\% | 7.6\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |
| 17 | Road D5 | 0.7\% | 29.0\% | 5.5\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 20.4\% | 7.3\% | 8.8\% | 17.3\% | 7.2\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |
| 18 | Road D5 | 0.6\% | 24.7\% | 4.7\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 22.5\% | 8.1\% | 9.7\% | 19.1\% | 7.4\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| 19 | Kong Sham Western Highway | 0.8\% | 30.7\% | 5.8\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 19.4\% | 7.0\% | 8.4\% | 16.5\% | 5.7\% | 0.1\% | 2.7\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 0.9\% | 34.3\% | 6.5\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 18.1\% | 6.5\% | 7.8\% | 15.4\% | 5.1\% | 0.1\% | 2.0\% | 0.0\% | 100.0\% |
| ${ }^{23}$ | Road D1 | 0.7\% | 29.6\% | 5.6\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 21.4\% | 7.7\% | ${ }^{\text {9.2\% }} 5$ | 18.2\% | 4.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 1.3\% | 49.9\% | 9.5\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 12.2\% | 4.4\% | 5.3\% | 10.3\% | 2.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\begin{array}{\|c\|} \hline 16- \\ \text { Motorcyc } \\ \text { les (MC) } \end{array}$ | $\left.=\begin{gathered} 01 . \\ \text { Private } \\ \text { Criss (PC) } \end{gathered} \right\rvert\,$ | 02 - Taxi | $\begin{array}{\|c} \hline 11-\text { Non- } \\ \text { franchise } \\ \text { d } \\ \text { Bus<6.4 } \\ \mathrm{t} \\ \hline \end{array}$ | 12-Nonfranchise 15t | 13 - Nonfranchise $24 t$ |  | $\left\|\begin{array}{c\|} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 \mathrm{t} \end{array}\right\|$ | $\begin{array}{\|c\|} 10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 \mathrm{st} \end{array}$ | $\begin{gathered} \left.\begin{array}{c} 03-\text { Light } \\ \text { Goods } \\ \text { Vehiclese } \\ =2.5 t \end{array} \right\rvert\, \\ =2.50 \end{gathered}$ | $\left\{\begin{array}{c} 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Cohices } \\ 2.5-3.55 \end{array}\right.$ | $\|$$05-$ Light <br> Goods <br> Vehicles> <br> $3.5 t$ |  | $\qquad$ |  | $\begin{array}{\|c\|} \hline 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | $\substack{15-\\ \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) }}$ | $\left\lvert\, \begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}\right.$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | ${ }_{1300-1400}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{1}{2}$ | ${ }_{\text {Kona }}$ Road P1 | ${ }^{0.7 \%}$ | 30.7\% | 7.0\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | ${ }^{0.4 \%}$ | ${ }^{0.2 \%}$ | ${ }^{20.2 \%}$ | 7.2\% | ${ }^{8.1 \%}$ | 16.0\% | ${ }_{4}^{4.2 \%}$ | ${ }^{0.0 \%}$ | ${ }^{\text {0.0\% }}$ | ${ }^{3.5 \%}$ | $\frac{100.0 \%}{100.0 \%}$ |
| 3 | Kong Sham Western Highway | 0.8\% | 33.1\% | 7.5\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 18.5\% | 6.7\% | 7.5\% | 14.7\% | 3.8\% | 0.1\% | 4.7\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 0.6\% | 25.5\% | 5.8\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 22.5\% | 8.1\% | 9.0\% | 17.8\% | 4.6\% | 0.0\% | 0.0\% | 4.0\% | 100.0\% |
| 5 | Road P1 | 0.7\% | 30.4\% | 6.9\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 20.2\% | 7.2\% | 8.1\% | 16.0\% | 7.6\% | 0.0\% | 0.0\% | 0.5\% | 100.0\% |
| 11 | Road P1 | 0.6\% | 27.8\% | 6.3\% | 0.5\% | 0.3\% | 0.8\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 21.5\% | 7.7\% | 8.7\% | 17.1\% | 7.2\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| 12 | Kong Sham Western Highway | 0.8\% | 35.8\% | 8.1\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 18.2\% | 6.5\% | 7.3\% | 14.4\% | 6.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 0.6\% | 25.5\% | 5.8\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 22.8\% | 8.2\% | 9.2\% | 18.1\% | 7.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 0.5\% | 23.4\% | 5.3\% | 0.4\% | 0.3\% | 0.6\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 23.8\% | 8.5\% | 9.6\% | 18.8\% | 7.4\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| 17 | Road D5 | 0.6\% | 28.0\% | 6.4\% | 0.5\% | 0.3\% | 0.8\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | ${ }^{21.5 \%}$ | 7.7\% | 8.7\% | 17.0\% | 7.0\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| 18 | Road D5 | 0.5\% | 23.8\% | 5.4\% | 0.4\% | 0.3\% | 0.6\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 23.6\% | 8.5\% | 9.5\% | 18.7\% | 7.2\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 19 | Kong Sham Western Highway | 0.7\% | 29.7\% | 6.7\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 20.5\% | 7.3\% | 8.2\% | 16.2\% | 5.6\% | 0.1\% | 2.6\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 0.8\% | 33.2\% | 7.5\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 19.2\% | 6.9\% | 7.7\% | 15.2\% | 5.0\% | 0.1\% | 1.9\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 0.7\% | 28.5\% | 6.5\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 22.5\% | 8.1\% | 9.1\% | 17.8\% | 4.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 1.1\% | 48.5\% | 11.0\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 12.9\% | 4.6\% | 5.2\% | 10.2 | 2.7 | 0.0 | 0.0 | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\left\lvert\, \begin{gathered} 16- \\ \text { Motoryc } \\ \text { Mes (MC) } \end{gathered}\right.$ | $\left(\begin{array}{c} \text { P1- } \\ \text { Private } \\ \text { cars (PC) } \end{array}\right)$ | 02 - Taxi | $\begin{array}{\|c} \left.\begin{array}{c} 11-\text { Non- } \\ \text { franchise } \\ d \\ \text { Bus<=6.4 } \\ t \end{array} \right\rvert\, \end{array}$ | $\left.\begin{array}{\|c\|} \hline 12-\text { Non- } \\ \text { franchise } \\ \text { d Bus } 6.4 \\ 15 t \end{array} \right\rvert\,$ | 13 - Nonfranchise 24t | $\begin{array}{\|c} \begin{array}{c} 18 \text { - Non- } \\ \text { franchise } \\ \text { dBus } \\ >24 t \end{array} \\ \hline \end{array}$ | $\left\|\begin{array}{c} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 \mathrm{~s} \end{array}\right\|$ |  | $03-$ Light <br> Goods <br> Vehicess <br> hi. <br> 2.5t | $\begin{array}{\|c\|} \begin{array}{c} 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Vehicies } \\ 2.5-3.5 \mathrm{t} \end{array} \\ \hline \end{array}$ |  |  | $\begin{array}{\|c} \hline 07- \\ \text { Heavy } \\ \text { Geoods } \\ \text { Genicies } \\ 155-24 \mathrm{t} \end{array}$ |  | $\begin{array}{\|c\|} \hline 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ |  | $\left\|\begin{array}{c} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{array}\right\|$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road P1 | 1400-1500 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2 | Kong Sham Western Highway | 0.9\% | 28.8\% | 6.2\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 21.4\% | 7.7\% | 8.4\% | 16.4\% | 4.3\% | 0.1\% | 3.5\% | 0.0\% | 100.0\% |
| 3 | Kong Sham Western Highway | 1.0\% | 31.1\% | 6.7\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 19.9\% | 7.1\% | 7.8\% | 15.3\% | 4.0\% | 0.1\% | 4.5\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 0.8\% | 23.8\% | 5.1\% | 0.4\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.3\% | 0.3\% | 24.0\% | 8.6\% | 9.3\% | 18.4\% | 4.8\% | 0.0\% | 0.0\% | 3.3\% | 100.0\% |
| 5 | Road P1 | 0.9\% | 28.4\% | 6.1\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 21.6\% | 7.7\% | 8.4\% | 16.5\% | 7.5\% | 0.0\% | 0.0\% | 0.4\% | 100.0\% |
| 11 | Road Pl | 0.8\% | 25.9\% | 5.6\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 23.0\% | 8.2\% | 9.0\% | 17.6\% | 7.1\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 12 | Kong Sham Western Highway | 1.1\% | 33.7\% | 7.2\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 19.6\% | 7.0\% | 7.6\% | 15.0\% | 6.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 0.8\% | 23.6\% | 5.1\% | 0.4\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.3\% | 0.3\% | 24.2\% | 8.7\% | 9.4\% | 18.6\% | 7.6\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 0.7\% | 21.6\% | 4.6\% | 0.4\% | 0.3\% | 0.6\% | 0.0\% | 0.0\% | 0.3\% | 0.3\% | 25.2\% | 9.0\% | 9.8\% | 19.3\% | 7.3\% | 0.0\% | 0.0\% | 0.6\% | 100.0\% |
| 17 | Road D5 | 0.8\% | 26.1\% | 5.6\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 23.0\% | 8.2\% | 8.9\% | 17.6\% | 7.0\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 18 | Road D5 | 0.7\% | 22.0\% | 4.7\% | 0.4\% | 0.3\% | 0.6\% | 0.0\% | 0.0\% | 0.3\% | 0.3\% | 25.0\% | 9.0\% | 9.8\% | 19.2\% | 7.2\% | 0.0\% | 0.0\% | 0.6\% | 100.0\% |
| 19 | Kong Sham Western Highway | 0.9\% | 27.7\% | 6.0\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 21.9\% | 7.9\% | 8.5\% | 16.8\% | 5.6\% | 0.1\% | 2.5\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 1.0\% | 31.1\% | 6.7\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 20.6\% | 7.4\% | 8.0\% | 15.8\% | 5.1\% | 0.1\% | 1.8\% | 0.0\% | 100.0\% |
| ${ }^{23}$ | Road D1 | 0.8\% | 26.4\% | 5.7\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 23.9\% | 8.6\% | 9.3\% | 18.3\% | 4.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 1.5\% | 46.5\% | 10.0\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 14.2\% | 5.1\% | 5.5\% | 10.9\% | 2.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\left\lvert\, \begin{gathered} 16- \\ \text { Motoryc } \\ \text { Mes (MC) } \end{gathered}\right.$ | $\left(\begin{array}{c} \text { P1- } \\ \text { Private } \\ \text { cars (PC) } \end{array}\right)$ | 02 - Taxi | $\begin{array}{\|c} \left.\begin{array}{c} 11-\text { Non- } \\ \text { franchise } \\ d \\ \text { Bus<=6.4 } \\ t \end{array} \right\rvert\, \end{array}$ | $\left.\begin{array}{\|c\|} \hline 12-\text { Non- } \\ \text { franchise } \\ \text { d Bus } 6.4 \\ 15 t \end{array} \right\rvert\,$ | 13 - Nonfranchise 24t | $\begin{array}{\|c} \begin{array}{c} 18 \text { - Non- } \\ \text { franchise } \\ \text { dBus } \\ >24 t \end{array} \\ \hline \end{array}$ | $\left\|\begin{array}{c} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 \mathrm{~s} \end{array}\right\|$ |  | $03-$ Light <br> Goods <br> Vehicess <br> hi. <br> 2.5t | $\begin{array}{\|c\|} \begin{array}{c} 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Vehicies } \\ 2.5-3.5 \mathrm{t} \end{array} \\ \hline \end{array}$ |  |  | $\begin{array}{\|c} \hline 07- \\ \text { Heavy } \\ \text { Geoods } \\ \text { Genicies } \\ 155-24 \mathrm{t} \end{array}$ |  | $\begin{array}{\|c\|} \hline 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | 15 Franchis ed Bus (DD) | $\left\|\begin{array}{c} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{array}\right\|$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road P1 | 1500-1600 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2 | Kong Sham Western Highway | 0.9\% | 31.4\% | 6.6\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 20.5\% | 7.3\% | 7.8\% | 15.3\% | 4.0\% | 0.1\% | 3.4\% | 0.0\% | 100.0\% |
| 3 | Kong Sham Western Highway | 1.0\% | 33.7\% | 7.1\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 18.9\% | 6.8\% | 7.2\% | 14.1\% | 3.7\% | 0.2\% | 4.4\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 0.8\% | 26.2\% | 5.5\% | 0.5\% | 0.3\% | 0.8\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 23.1\% | 8.3\% | 8.8\% | 17.3\% | 4.5\% | 0.0\% | 0.0\% | 3.3\% | 100.0\% |
| 5 | Road P1 | 0.9\% | 31.0\% | 6.6\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 20.6\% | 7.4\% | 7.8\% | 15.4\% | 7.2\% | 0.0\% | 0.0\% | 0.4\% | 100.0\% |
| 11 | Road P1 | 0.9\% | 28.4\% | 6.0\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 22.1\% | 7.9\% | 8.4\% | 16.5\% | 6.8\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 12 | Kong Sham Western Highway | 1.1\% | 36.5\% | 7.7\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 18.5\% | 6.7\% | 7.1\% | 13.9\% | 5.6\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 0.8\% | 26.0\% | 5.5\% | 0.5\% | 0.3\% | 0.8\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 23.4\% | 8.4\% | 8.9\% | 17.5\% | 7.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 0.7\% | 23.9\% | 5.1\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.3\% | 0.3\% | 24.4\% | 8.7\% | 9.3\% | 18.2\% | 7.0\% | 0.0\% | 0.0\% | 0.6\% | 100.0\% |
| 17 | Road D5 | 0.9\% | 28.6\% | 6.0\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 22.0\% | 7.9\% | 8.4\% | 16.5\% | 6.6\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 18 | Road D5 | 0.7\% | 24.3\% | 5.1\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.3\% | 0.3\% | 24.2\% | 8.7\% | 9.2\% | 18.1\% | 6.9\% | 0.0\% | 0.0\% | 0.6\% | 100.0\% |
| 19 | Kong Sham Western Highway | 0.9\% | 30.3\% | 6.4\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | ${ }^{20.9 \%}$ | 7.5\% | 8.0\% | 15.6\% | 5.3\% | 0.1\% | ${ }^{2.4 \%}$ | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 1.0\% | 33.8\% | 7.1\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 19.6\% | 7.0\% | 7.4\% | 14.6\% | 4.8\% | 0.1\% | 1.8\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 0.9\% | 29.0\% | 6.1\% | 0.6\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 22.9\% | 8.2\% | 8.7\% | 17.2\% | 4.5\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 1.5\% | 49.1\% | 10.4\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 13.1\% | 4.7\% | 5.0\% | 9.8\% | 2.6\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\begin{array}{\|c\|} \hline 16- \\ \text { Motorcyc } \\ \text { les (MC) } \end{array}$ | $\left.=\begin{gathered} 01 . \\ \text { Private } \\ \text { Criss (PC) } \end{gathered} \right\rvert\,$ | 02 - Taxi | $\begin{array}{\|c} \hline 11-\text { Non- } \\ \text { franchise } \\ \text { d } \\ \text { Bus<6.4 } \\ \mathrm{t} \\ \hline \end{array}$ | 12-Nonfranchise 15t | $\begin{gathered} \text { 13- Non- } \\ \text { franchise } \\ \text { di Bus } 15 t \\ 24 t \end{gathered}$ |  | $\left\|\begin{array}{c\|} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 \mathrm{t} \end{array}\right\|$ | $\begin{array}{\|c\|} 10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 \mathrm{st} \end{array}$ | $\begin{gathered} \left.\begin{array}{c} 03-\text { Light } \\ \text { Goods } \\ \text { Vehiclese } \\ =2.5 t \end{array} \right\rvert\, \\ =2.50 \end{gathered}$ | $\left\{\begin{array}{c} 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Cohices } \\ 2.5-3.55 \end{array}\right.$ | $\|$$05-$ Light <br> Goods <br> Vehicles> <br> $3.5 t$ |  | $\qquad$ |  | $\begin{array}{\|c\|} \hline 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | $\substack{15-\\ \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) }}$ | $\left\lvert\, \begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}\right.$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 1600-1700 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{1}{2}$ | $\frac{\text { Road Pl }}{\text { Kong S }}$ Wem Wester Highway | $\frac{1.1 \%}{1.0 \%}$ | ${ }^{32.7 \%}$ | $\frac{7.1 \%}{7.1 \%}$ | 0.8\% | 0.5\% | ${ }^{\frac{1.11 \%}{1.1 \%}}$ | 0.0\% | ${ }^{0.1 \%}$ | $\frac{1.0 \%}{1.0 \%}$ | 0.2\% | $\frac{20.1 \%}{10.9 \%}$ | $7.2 \%$ $7.1 \%$ | $\frac{7.1 \%}{7.0 \%}$ | $\frac{14.0 \%}{13.8 \%}$ | $3.6 \%$ <br> $3.6 \%$ | 0.0\% | 0.0\% 3.9\% | 3.3\% | $\frac{100.0 \%}{100.0 \%}$ |
| 3 | Kong Sham Western Highway | 1.1\% | 34.9\% | 7.6\% | 0.8\% | 0.6\% | 1.2\% | 0.0\% | 0.1\% | 1.0\% | 0.2\% | 18.3\% | 6.6\% | 6.4\% | ${ }^{12.7 \%}$ | ${ }^{3.3 \%}$ | 0.1\% | 5.1\% | ${ }^{0.0 \%}$ | 100.0\% |
| 4 | Road P1 | 0.9\% | 27.5\% | 6.0\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.1\% | 0.8\% | 0.2\% | 22.7\% | 8.1\% | 8.0\% | 15.7\% | 4.1\% | 0.0\% | 0.0\% | 3.8\% | 100.0\% |
| 5 | Road P1 | 1.0\% | 32.5\% | 7.0\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 1.0\% | 0.2\% | 20.2\% | 7.2\% | 7.1\% | 14.0\% | 6.7\% | 0.0\% | 0.0\% | 0.5\% | 100.0\% |
| 11 | Road P1 | 1.0\% | 29.9\% | 6.5\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.1\% | 0.9\% | 0.2\% | 21.7\% | 7.8\% | 7.6\% | 15.0\% | 6.3\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| 12 | Kong Sham Western Highway | 1.2\% | 37.9\% | 8.2\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 1.1\% | 0.2\% | 18.0\% | 6.5\% | 6.3\% | 12.5\% | 5.2\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 0.9\% | 27.5\% | 6.0\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.1\% | 0.8\% | 0.2\% | 23.1\% | 8.3\% | 8.1\% | 16.0\% | 6.9\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 0.8\% | 25.4\% | 5.5\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.1\% | 0.7\% | 0.3\% | 24.1\% | 8.7\% | 8.5\% | 16.7\% | 6.6\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 17 | Road D5 | 1.0\% | 30.0\% | 6.5\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.9\% | 0.2\% | ${ }^{21.7 \%}$ | 7.8\% | 7.6\% | 15.0\% | 6.2\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| 18 | Road D5 | 0.8\% | 25.7\% | 5.6\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.1\% | 0.8\% | 0.3\% | 24.0\% | 8.6\% | 8.5\% | 16.6\% | 6.4\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 19 | Kong Sham Western Highway | 1.0\% | 31.6\% | 6.8\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.9\% | 0.2\% | 20.4\% | 7.3\% | 7.2\% | 14.1\% | 4.9\% | 0.1\% | 2.8\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 1.1\% | 35.1\% | 7.6\% | 0.8\% | 0.6\% | 1.2\% | 0.0\% | 0.1\% | 1.0\% | 0.2\% | 19.0\% | 6.8\% | 6.7\% | 13.2\% | 4.4\% | 0.0\% | 2.1\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 1.0\% | 30.6\% | 6.6\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.9\% | 0.2\% | 22.6\% | 8.1\% | 8.0\% | 15.6\% | 4.1\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 1.6\% | 49.9\% | 10.8 | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.2\% | 1.5\% | 0.1\% | 12.4\% | 4.5\% | 4.4\% | 8.6\% | $2.3 \%$ | 0.0 | 0.0 | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No | Road Name | $\left\|\begin{array}{c} 16- \\ \text { Motoryc } \\ \text { les (MC) } \end{array}\right\|$ | $\begin{gathered} \text { 01- } \\ \text { Private } \\ \text { Cars (PC) } \end{gathered}$ | 02- Taxi |  | 12 - Nonfranchise d Bus 6. 15t | 13 - Nond Bus 15t 24t | $\begin{gathered} \text { 18-Non- } \\ \text { franchise } \\ \text { d Bus } \\ >24 t \end{gathered}$ | $\left\|\begin{array}{c} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 \mathrm{t} \end{array}\right\|$ | 10Private Light Bus $>3.5 \mathrm{t}$ | $\begin{array}{\|c} \text { 03-Light } \\ \text { Gooods } \\ \text { Vehiclesc } \\ =2.5 t \\ =2.5 \end{array}$ | 04-Lt Vehicles 2.5-3.5t $\qquad$ |  |  | $\begin{gathered} 07- \\ \hline \text { Heavy } \\ \text { Heods } \\ \text { Gehodicles } \\ \text { 15t-24t } \end{gathered}$ |  | 14Franchis ed Bus (SD) | 15 Franchis ed Bus (DD) | $\left\lvert\, \begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}\right.$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 00-1800 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1 | Road P1 | 2.3\% | ${ }^{38.2 \%}$ | 6.5\% | 0.8\% | 0.5\% | ${ }^{1.2 \%}$ | 0.0\% | 0.1\% | 0.8\% | 0.2\% | 19.4\% | 7.0\% | ${ }_{5}^{5.6 \%}$ | $\frac{11.1 \%}{10^{\circ}}$ | 2.9\% | 0.0\% | 0.0\% | 3.5\% | 00.0\% |
| 3 | Kong Sam Western Highway | $\frac{2.2 \%}{2.4 \%}$ | 38.0\% | ${ }^{6.48 \%}$ | 0.8\% | 0.5\% | $\frac{1.12 \%}{1.2 \%}$ | 0.0\% | 0.1\% | -0.8\% | - | ${ }^{19.7 .4 \%}$ | 㐌.9\%\% | 5.6.1\% | -10.9\% | 2.9.6\% | - | ${ }^{4.2 \%}$ | 0.0\% | 100.0\% |
| 4 | Road P1 | 1.9\% | 32.6\% | 5.5\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.1\% | 0.7\% | 0.2\% | 22.3\% | 8.0\% | 6.5\% | 12.7\% | 3.3\% | 0.0\% | 0.0\% | 4.1\% | 100.0\% |
| 5 | Road P1 | 2.2\% | 38.1\% | 6.4\% | 0.8\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.8\% | 0.2\% | 19.6\% | 7.0\% | 5.7\% | 11.1\% | 5.7\% | 0.0\% | 0.0\% | 0.5\% | 0.0\% |
| 11 | Road Pl | 2.1\% | 35.3\% | 6.0\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.8\% | 0.2\% | 21.2\% | 7.6\% | 6.1\% | 12.1\% | 5.4\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |
| 12 | Kong Sham Western Highway | 2.6\% | 43.6\% | 7.4\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.9\% | 0.2\% | 17.2\% | 6.2\% | 5.0\% | 9.8\% | 4.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 1.9\% | 32.9\% | 5.6\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.1\% | 0.7\% | 0.2\% | 22.8\% | 8.2\% | 6.6\% | 13.0\% | 6.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 1.8\% | 30.5\% | 5.2\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.1\% | 0.6\% | 0.3\% | 24.0\% | 8.6\% | 6.9\% | 13.7\% | 5.7\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| 17 | Road D5 | 2.1\% | 35.5\% | 6.0\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.8\% | 0.2\% | 21.2\% | 7.6\% | 6.1\% | 12.1\% | 5.3\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| 18 | Road D5 | 1.8\% | 30.9\% | 5.2\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.1\% | 0.7\% | 0.2\% | 23.8\% | 8.5\% | 6.9\% | 13.6\% | 5.5\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| 19 | Kong Sham Western Highway | 2.2\% | 37.0\% | 6.3\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.8\% | 0.2\% | 19.8\% | 7.1\% | 5.7\% | 11.3\% | 4.1\% | 0.1\% | 3.1\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 2.4\% | 40.7\% | 6.9\% | 0.8\% | 0.6\% | 1.2\% | 0.0\% | 0.1\% | 0.9\% | 0.2\% | 18.2\% | 6.5\% | 5.3\% | 10.4\% | 3.6\% | 0.1\% | 2.2\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 2.1\% | 36.1\% | 6.1\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.8\% | 0.2\% | 22.1\% | 7.9\% | 6.4\% | 12.6\% | 3.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 3.3\% | 55.4\% | 9.4\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.2\% | 1.2\% | 0.1\% | 11.4\% | 4.1\% | 3.3\% | 6.5\% | 1.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\begin{array}{\|c\|} \hline 16- \\ \text { Motorcyc } \\ \text { les (MC) } \end{array}$ | $\left.=\begin{gathered} 01 . \\ \text { Private } \\ \text { Criss (PC) } \end{gathered} \right\rvert\,$ | 02 - Taxi | $\begin{array}{\|c} \hline 11-\text { Non- } \\ \text { franchise } \\ \text { d } \\ \text { Bus<6.4 } \\ \mathrm{t} \\ \hline \end{array}$ | 12-Nonfranchise 15t | $\begin{gathered} \text { 13- Non- } \\ \text { franchise } \\ \text { di Bus } 15 t \\ 24 t \end{gathered}$ |  | $\left\|\begin{array}{c\|} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 \mathrm{t} \end{array}\right\|$ | $\begin{array}{\|c\|} 10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 \mathrm{st} \end{array}$ | $\begin{gathered} \left.\begin{array}{c} 03-\text { Light } \\ \text { Goods } \\ \text { Vehiclese } \\ =2.5 t \end{array} \right\rvert\, \\ =2.50 \end{gathered}$ | $\left\{\begin{array}{c} 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Cohices } \\ 2.5-3.55 \end{array}\right.$ | $\|$$05-$ Light <br> Goods <br> Vehicles> <br> $3.5 t$ |  | $\qquad$ |  | $\begin{array}{\|c\|} \hline 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | $\substack{15-\\ \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) }}$ | $\left\lvert\, \begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}\right.$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 1800-1900 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{1}{2}$ | ${ }_{\text {Kona }}$ Road P1 | $\frac{2.4 \%}{2.4}$ | ${ }^{51.9 \%}$ | 7.1\% | 0.9\% | 0.6\% | ${ }^{1.3 \%}$ | 0.0\% | 0.0\% | 0.3\% | $\stackrel{0.1 \%}{0}$ | 13.9\% | 5.0\% | ${ }^{3.6 \%}$ | ${ }^{7.2 \%}$ | 1.9\% | ${ }^{0.0 \%}$ | ${ }^{0.0 \%}$ | ${ }^{3.8 \%}$ | $\frac{100.0 \%}{100.0 \%}$ |
| 3 | Kong Sham Western Highway | 2.4\% | 53.5\% | 7.3\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.0\% | 0.3\% | 0.1\% | ${ }^{12.2 \%}$ | 4.4\% | 3.2\% | 6.3\% | 1.6\% | 0.1\% | 5.5\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 2.1\% | 46.3\% | 6.3\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 16.6\% | 6.0\% | 4.3\% | 8.5\% | 2.2\% | 0.0\% | 0.0\% | 4.6\% | 100.0\% |
| 5 | Road P1 | 2.4\% | 53.4\% | 7.3\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 14.4\% | 5.2\% | 3.8\% | 7.4\% | 1.9\% | 0.0\% | 0.0\% | 0.6\% | 100.0\% |
| 11 | Road P1 | 2.3\% | 50.4\% | 6.9\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 15.9\% | 5.7\% | 4.2\% | 8.2\% | 2.1\% | 0.0\% | 0.0\% | 1.0\% | 100.0\% |
| 12 | Kong Sham Western Highway | 2.7\% | 58.3\% | 7.9\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.0\% | 0.4\% | 0.1\% | 12.0\% | 4.3\% | 3.2\% | 6.2\% | 1.6\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 2.2\% | 48.2\% | 6.6\% | 0.8\% | 0.6\% | 1.3\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 17.6\% | 6.3\% | 4.6\% | 9.1\% | 2.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 2.1\% | 45.3\% | 6.2\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 18.7\% | 6.7\% | 4.9\% | 9.7\% | 2.5\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |
| 17 | Road D5 | 2.3\% | 50.6\% | 6.9\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 15.8\% | 5.7\% | 4.2\% | 8.2\% | 2.1\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |
| 18 | Road D5 | 2.1\% | 45.7\% | 6.2\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 18.5\% | 6.6\% | 4.9\% | 9.5\% | 2.5\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |
| 19 | Kong Sham Western Highway | 2.3\% | 51.3\% | 7.0\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 14.4\% | 5.2\% | 3.8\% | 7.4\% | 1.9\% | 0.1\% | 3.2\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 2.5\% | 54.9\% | 7.5\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.0\% | 0.4\% | 0.1\% | 12.9\% | 4.6\% | 3.4\% | 6.7\% | 1.7\% | 0.0\% | 2.3\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 2.3\% | 50.6\% | 6.9\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 16.2\% | 5.8\% | 4.3\% | 8.4\% | 2.2\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 3.1\% | 67.1\% | 9.1\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.1\% | 0.4\% | 0.1\% | 7.3\% | 2.6\% | 1.9\% | 3.7\% | 1.0\% | 0.0 | 0.0 | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\left\|\begin{array}{c} 16- \\ \text { Motoryc } \\ \text { les (MC) } \end{array}\right\|$ | $\left(\begin{array}{c} \text { 01- } \\ \text { Privat } \\ \text { cars (PC) } \end{array}\right.$ | 02 - Taxi | $\begin{array}{\|c} \hline \begin{array}{c} \text { 1- Non- } \\ \text { franchise } \\ \mathrm{d} \\ \text { Bus<6.4 } \\ \mathrm{t} \end{array} \\ \hline \end{array}$ | 12 - Non- franchise d Bus 6.4 15t | 13-Non franchise d Bus 15 $24 t$ | $\begin{gathered} \text { 18-Non- } \\ \text { franchise } \\ \text { d Bus } \\ >24 t \end{gathered}$ | $\begin{gathered} \text { Private } \\ \text { Pight } \\ \text { Light } \\ \langle=3.5 t \end{gathered}$ | $\begin{array}{\|c\|} 10- \\ \text { Private } \\ \text { Pight Bus } \\ >3.5 t \end{array}$ | $\left.\begin{array}{\|c\|} 03-\text { Light } \\ \text { Gooods } \\ \text { Vehicles } \\ =2.5 t \end{array} \right\rvert\,$ |  | $\left\|\begin{array}{c} 05-\text { Light } \\ \text { Goods } \\ \text { vehicles> }> \\ 3.5 t \end{array}\right\|$ | $06-$ Heavy Goods Vehiclese $=15 t$ $=1$ | $07-$ <br> Heavy <br> Gooods <br> Vehicles <br> $155-24 t$ | 17- <br> Heavy <br> Goods <br> Vehicles <br> $>24 \mathrm{t}$ | $\begin{array}{\|c} 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | $\begin{array}{\|c\|} \hline 15- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) } \end{array}$ | $\left\|\begin{array}{c} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{array}\right\|$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | Road P1 | 1900-2000 | 56.8\% | 7.9\% | ${ }^{11 \%}$ | 0.8\% | 170 | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 10.9\% | 3.9\% | 310 | $62 \%$ | ${ }^{16 \%}$ |  | 0,0\% | 4.4\% |  |
| 2 | Kong Sham Western Highway | 1.5\% | 56.5\% | 7.8\% | ${ }^{\text {1.1.1/ }}$ | 0.8\% | ${ }^{1.7 \%}$ | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 10.7\% | 3.8\% | ${ }^{3.1 \%}$ | 6.1\% | 1.6\% | 0.1\% | 5.0\% | 0.0\% | 100.0\% |
| 3 | Kong Sham Western Highway | 1.5\% | 58.0\% | 8.0\% | 1.1\% | 0.8\% | ${ }^{1.7 \%}$ | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 9.4\% | 3.4\% | 2.7\% | 5.4\% | 1.4\% | 0.1\% | 6.2\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 1.3\% | 51.4\% | 7.1\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 13.2\% | 4.7\% | 3.8\% | 7.5\% | 2.0\% | 0.0\% | 0.0\% | 5.5\% | 100.0\% |
| 5 | Road P1 | 1.5\% | 58.8\% | 8.1\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 11.4\% | 4.1\% | 3.3\% | 6.5\% | 1.7\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 11 | Road P1 | 1.4\% | 56.0\% | 7.8\% | 1.1\% | 0.8\% | 1.6\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 12.6\% | 4.5\% | 3.7\% | 7.2\% | 1.9\% | 0.0\% | 0.0\% | 1.2\% | 100.0\% |
| 12 | Kong Sham Western Highway | 1.6\% | 63.3\% | 8.8\% | 1.2\% | 0.8\% | 1.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 9.4\% | 3.4\% | 2.7\% | 5.3\% | 1.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 1.4\% | 54.1\% | 7.5\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 14.1\% | 5.1\% | 4.1\% | 8.0\% | 2.1\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 1.3\% | 51.2\% | 7.1\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.0\% | 0.1\% | 0.2\% | 15.1\% | 5.4\% | 4.4\% | 8.6\% | 2.3\% | 0.0\% | 0.0\% | 1.1\% | 100.0\% |
| 17 | Road D5 | 1.4\% | 56.2\% | 7.8\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 12.6\% | 4.5\% | 3.6\% | 7.2\% | 1.9\% | 0.0\% | 0.0\% | 1.1\% | 100.0\% |
| 18 | Road D5 | 1.3\% | 51.6\% | 7.1\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.0\% | 0.1\% | 0.2\% | 15.0\% | 5.4\% | 4.3\% | 8.5\% | 2.2\% | 0.0\% | 0.0\% | 1.1\% | 100.0\% |
| 19 | Kong Sham Western Highway | 1.5\% | 56.4\% | 7.8\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 11.3\% | 4.1\% | 3.3\% | 6.4\% | 1.7\% | 0.1\% | 3.7\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 1.5\% | 59.8\% | 8.3\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 10.1\% | 3.6\% | 2.9\% | 5.7\% | 1.5\% | 0.0\% | 2.6\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 1.5\% | 56.4\% | 7.8\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 12.9\% | 4.6\% | 3.7\% | 7.4\% | 1.9\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 1.8\% | 70.8\% | 9.8\% | 1.4\% | 0.9\% | 2.1\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 5.5\% | 2.0\% | 1.6\% | 3.1\% | 0.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\left\|\begin{array}{c} 16- \\ \text { Motoryc } \\ \text { les (MC) } \end{array}\right\|$ | $\left(\begin{array}{c} \text { 01- } \\ \text { Privat } \\ \text { cars (PC) } \end{array}\right.$ | 02 - Taxi | $\left\|\begin{array}{c} 11-\text { Non- } \\ \text { franchise } \\ \text { d } \\ \text { Bus }<=6.4 \end{array}\right\|$ |  | 13-Non franchise d Bus 15 $24 t$ 24t | $\begin{gathered} \text { 18-Non- } \\ \text { franchise } \\ \text { d Bus } \\ 24 t \end{gathered}$ | $\left\|\begin{array}{c} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 \mathrm{~s} \end{array}\right\|$ | $\begin{array}{\|c\|} 10- \\ \text { Private } \\ \text { Pight Bus } \\ >3.5 t \end{array}$ | $\left\|\begin{array}{c} 03-\text { Light } \\ \text { Gooos } \\ \text { Vehicless } \\ =2.5 t \end{array}\right\|$ | $\left\lvert\, \begin{gathered} 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Gohicles } \\ 2.5-3.55 \end{gathered}\right.$ |  |  | $\begin{array}{\|c\|} \hline 07- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ 15 t-24 t \\ \hline \end{array}$ |  | 14Franchis ed Bus (SD) | 15 Franchis ed Bus (DD) | $\begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 00-2100 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{1}{2}$ | Road P1 | 1.6\% | 55.2\% | 11.3\% | 1.1\% | 0.7\% | $\frac{1.6 \%}{1.6}$ | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 9.6\% | ${ }^{3.4 \%}$ | 2.9\% | 5.8\% | 1.5\% | 0.0\% | ${ }^{0.0 \%}$ | 5.0\% | $\frac{100.0 \%}{1000 \%}$ |
| $\frac{2}{3}$ | Kong Sham Western Highway Kong Sham Western Highway | $\frac{1.6 \%}{1.7 \%}$ | 54.9\% | 11.3\% | 年.1\% | 0.7\% | $\frac{1.6 \%}{1.7 \%}$ | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 9.5\% | 3.4\% ${ }^{3.0 \%}$ | 2.9\% | 5.7\% | 1.5\% | $\frac{0.1 \%}{0.2 \%}$ | 5.5\% | 0.0\% |  |
| 4 | Road P1 | \%\% | 50.2\% | 10.3\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 11.7\% | 4.2\% | 3.6\% | 7.0\% | 1.8\% | 0.0\% | 0.0\% | 6.2\% | 100.0\% |
| 5 | Road P1 | 1.7\% | 57.4\% | 11.8\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 10.1\% | 3.6\% | 3.1\% | 6.1\% | 1.6\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| 11 | Road P1 | 1.6\% | 54.9\% | 11.2\% | 1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 11.3\% | 4.0\% | 3.4\% | 6.8\% | 1.8\% | 0.0\% | 0.0\% | 1.3\% | 100.0\% |
| 12 | Kong Sham Western Highway | 1.8\% | 61.5\% | 12.6\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 8.3\% | 3.0\% | 2.5\% | 5.0\% | 1.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 1.6\% | 53.3\% | 10.9\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | ${ }^{12.7 \%}$ | 4.5\% | 3.9\% | 7.6\% | 2.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 1.5\% | 50.5\% | 10.4\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 13.6\% | 4.9\% | 4.2\% | 8.2\% | 2.1\% | 0.0\% | 0.0\% | 1.3\% | 100.0\% |
| 17 | Road D5 | 1.6\% | 55.0\% | 11.3\% | 1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 11.2\% | 4.0\% | 3.4\% | 6.7\% | 1.8\% | 0.0\% | 0.0\% | 1.2\% | 100.0\% |
| 18 | Road D5 | 1.5\% | 50.9\% | 10.4\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 13.4\% | 4.8\% | 4.1\% | 8.1\% | 2.1\% | 0.0\% | 0.0\% | 1.2\% | 100.0\% |
| 19 | Kong Sham Western Highway | 1.6\% | 54.9\% | 11.3\% | 1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 10.0\% | 3.6\% | 3.1\% | 6.0\% | 1.6\% | 0.1\% | 4.1\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 1.7\% | 58.0\% | 11.9\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 8.9\% | 3.2\% | 2.7\% | 5.3\% | 1.4\% | 0.1\% | 2.9\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 1.6\% | 55.3\% | 11.3\% | 1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 11.6\% | 4.2\% | 3.5\% | 6.9\% | 1.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 2.0\% | 68.0\% | 13.9\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 4.8\% | 1.7\% | 1.5\% | 2.9\% | 0.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\left\lvert\, \begin{gathered} 16- \\ \text { Motoryc } \\ \text { Mes (MC) } \end{gathered}\right.$ | $\left(\begin{array}{c} \text { P1- } \\ \text { Private } \\ \text { cars (PC) } \end{array}\right)$ | 02 - Taxi | $\begin{array}{\|c} \left.\begin{array}{c} 11-\text { Non- } \\ \text { franchise } \\ d \\ \text { Bus<=6.4 } \\ t \end{array} \right\rvert\, \end{array}$ | $\left.\begin{array}{\|c\|} \hline 12-\text { Non- } \\ \text { franchise } \\ \text { d Bus } 6.4 \\ 15 t \end{array} \right\rvert\,$ | 13 - Nonfranchise 24t | $\begin{array}{\|c} \begin{array}{c} 18 \text { - Non- } \\ \text { franchise } \\ \text { dBus } \\ >24 t \end{array} \\ \hline \end{array}$ | $\left\|\begin{array}{c} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 \mathrm{~s} \end{array}\right\|$ |  | $03-$ Light <br> Goods <br> Vehicess <br> hi. <br> 2.5t | $\begin{array}{\|c\|} \begin{array}{c} 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Vehicies } \\ 2.5-3.5 \mathrm{t} \end{array} \\ \hline \end{array}$ |  |  | $\begin{array}{\|c} \hline 07- \\ \text { Heavy } \\ \text { Geoods } \\ \text { Genicies } \\ 155-24 \mathrm{t} \end{array}$ |  | $\begin{array}{\|c\|} \hline 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ |  | $\left\|\begin{array}{c} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{array}\right\|$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road P1 | 2100-2200 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2 | Kong Sham Western Highway | 2.2\% | 53.2\% | 13.2\% | 0.7\% | 0.5\% | $\frac{1.1 \%}{}$ | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 8.9\% | 3.2\% | 3.1\% | 6.2\% | 1.6\% | 0.1\% | 5.7\% | 0.0\% | 100.0\% |
| 3 | Kong Sham Western Highway | 2.2\% | 54.3\% | 13.5\% | 0.7\% | 0.5\% | ${ }^{\text {1.1.1\% }}$ | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 7.8\% | 2.8\% | 2.7\% | 5.4\% | 1.4\% | 0.2\% | 7.0\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 2.0\% | 48.4\% | 12.0\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 10.9\% | 3.9\% | 3.9\% | 7.6\% | 2.0\% | 0.0\% | 0.0\% | 7.0\% | 100.0\% |
| 5 | Road P1 | 2.3\% | 55.7\% | 13.9\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 9.5\% | 3.4\% | 3.3\% | 6.6\% | 1.7\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |
| 11 | Road P1 | 2.2\% | 53.2\% | 13.2\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 10.6\% | 3.8\% | 3.7\% | 7.3\% | 1.9\% | 0.0\% | 0.0\% | 1.5\% | 100.0\% |
| 12 | Kong Sham Western Highway | 2.4\% | 59.7\% | 14.8\% | 0.8\% | 0.6\% | 1.2\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 7.8\% | 2.8\% | 2.7\% | 5.4\% | 1.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 2.1\% | 51.8\% | 12.9\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 11.9\% | 4.3\% | 4.2\% | 8.2\% | 2.2\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 2.0\% | 49.0\% | 12.2\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 12.8\% | 4.6\% | 4.5\% | 8.8\% | 2.3\% | 0.0\% | 0.0\% | 1.5\% | 100.0\% |
| 17 | Road D5 | 2.2\% | 53.3\% | 13.3\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 10.5\% | 3.8\% | 3.7\% | 7.3\% | 1.9\% | 0.0\% | 0.0\% | 1.4\% | 100.0\% |
| 18 | Road D5 | 2.0\% | 49.3\% | 12.3\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 12.6\% | 4.5\% | 4.4\% | 8.7\% | 2.3\% | 0.0\% | 0.0\% | 1.4\% | 100.0\% |
| 19 | Kong Sham Western Highway | 2.2\% | 53.3\% | 13.2\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 9.4\% | 3.4\% | 3.3\% | 6.5\% | 1.7\% | 0.1\% | 4.2\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 2.3\% | 56.4\% | 14.0\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 8.4\% | 3.0\% | 2.9\% | 5.8\% | 1.5\% | 0.1\% | 3.0\% | 0.0\% | 100.0\% |
| ${ }^{23}$ | Road D1 | 2.2\% | 53.7\% | 13.4\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 10.9\% | 3.9\% | 3.8\% | 7.5\% | 2.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 2.7\% | 66.1\% | 16.4\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.0\% | 0.1\% | 0.0\% | 4.5\% | 1.6\% | 1.6\% | 3.1\% | 0.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\begin{array}{\|c\|} \hline 16- \\ \text { Motorcyc } \\ \text { les (MC) } \end{array}$ | $\left.=\begin{gathered} 01 . \\ \text { Private } \\ \text { Criss (PC) } \end{gathered} \right\rvert\,$ | 02 - Taxi | $\begin{array}{\|c} \hline 11-\text { Non- } \\ \text { franchise } \\ \text { d } \\ \text { Bus<6.4 } \\ \mathrm{t} \\ \hline \end{array}$ | 12-Nonfranchise 15t | $\begin{gathered} \text { 13- Non- } \\ \text { franchise } \\ \text { di Bus } 15 t \\ 24 t \end{gathered}$ |  | $\left\|\begin{array}{c\|} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 \mathrm{t} \end{array}\right\|$ | $\begin{array}{\|c\|} 10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 \mathrm{st} \end{array}$ | $\left\lvert\, \begin{gathered} 03-\text { Light } \\ \text { Goods } \\ \text { Vehicles }< \\ =2.5 t \end{gathered}\right.$ | $\left\{\begin{array}{c} 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Cohices } \\ 2.5-3.55 \end{array}\right.$ | $\|$$05-$ Light <br> Goods <br> Vehicles> <br> $3.5 t$ |  | $\qquad$ |  | $\begin{array}{\|c\|} \hline 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | $\substack{15-\\ \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) }}$ | $\left\lvert\, \begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}\right.$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | $2200-2300$ ______ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{1}{2}$ | ${ }_{\text {Kona }}$ Road P1 | $2.1 \%$ | ${ }^{565.7 \%}$ | 14.7\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | $\stackrel{0.1 \%}{0}$ | $\stackrel{0.1 \%}{0}$ | ${ }^{8.2 \%}$ | 2.9\% | ${ }^{2.6 \%}$ | ${ }^{5.1 \%}$ | 1.3\% | ${ }^{0.0 \%}$ | ${ }^{0.0 \%}$ | 4.5\% | $\frac{100.0 \%}{100.0 \%}$ |
| 3 | Kong Sham Western Highway | ${ }^{2.1 \%}$ | 56.6\% | ${ }^{14.7 \%}$ | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 7.0\% | 2.5\% | ${ }^{2.2 \%}$ | 4.3\% | ${ }^{\text {1.1\% }}$ | 0.2\% | ${ }^{\text {7.4\% }}$ | 0.0\% | 100.0\% |
| 4 | Road P1 | 1.9\% | 52.2\% | 13.6\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 10.1\% | 3.6\% | ${ }^{3.2 \%}$ | 6.3\% | 1.6\% | 0.0\% | 0.0\% | 5.7\% | 100.0\% |
| 5 | Road P1 | 2.1\% | 58.8\% | 15.3\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 8.6\% | 3.1\% | 2.7\% | 5.3\% | 1.4\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 11 | Road P1 | 2.0\% | 56.5\% | 14.7\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 9.7\% | 3.5\% | 3.0\% | 6.0\% | 1.6\% | 0.0\% | 0.0\% | 1.2\% | 100.0\% |
| 12 | Kong Sham Western Highway | 2.3\% | 62.4\% | 16.2\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 7.0\% | 2.5\% | 2.2\% | 4.3\% | 1.1\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 2.0\% | 55.1\% | 14.3\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 10.9\% | 3.9\% | 3.4\% | 6.7\% | 1.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 1.9\% | 52.6\% | 13.7\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 11.8\% | 4.2\% | 3.7\% | 7.3\% | 1.9\% | 0.0\% | 0.0\% | 1.2\% | 100.0\% |
| 17 | Road D5 | 2.1\% | 56.7\% | 14.7\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 9.6\% | 3.5\% | 3.0\% | 5.9\% | 1.6\% | 0.0\% | 0.0\% | 1.1\% | 100.0\% |
| 18 | Road D5 | 1.9\% | 52.9\% | 13.7\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 11.6\% | 4.2\% | 3.6\% | 7.2\% | 1.9\% | 0.0\% | 0.0\% | 1.1\% | 100.0\% |
| 19 | Kong Sham Western Highway | 2.0\% | 56.0\% | 14.6\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 8.5\% | 3.1\% | 2.7\% | 5.3\% | 1.4\% | 0.1\% | 4.5\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 2.1\% | 59.0\% | 15.3\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 7.5\% | 2.7\% | 2.4\% | 4.6\% | 1.2\% | 0.1\% | 3.1\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 2.1\% | 57.0\% | 14.8\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 9.9\% | 3.6\% | 3.1\% | 6.1\% | 1.6\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 2.5\% | 68.0\% | 17.6\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.1\% | 0.0\% | 4.0\% | 1.4\% | 1.3\% | 2.5\% | 0.6\% | 0.0 | 0.0\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\begin{array}{\|c\|} \hline 16- \\ \text { Motorcyc } \\ \text { les (MC) } \end{array}$ | $\left.=\begin{gathered} 01 . \\ \text { Private } \\ \text { Criss (PC) } \end{gathered} \right\rvert\,$ | 02 - Taxi | $\begin{array}{\|c} \hline 11-\text { Non- } \\ \text { franchise } \\ \text { d } \\ \text { Bus<6.4 } \\ \mathrm{t} \\ \hline \end{array}$ | 12-Nonfranchise 15t | $\begin{gathered} \text { 13- Non- } \\ \text { franchise } \\ \text { di Bus } 15 t \\ 24 t \end{gathered}$ |  | $\left\|\begin{array}{c\|} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 \mathrm{t} \end{array}\right\|$ | $\begin{array}{\|c\|} 10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 \mathrm{st} \end{array}$ | $\begin{gathered} \left.\begin{array}{c} 03-\text { Light } \\ \text { Goods } \\ \text { Vehiclese } \\ =2.5 t \end{array} \right\rvert\, \\ =2.50 \end{gathered}$ | $\left\{\begin{array}{c} 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Cohices } \\ 2.5-3.55 \end{array}\right.$ | $\|$$05-$ Light <br> Goods <br> Vehicles> <br> $3.5 t$ |  | $\qquad$ |  | $\begin{array}{\|c\|} \hline 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | $\substack{15-\\ \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) }}$ | $\left\lvert\, \begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}\right.$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | $2300-2400$ ______ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{1}{2}$ | ${ }_{\text {Kona }}$ Road P1 | ${ }_{2.1 \%}^{2.1 \%}$ | ${ }_{\text {54.5\% }}^{5.5}$ | 14.0\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | ${ }^{0.2 \%}$ | $\stackrel{0.1 \%}{0}$ | ${ }^{\text {9.1\% }}$ | 3.3\% | ${ }^{2.9 \%}$ | $\stackrel{5.8 \%}{5.80}$ | 1.5\% | ${ }^{0.0 \%}$ | $\stackrel{0.0 \%}{50 \%}$ | 4.6\% | $\frac{100.0 \%}{100.0 \%}$ |
| 3 | Kong Sham Western Highway | ${ }^{2.1 \%}$ | 54.8\% | 14.0\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 7.8\% | 2.8\% | 2.5\% | 4.9\% | 1.3\% | 0.2\% | ${ }^{\text {7.3\% }}$ | 0.0\% | 100.0\% |
| 4 | Road P1 | 1.9\% | 49.8\% | 12.8\% | 0.6\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 11.2\% | 4.0\% | 3.6\% | 7.1\% | 1.8\% | 0.0\% | 0.0\% | 5.7\% | 100.0\% |
| 5 | Road P1 | 2.2\% | 56.6\% | 14.5\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 9.6\% | 3.4\% | 3.1\% | 6.1\% | 1.6\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 11 | Road P1 | 2.1\% | 54.1\% | 13.9\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 10.7\% | 3.8\% | 3.4\% | 6.8\% | 1.8\% | 0.0\% | 0.0\% | 1.2\% | 100.0\% |
| 12 | Kong Sham Western Highway | 2.3\% | 60.4\% | 15.5\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 7.8\% | 2.8\% | 2.5\% | 4.9\% | 1.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 2.0\% | 52.6\% | 13.5\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 12.0\% | 4.3\% | 3.9\% | 7.6\% | 2.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 1.9\% | 49.9\% | 12.8\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 13.0\% | 4.7\% | 4.2\% | 8.2\% | 2.1\% | 0.0\% | 0.0\% | 1.2\% | 100.0\% |
| 17 | Road D5 | 2.1\% | 54.2\% | 13.9\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 10.7\% | 3.8\% | 3.4\% | 6.7\% | 1.8\% | 0.0\% | 0.0\% | 1.1\% | 100.0\% |
| 18 | Road D5 | 1.9\% | 50.3\% | 12.9\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 12.8\% | 4.6\% | 4.1\% | 8.1\% | 2.1\% | 0.0\% | 0.0\% | 1.1\% | 100.0\% |
| 19 | Kong Sham Western Highway | 2.1\% | 53.9\% | 13.8\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 9.5\% | 3.4\% | 3.0\% | 6.0\% | 1.6\% | 0.1\% | 4.4\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 2.2\% | 56.9\% | 14.6\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 8.4\% | 3.0\% | 2.7\% | 5.3\% | 1.4\% | 0.1\% | 3.1\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 2.1\% | 54.5\% | 14.0\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 11.0\% | 3.9\% | 3.5\% | 6.9\% | 1.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 2.5\% | 66.5 | 17.1\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.2\% | 0.0\% | 4.5\% | 1.6\% | 1.5\% | 2.9\% | 0.7\% | 0.0 | 0.0 | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

Year 2028
24 Hours Speed
Note: Trafici Speed for HGV, PVV, NEB, FB are capped at 7 Okph, Traficic Speed for PLB is capped at 80kph

| Link No. | Road Name | Road Type | $\begin{aligned} & \text { Speed } \\ & \text { Limit } \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & \text { (kph) } \\ & \hline \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & \text { (kph) } \\ & \hline \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & \text { (kph) } \end{aligned}$ | Speed (kph) | Speed (kph) | $\begin{array}{\|l\|l} \hline \text { Speed } \\ \text { (kph) } \\ \hline \end{array}$ | $\begin{aligned} & \text { Speed } \\ & \text { (kph) } \\ & \hline \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & \text { (kph) } \end{aligned}$ | $\begin{aligned} & \hline \text { Speed } \\ & \text { (kph) } \end{aligned}$ | $\begin{aligned} & \hline \text { Speed } \\ & \text { (kph) } \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & \text { (kph) } \\ & \hline \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & (\mathrm{kph}) \\ & \hline \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & \text { (kph) } \end{aligned}$ | $\begin{aligned} & \hline \text { Speed } \\ & \text { (kph) } \end{aligned}$ | $\begin{aligned} & \hline \text { Speed } \\ & \text { (kph) } \end{aligned}$ | $\begin{aligned} & \hline \text { Speed } \\ & \text { (kph) } \\ & \hline \end{aligned}$ | Speed (kph) | Speed (kph) | $\begin{aligned} & \text { Speed } \\ & \text { (kph) } \\ & \hline \end{aligned}$ | $\begin{aligned} & \hline \text { Speed } \\ & \text { (kph) } \end{aligned}$ | Speed (kph) | $\begin{aligned} & \text { Speeem) } \\ & (\mathrm{k} \text { ) } \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & \text { (kph) } \end{aligned}$ | $\begin{aligned} & \hline \text { Speed } \\ & (\mathrm{kph}) \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | km/hr | 0000-0100 | 0100-0200 | 0200-0300 | 0300.0000 | 0000.050 | 0500.060 | 0600.0700 | 0700.080 | 0800.0900 | 0900-1000 | $1000-1100$ | $1100 \cdot 1200$ | 1200-1300 | 1300-100 | $1400 \cdot 150$ | $1500 \cdot 1600$ | 1600.1700 | 1700-1800 | $1800-1900$ | 1900-200 | $2000-2100$ |  |  |  |
| 1 | Road P1 | District Distributor | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 49 | 49 | 49 | 49 | 49 | 49 | 49 | 49 | 49 | 49 | 49 | 49 | 49 | 49 | 49 | 49 | 50 |
| 2 | Kong Sham Western Highway | Expressway | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 |
| 3 | Kong Sham Western Highway | Expressway | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 |
| 4 | Road P1 | District Distributor | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 49 | 49 | 48 | 48 | 48 | 48 | 49 | 49 | 49 | 49 | 49 | 49 | 49 | 49 | 49 | 49 | 49 | 50 |
| 5 | Road P1 | District Distributor | 50 | 48 | 49 | 49 | 49 | 49 | 49 | 47 | 43 | 42 | 42 | 42 | 43 | 42 | 42 | 41 | 41 | 41 | 40 | 42 | 44 | 45 | 46 | 46 | 47 |
| 11 | Road Pl | District Distributor | 50 | 49 | 50 | 50 | 50 | 50 | 50 | 49 | 47 | 47 | 47 | 47 | 47 | ${ }^{45}$ | ${ }^{45}$ | ${ }_{4}^{44}$ | ${ }^{44}$ | ${ }_{4}^{44}$ | 44 | 45 | ${ }^{46}$ | 47 | 47 | 48 | 48 |
| 12 | Kong Sham Western Highway | Expressway | 50 | 48 | 49 | 49 | 49 | 49 | 49 | 47 | 42 | 41 | 40 | 40 | 40 | 39 | 39 | 38 | 38 | 38 | 38 | 38 | 40 | 43 | 43 | 44 | 45 |
| 13 | Kong Sham Western Highway | Expressway | 50 | 47 | 48 | 49 | 49 | 49 | 48 | 45 | 39 | 39 | 39 | 39 | 39 | 40 | 40 | 40 | 40 | 40 | 40 | 41 | 44 | 45 | 46 | 46 | 47 |
| 14 | Road P1 | District Distributor | 50 | 49 | 49 | 50 | 50 | 50 | 49 | 48 | 46 | 45 | 45 | 45 | 46 | 44 | 44 | 43 | 43 | 43 | 43 | 45 | 46 | 47 | 47 | 48 |  |
| 17 | Road D5 | District Distributor | 50 | 37 | 38 | 39 | 39 | 39 | 38 | 34 | 30 | 29 | 29 | 29 | 29 | 29 | 29 | 28 | 28 | 28 | 28 | 29 | 29 | 30 | 30 | 30 |  |
| 18 | Road D5 | District Distributor | 50 | 36 | 37 | 38 | 38 | 38 | 37 | 32 | 29 | 29 | 29 | 29 | 29 | 28 | 28 | 28 | 28 | 28 | 28 | 29 | 29 | 30 | 30 | 30 |  |
| 19 | Kong Sham Western Highway | Expressway | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 |
| 20 | Kong Sham Western Highway | Expressway | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 |
| ${ }^{23}$ | Road D1 | District Distributor | 50 | 34 | 36 | 37 | 38 | 38 | 37 | 31 | 29 | 29 | 29 | 29 | 29 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | ${ }^{33}$ | ${ }^{33}$ | ${ }^{34}$ | 35 |

## Appendix 3.4 Traffic Data

## Year 2029

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes

| LinkNo. | Road Name | sad Type | $\underset{\substack{\text { Speed } \\ \text { Limit }}}{ }$ | $\begin{gathered} \text { Totalal } \\ \text { vehict } \end{gathered}$ | $\begin{gathered} \text { Tvetal } \\ \text { vehicice } \end{gathered}$ | Total | $\begin{gathered} \text { Tvatal } \\ \text { vehicice } \end{gathered}$ | $\begin{gathered} \text { Totalal } \\ \text { vehice } \end{gathered}$ | $\begin{gathered} \text { Teatal } \\ \text { vehicice } \end{gathered}$ | $\begin{gathered} \text { Total } \\ \text { Vehicle } \end{gathered}$ | $\begin{gathered} \text { Totalal } \\ \text { vehice } \end{gathered}$ | $\begin{gathered} \text { Total } \\ \text { Vehicle } \end{gathered}$ | $\begin{gathered} \text { Total } \\ \text { Vehicle } \end{gathered}$ | $\begin{gathered} \text { Total } \\ \text { Vehicle } \end{gathered}$ | $\begin{gathered} \text { Teatal } \\ \text { vehice } \end{gathered}$ | $\begin{gathered} \text { Totalal } \\ \text { vehicte } \end{gathered}$ | $\begin{gathered} \text { Totalal } \\ \text { vehice } \end{gathered}$ | $\begin{gathered} \text { Total } \\ \text { venice } \end{gathered}$ | $\begin{gathered} \text { Total } \\ \text { vehiche } \end{gathered}$ | Total <br> venicle | Total <br> venicle | $\begin{gathered} \text { Total } \\ \text { Vehicle } \end{gathered}$ | $\begin{gathered} \text { Tenal } \\ \text { venicle } \end{gathered}$ | Total Vehicle | $\begin{gathered} \text { Totalal } \\ \text { vehice } \end{gathered}$ | Total | ( Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | km/hr | 0000010 | 0000 |  | 0300000 | 0000.55 | 050006 | 05000 | 0000808 | 0000090 | 0000.100 | 12001110 | 1100-12 | ${ }^{1200 \cdot 13}$ | 1300 | 1200.150 | 1500, | 10001700 | 1700 | 1800 | 1002 | 2002200 | 2102 | ${ }^{2002300}$ |  |
| $\stackrel{1}{2}$ | ald | District Distriuto | 50 | ${ }^{13}$ | - 9 | ${ }^{6}$ | ${ }^{5}$ | ${ }^{5}$ | ${ }^{8}$ | ${ }^{20}$ | ${ }^{48}$ | ${ }^{52}$ | 124 | ${ }^{42}$ | ${ }^{41}$ | ${ }^{86}$ | 526 | ${ }^{95}$ | ${ }^{516}$ | 100 | 64 | ${ }^{105}$ | 822 | ${ }^{63}$ | ¢88 | 55 | ${ }^{\frac{42}{25}}$ |
| ${ }^{2}$ | Kong sham Westem Highway | Expressmay | ${ }^{80}$ | ${ }^{124}$ | ${ }_{86}{ }^{89}$ | $\stackrel{4}{62}$ | ${ }_{5}^{50}$ | ${ }^{52}$ | ${ }^{78}$ | ${ }_{207}^{207}$ | ${ }_{4}^{499}$ | 545 | ${ }^{284}$ | ${ }^{\frac{276}{506}}$ | ${ }^{245}$ |  <br> 405 <br> 405 |  | $\frac{536}{466}$ <br>  <br> 15 | ${ }^{\frac{5758}{458}}$ |  |  | ¢ | ${ }^{\frac{408}{408}}$ | ${ }^{316}$ |  | ${ }^{\frac{317}{29}}$ | - ${ }_{213}^{23}$ |
| 5 |  | District Distribut | ${ }^{50} 5$ | ${ }^{128}$ | 16 <br> 89 <br> 89 | ${ }^{64}$ | 10 <br> 52 | ${ }^{53}$ | 15 <br> 80 <br> 80 <br> 8 | ${ }^{411}$ | ${ }^{50}$ | ${ }^{581}$ | 552 | 526 | ${ }_{498}$ | ${ }_{564}$ | 79 <br> 58 <br> 84 | ${ }_{\text {¢ }}^{64}$ | ${ }_{638}^{688}$ | 65 | ${ }^{07}$ | ${ }^{866}$ | ${ }_{513}$ | ${ }^{39}$ | ${ }^{\text {479 }}$ | ${ }^{\frac{44}{342}}$ |  |
| 11 | Road P1 | District Distributo | ${ }^{50}$ | ${ }^{43}$ | ${ }^{30}$ | ${ }^{22}$ | ${ }^{18}$ | 19 | 29 | 77 | ${ }^{187}$ | ${ }^{213}$ | ${ }^{213}$ | 208 | 19 | ${ }^{358}$ | ${ }^{371}$ | ${ }^{339}$ | ${ }_{405}$ | 416 | 443 | ${ }^{408}$ | ${ }^{313}$ | ${ }^{239}$ | ${ }^{218}$ |  |  |
|  | (egham Wester Highway | Expressway | ${ }_{50}^{50}$ | ${ }^{66}$ | ${ }^{46}$ | ${ }^{34}$ |  | ${ }_{29}^{29}$ | ${ }^{44}$ | ${ }^{119}$ | ${ }^{291}$ |  |  |  | ${ }^{307}$ | ${ }^{436}$ | ${ }^{450}$ | ${ }^{480}$ | ${ }^{499}$ |  |  |  | ${ }^{434}$ |  |  | 星 |  |
| ${ }_{1}^{14}$ | 为 | Expessuy | - 50 | 113 <br> 10 | ${ }_{\text {c }}^{\substack{18 \\ 49}}$ | - | ${ }^{45}$ | 46 <br> 30 | ${ }^{68}$ | ${ }^{181}$ | ${ }^{433}$ | ${ }_{3}^{429}$ |  | ${ }_{\text {4, }}^{414}$ | ${ }^{406}$ | ${ }^{319}$ 395 | ${ }^{331}{ }^{310}$ | ${ }^{3388}{ }^{349}$ | ${ }^{\frac{362}{47}}$ | 370 <br> 456 | ${ }^{390}$ | ${ }_{\substack{350 \\ 422}}$ | ${ }^{266}$ | ${ }^{242}$ | ${ }_{\substack{184 \\ \hline 21}}^{\text {218 }}$ |  |  |
| 17 | ${ }_{\text {Road } 05}$ | District Distributor | 50 | 50 | ${ }^{35}$ | ${ }^{26}$ | ${ }_{21}^{21}$ | ${ }_{22}$ | ${ }^{34}$ |  |  |  | 258 | ${ }^{254}$ | ${ }^{237}$ | ${ }^{377}$ | ${ }^{391}$ |  | ${ }^{427}$ | 439 | 467 | ${ }^{431}$ |  | ${ }^{253}$ | ${ }^{231}$ | ${ }^{219}$ |  |
|  | $\xrightarrow{\text { Road D }}$ S | ${ }_{\text {Districte }}^{\text {Distributor }}$ | - ${ }^{50}$ | $\begin{array}{r}\text { ¢ } \\ \hline 23 \\ \hline 23 \\ \hline\end{array}$ | 164 | 39 <br> 118 <br> 18 | ${ }^{95}$ | 33 <br> 98 <br> 98 | ${ }^{146}$ | 135 <br> 388 <br> 88 | $\begin{array}{r}328 \\ \hline 93 \\ \hline 92 \\ \hline\end{array}$ | ${ }^{1035}$ | ${ }_{980}$ |  | ${ }_{\text {c }}^{\substack{387 \\ 880}}$ | ${ }^{424}$ | ${ }^{\frac{430}{799}}$ | ${ }^{466}$ | ${ }^{469}$ | ${ }_{848}^{478}$ | ${ }^{\text {5023 }}$ | ${ }^{4646}$ | ${ }^{\frac{337}{674}}$ | 225 <br> 518 <br> 18 | ${ }^{233} 473$ | ${ }_{4}^{2193}$ |  |
|  | Kong Sham Western Higway | Expresway | ${ }^{80}$ | ${ }^{152}$ | ${ }^{105}$ | ${ }^{76}$ | 61 | 62 |  | ${ }^{246}$ | 590 | 660 | ${ }_{6} 619$ | ${ }^{566}$ |  | ${ }_{944}$ | ${ }^{976}$ | ${ }^{1043}$ | ${ }^{1069}$ | ${ }^{1112}$ | ${ }^{1208}$ | ${ }^{1180}$ |  |  | ${ }_{649}$ |  |  |
| $\frac{23}{24}$ |  | District osisitutur | 50 |  | ${ }^{82}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\left\|\begin{array}{c} 16 . \\ \left.\begin{array}{c} \text { Motoryc } \\ \text { les (Mc) } \end{array} \right\rvert\, \end{array}\right\|$ |  | 02- Taxi |  |  |  |  | $\begin{gathered} 9 \\ \substack{9 \\ \text { Private } \\ \text { Light uss } \\ <=3.5 \text { it }} \end{gathered}$ |  |  |  |  |  | $\begin{array}{\|l\|l} \hline \begin{array}{c} \text { Heary } \\ \text { foous } \\ \text { venides } \\ \text { vinct24t } \end{array} \\ \hline \end{array}$ | $\begin{gathered} \text { Heary } \\ \text { Heous } \\ \text { venicles } \\ \text { venicis } \\ 244 \end{gathered}$ | $\begin{array}{\|l\|l\|} \hline \text { Farachis } \\ \text { encus } \\ \text { eus } \\ \text { (SO) } \end{array}$ |  | $\left\lvert\, \begin{gathered} \text { 8- Public } \\ \text { Lifhte } \\ \text { Buses } \end{gathered}\right.$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road P1 | 2, |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2 | mwe | ${ }^{2,49}$ | 5 | ${ }_{\text {15,19\% }}^{10}$ | 0.8\%\% | ${ }^{0.66 \%}$ | ${ }^{1.2 \%}$ | 0.0\% | 0.0\% | 0.3\% | ${ }^{0.19 \%}$ | ${ }_{5.19}$ | ${ }^{\text {1.8\% }}$ | ${ }^{1.70_{6}}$ | ${ }^{3,3,3^{2}}$ | ${ }_{0}^{0.92}$ | ${ }^{0.22}$ | ${ }^{7} 0.08$ |  |  |
|  | Mese |  |  |  |  |  |  |  |  |  |  |  | ${ }_{\text {4, }}^{5 \times 7 \%}$ |  |  |  |  |  |  |  |
| ${ }_{5}^{4}$ | 既 | - |  | ${ }_{\text {linem\% }}^{10.3 \%}$ | ${ }^{0.50}$ | ${ }^{0.459}$ | ${ }_{\text {cher }}^{1.10 \%}$ | ${ }_{0}^{0.00 \%}$ | 0.0\% | ${ }_{0}^{0.2 \%}$ | ${ }_{0}^{0.20}$ |  | ${ }_{\text {¢ }}^{4.10 \%}$ | ${ }^{\frac{3}{3,276}}$ |  |  | 0.00\% | ${ }_{0}^{0.00 \%}$ | ${ }_{\text {10, }}^{10,0}$ |  |
|  | ${ }_{\text {Road } \mathrm{P}^{\prime}}$ | ${ }^{1.8 \%}$ | ${ }^{44.5 \%}$ |  |  |  |  |  |  | 0.28 | ${ }_{0} 0.2 \%$ | 14.9\% |  | 4.9\%\% | ${ }^{9.6 \%}$ | ${ }_{\text {2, 25\% }}$ | 0.0\% | $0.00 \%$ | ${ }^{2999}$ |  |
| $\frac{12}{13}$ | Sham Western Higiowey | ${ }^{1.7,7 \%}$ | ${ }^{4288 \%}$ | ${ }^{10.8 \%}$ | ${ }^{0.6 \%}$ | $0{ }^{\circ}$ | $\frac{0.996}{1106}$ | ${ }^{0.00 \%}$ | ${ }^{0.00 \%}$ |  |  | ${ }^{1.0 .0 \%}$ |  | ${ }^{\frac{5}{3}, 680}$ |  |  | O.0.0\% |  |  |  |
| $\frac{13}{14}$ | (sham Western Higiowey | ${ }_{\text {2, }}^{1.9 \%}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Road 05 |  | 40.8\% | ${ }^{10.33^{3}}$ |  | 0.49 | 0.8\% | 0.0\% | 0.0\% |  | 0.29 | ${ }^{17.15}$ |  |  |  | ${ }^{2.98}$ | 0.0\% | ${ }^{0.0 \%}$ |  |  |
|  | dob |  |  | ${ }^{113,3 \%}$ |  |  |  | ${ }^{0.00 \%}$ |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Ster |  | ${ }_{5} 5$ |  |  |  |  | ${ }_{0}^{0} 0$ |  |  |  |  |  |  |  |  |  | \% |  |  |
|  | 兂 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }_{2}{ }^{24}$ | ${ }_{\text {Road } 01}^{\text {Roid }}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe


## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe


## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\left\lvert\, \begin{gathered} 16- \\ \text { Motoryc } \\ \text { Mes (MC) } \end{gathered}\right.$ | $\left.\left\lvert\, \begin{array}{c} 01- \\ \text { Private } \\ \text { Cars (PC) } \end{array}\right.\right)$ | 02 - Taxi |  | 12 - Nond Bus 6.4 15t | 13 - Nond Bus 15 24t | $\begin{gathered} \text { 18-Non- } \\ \text { franchise } \\ \text { d Bus } \\ 224 t \end{gathered}$ |  | $\begin{array}{\|c\|} 10- \\ \text { Private } \\ \text { Pight Bus } \\ >3.5 \mathrm{t} \end{array}$ | $\begin{gathered} 03 \text { Light } \\ \text { Goods } \\ \text { Venicless } \\ =2.5 t \end{gathered}$ | $\begin{gathered} 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Vehicles } \\ 2.5-3.5 \mathrm{t} \end{gathered}$ | $\left\lvert\, \begin{gathered} 05-\text { Light } \\ \text { Goods } \\ \text { Vehicles> } \\ 3.5 t \end{gathered}\right.$ |  | $\begin{gathered} 07- \\ \hline \text { Heary } \\ \text { Heoods } \\ \text { Geheicles } \\ \text { 15t-24t } \end{gathered}$ |  | 14 Franchis ed Bus (SD) | 15Franchis ed Bus (DD) | $\left\|\begin{array}{c} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{array}\right\|$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 0300-0400 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{1}{2}$ | Road P1 | $2.4 \%$ | 50.5\% | 12.2\% | $\frac{1.0 \%}{1.10}$ | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 8.3\% | 3.0\% | 2.8\% | ${ }^{5.5 \%}$ | ${ }_{1.4 \%}^{1.20}$ | 0.0\% | ${ }^{0.0 \%}$ | 9.9\% | $\frac{100.0 \%}{1000 \%}$ |
| $\frac{2}{3}$ | Kong Sham Western Highway Kong Sham Western Highway | $\frac{2.6 \%}{1.9 \%}$ | 55.3\% | 13.3\% | 年.1.8\% | 0.8\% | 1.7\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 㐌.8\%\% | ${ }^{2.5 \%}$ | 2.3\% | ${ }^{\text {4.6\% }}$ | 1.2\% | 0.2\% | 6.9\% |  |  |
| 4 | Road P1 | 1.6\% | 33.9\% | 8.2\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 19.0\% | 6.8\% | 6.4\% | 12.7\% | 3.3\% | 0.0\% | 0.0\% | 5.2\% | 100.0\% |
| 5 | Road P1 | 2.2\% | 46,1\% | 11.1\% | 1.0\% | 0.7\% | 1.4\% | 0.0\% | 0.1\% | 0.4\% | 0.1\% | 14.2\% | 5.1\% | 4.8\% | 9.4\% | 2.5\% | 0.0\% | 0.0\% | 1.0\% | 100.0\% |
| 11 | Road P1 | 1.8\% | 37.5\% | 9.0\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 18.1\% | 6.5\% | 6.1\% | 12.0\% | 3.1\% | 0.0\% | 0.0\% | 2.8\% | 100.0\% |
| 12 | Kong Sham Western Highway | 1.7\% | 35.5\% | 8.6\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 20.2\% | 7.3\% | 6.9\% | ${ }^{13.5}$ | 3.5\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 2.4\% | 50.2\% | 12.1\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | ${ }^{12.3 \%}$ | 4.4\% | 4.2\% | 8.2\% | 2.1\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road Pl | 1.9\% | 40.5\% | 9.8\% | 0.8\% | 0.6\% | 1.3\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 16.9\% | 6.1\% | 5.7\% | 11.2\% | 2.9\% | 0.0\% | 0.0\% | 1.8\% | 100.0\% |
| 17 | Road D5 | 1.6\% | 33.7\% | 8.1\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 20.3\% | 7.3\% | 6.9\% | 13.5\% | 3.5\% | 0.0\% | 0.0\% | 2.4\% | 100.0\% |
| 18 | Road D5 | 1.8\% | 37.7\% | 9.1\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 18.4\% | 6.6\% | 6.3\% | 12.3\% | 3.2\% | 0.0\% | 0.0\% | 1.6\% | 100.0\% |
| 19 | Kong Sham Western Highway | 2.1\% | 45.2\% | 10.9\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.1\% | 0.4\% | 0.1\% | 13.7\% | 4.9\% | 4.6\% | 9.1\% | 2.4\% | 0.1\% | 3.4\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 2.2\% | 46.2\% | 11.2\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.4\% | 0.1\% | 13.0\% | 4.7\% | 4.4\% | 8.6\% | 2.3\% | 0.1\% | 3.7\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 2.8\% | 59.8\% | 14.4\% | 1.2\% | 0.9\% | 1.9\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 7.2\% | 2.6\% | 2.4\% | 4.8\% | 1.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 2.1\% | 45.1\% | 10.9\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 15.1\% | 5.4\% | 5.1\% | 10.1\% | 2.6\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | noad Name | $\left\|\begin{array}{c} \text { motoryc } \\ \text { mos (Mc) } \\ \text { les } \end{array}\right\|$ | $\begin{array}{\|c\|c\|} \substack{\text { Pivivate } \\ \text { Cirs } \\ \text { CaC) }} \end{array}$ | 02 - Taxi |  |  |  |  | $\begin{gathered} \text { Pive } \\ \text { Lighe } \\ \text { Ligit us } \\ ==.55 \end{gathered}$ |  |  |  | $\begin{gathered} \begin{array}{c} 05-\text { Light } \\ \text { Soids } \\ \text { vinicses } \\ 3.5 \mathrm{t} \end{array} \\ \hline \end{gathered}$ |  |  | $\underset{\substack{\text { Heary } \\ \text { Heoris } \\ \text { venices } \\ \text { c24t }}}{ }$ |  |  | $\left\lvert\, \begin{aligned} & \text { 8-Public } \\ & \text { Lughe } \\ & \text { Luses } \end{aligned}\right.$ | Tota |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | ${ }^{2000}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\stackrel{2}{2}$ | Road P | ${ }^{2.74 \%}$ | ${ }^{4.8 .9 \%}$ | ${ }_{\text {12, }}^{12.77_{6}}$ |  | ${ }^{0.99}$ | (1.79\% | ${ }_{\text {cose }}^{0.00 \%}$ | 0180 |  | 0.19 | ${ }^{\text {7.4.42 }}$ | ${ }^{27 \%}$ |  | ${ }^{5.0}$ |  | ${ }^{0.28}$ | ${ }_{6}^{6.88 \%}$ | 0.08 |  |
| 3 <br>  <br> 4 | asham Westem Highway | ${ }^{1260}$ |  |  |  | ${ }_{0}^{0.50}$ | 106 | ${ }_{0}^{0.006}$ | ${ }_{\text {or }}^{0.106}$ |  | ${ }^{022}$ | ${ }^{1090 \%}$ |  |  | - $10.60^{\circ}$ |  |  | 20\% |  |  |
|  | ${ }_{\text {Road } 1}$ |  | ${ }_{44000}$ | ${ }^{10.4}$ |  | ${ }_{0}^{0.79}$ | ${ }^{1.66^{\circ}}$ | -0.0\% |  |  | ${ }^{0.22 \%}$ |  |  |  |  |  |  | ${ }^{0.00 \%}$ |  |  |
|  | ${ }_{\text {Road P1 }}$ | ${ }^{1.78 \%}$ | ${ }^{353}$ | ${ }^{8,44^{\circ}}$ | ${ }^{088}$ | ${ }_{0}^{0.60^{2}}$ | ${ }_{1}^{1,3}$ | ${ }^{0.008}$ |  | ${ }^{046}$ | ${ }^{0.22 \%}$ |  | ${ }_{6}^{688}$ |  |  |  |  |  |  |  |
| ${ }^{12}$ | IS Sham Westerem Highway | ${ }^{1.6 \% \%}$ | ${ }_{\text {33, }}^{3}$ | ${ }^{17.96}$ | ${ }^{0.98 \%}$ | ${ }^{0.50 \%}$ | ${ }^{1.27 \%}$ | 0.0\% | $\frac{0.0 \%}{0.0}$ | ${ }_{0}^{0.44^{\circ}}$ | ${ }^{0.2086}$ | ${ }_{\text {212\% }}^{12.20}$ | ${ }_{\text {\% }}^{176 \%}$ |  | ${ }^{14,2 \%}$ |  | O.0.0\% | ${ }^{0.00 \%}$ |  |  |
|  | ${ }^{\text {Kong sham Western }}$ Hoablway | ${ }^{\text {L2.40\% }}$ |  | ${ }^{1.4 .46}$ |  | ${ }_{0}^{0.00^{\circ} 0^{0.6}}$ |  |  |  |  |  |  |  |  | ${ }^{\frac{8}{12.90}}$ | ${ }^{\text {2,3, }}$ |  |  |  |  |
| ${ }_{17} 17$ | ${ }_{\text {Road } 05}$ | ${ }^{1.6 \%}$ | ${ }^{31.6 \%}$ | 7.5.\% | ${ }^{0.78}$ | 0.5 | ${ }^{1.1 .19}$ | 0.0\% | 0.0\% | $0^{0.3 \%}$ | ${ }^{0.22 \%}$ | ${ }^{21.2 \%}$ | ${ }^{7.6 \%}$ | ${ }^{7} .29$ | ${ }^{1422^{2}}$ | ${ }^{3,7 \%}$ | 0.0\% | 0.0\% | ${ }^{2} 3^{3}{ }^{\circ}$ | 0.02 |
|  | dide |  |  |  |  |  |  | ${ }^{0.008}$ |  |  |  |  |  |  |  |  |  |  |  |  |
| 20 | Sham Western Hoh |  | ${ }^{443}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{2}$ | Road 1 | ${ }^{2.9 \%}$ | ${ }_{582 \%}$ | ${ }^{138.8 \%}$ |  |  |  | 0.0\%\% |  |  |  | ${ }^{788 \%}$ |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | noad Name | $\left\|\begin{array}{c} \text { motoryc } \\ \text { mos (Mc) } \\ \text { les } \end{array}\right\|$ | $\begin{gathered} \left.\begin{array}{c} 01 \\ \text { Privale } \\ \text { Pars (PCO } \end{array} \right\rvert\, \end{gathered}$ | 02 - taxi |  |  |  |  | $\begin{gathered} \text { Pive } \\ \text { Lighe } \\ \text { Ligit us } \\ ==.55 \end{gathered}$ |  |  |  |  |  |  | $\begin{array}{\|c\|c\|} \hline \text { Heavy } \\ \text { Hears } \\ \text { venicices } \end{array}$ |  |  | $\left\lvert\, \begin{aligned} & \text { 8-Public } \\ & \text { Lughe } \\ & \text { Luses } \end{aligned}\right.$ | Tota |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 0500 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\stackrel{2}{2}$ | ham western | ${ }^{2.776}$ | ${ }_{5}^{5239}$ |  | ${ }^{1.46 \%}$ | ${ }^{1.09 \%}$ | ${ }^{2.19}$ | \% | 0.1\% | 0.7\% | ${ }_{0}$ |  | ${ }_{\text {2, }}^{2,9 \%}$ |  | ${ }^{\text {5.4. }}$ |  |  | ${ }^{6.88}$ | ,0, |  |
|  | S Sham Westeren Highway | ${ }^{1.99 \%}$ | ${ }^{36,88}$ | ${ }^{8.50 \%}$ |  | ${ }^{0.77^{\circ} 9}$ |  | 0.0\%\% |  |  | ${ }^{0.22^{2} \%}$ | ${ }^{16,79}$ | ${ }^{6.00 \%}$ |  |  |  |  | 6, 6 |  |  |
| $\frac{4}{5}$ |  | $\frac{1.60 \%}{2,2 \%}$ | ${ }^{4109 \%}$ | ${ }^{9,780}$ |  | - $0.0 .5 \%$ | ${ }^{1.780}$ | ${ }^{0.00 \%}$ |  |  | - ${ }_{0}^{0.28 \%}$ |  |  |  | 10.8 |  | -0.0\% | ${ }^{0.089}$ | ${ }^{5} 5$ |  |
|  | ${ }_{\text {Road P1 }}$ | ${ }^{1.78 \%}$ | ${ }^{33,3 \%}$ | , | ${ }^{009}$ | ${ }_{0}^{0.06 \%}$ | ${ }^{1.33^{4}}$ | ${ }^{0.0 \%}$ |  | ${ }^{046}$ | ${ }^{0.288}$ | ${ }^{19.9}$ | ${ }^{27 \%}$ |  |  |  |  |  |  |  |
|  | m western | ${ }^{1,6}$ | ${ }^{3122^{\circ}}$ | ${ }^{7.2,2 \%}$ |  | ${ }^{0.60^{\circ}}$ |  | ${ }^{0.0} 0$ |  |  | $00^{20}$ | ${ }^{22.19}$ |  | ${ }^{7}{ }^{60}$ | ${ }^{150}$ |  | $0{ }^{0}$ |  |  |  |
|  | Sham Western High |  | ${ }^{46,2}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{14}{17}$ | ${ }_{\text {Road } 1 \text { P }}^{\text {Road } 05}$ | ${ }^{1.990}$ |  | ${ }^{8.44^{\circ}}$ | ${ }_{0}^{188 \%}$ | -0.706 | ${ }_{\text {L }}^{1.56 \%}$ | 员0.0\% | ${ }_{\text {a }}^{0.1}$ |  | ${ }^{022086}$ |  |  |  |  | ${ }^{39 \%}$ | ${ }_{0}^{000 \%}$ | -0.0\%\% | ${ }^{12,0^{3} 0^{\circ}}$ | 0 |
|  | ${ }_{\text {Road } 05}$ | ${ }^{1.7 \%}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | em Western |  | ${ }^{4122 \%}$ |  |  |  |  | 0.0\% |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Kong Sham Western Higiway | ${ }^{2,22^{\circ}}$ | ${ }^{42,3}$ | ${ }^{9.8}$ |  | ${ }^{0.88^{\circ}}$ | ${ }^{1.7 / 7^{\prime}}$ | $0.0 \%$ |  |  | 0.29 | ${ }^{14.798}$ |  | ${ }^{5.1 \%}$ | $10.0 \%$ | ${ }^{269 \%}$ | ${ }^{0.10^{\circ} \mathrm{c}}$ | ${ }^{3.69 \%}$ |  |  |
| $\stackrel{23}{24}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe


## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\left\lvert\, \begin{gathered} 16- \\ \text { Motoryc } \\ \text { Mes (MC) } \end{gathered}\right.$ | $\left(\left.\begin{array}{c} \text { O1- } \\ \text { Private } \\ \text { cars (PC) } \end{array} \right\rvert\,\right.$ | 02 - Taxi |  | $\begin{array}{\|c\|} \hline \text { 12 - Non- } \\ \text { franchise } \\ \text { d Bus } 6.4 \\ 15 t \end{array}$ | $\begin{gathered} \text { 13- Non- } \\ \text { franchise } \\ \text { di Bus } 15 t- \\ 24 \mathrm{t} \end{gathered}$ | $\begin{gathered} \begin{array}{c} 18 \text { - Non- } \\ \text { tranchise } \\ \text { d Bus } \\ >24 t \end{array} \\ \hline \end{gathered}$ | $\left\lvert\, \begin{gathered} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 \mathrm{t} \end{gathered}\right.$ |  | $03-$ Light <br> Goods <br> Vehicess <br> in <br> 2.5t | $\left.\begin{array}{\|c\|} \hline 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Gehicies } \\ 2.5-3.5 \mathrm{t} \end{array} \right\rvert\,$ | $\left.\begin{array}{\|c\|} \hline 05-\text { Light } \\ \text { Goods } \\ \text { Venicles> } \\ 3.5 t \end{array} \right\rvert\,,$ | $\begin{array}{\|c} \hline 06- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ =15 t \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline 07- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ 15 t-24 t \\ \hline \end{array}$ |  | $\begin{array}{\|c\|} \hline 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ |  | $\left\|\begin{array}{c} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{array}\right\|$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road P1 | 0700-080 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2 | Kong S Sam Western Highway | 2.9\% | 49,3\% | 10.9\% | 1.6\% | 1.1\% | 2.5\% | 0.0\% | 0.1\% | 0.9\% | 0.1\% | 9.3\% | 3.3\% | 3.2\% | 6.3\% | 1.7\% | 0.1\% | 6.7\% | 0.0\% | 100.0\% |
| 3 | Kong Sham Western Highway | 1.9\% | 33.1\% | 7.3\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 18.4\% | 6.6\% | 6.4\% | 12.6\% | 3.3\% | 0.1\% | 5.7\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 1.5\% | 26.4\% | 5.8\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 22.5\% | 8.1\% | 7.8\% | 15.4\% | 4.0\% | 0.0\% | 0.0\% | 4.9\% | 100.0\% |
| 5 | Road P1 | 2.2\% | 37.9\% | 8.4\% | 1.3\% | 0.9\% | 1.9\% | 0.0\% | 0.1\% | 0.7\% | 0.2\% | 17.7\% | 6.4\% | 6.2\% | 12.1\% | 3.2\% | 0.0\% | 0.0\% | 1.0\% | 100.0\% |
| 11 | Road P1 | 1.7\% | 29.5\% | 6.5\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 21.6\% | 7.8\% | 7.5\% | 14.8\% | 3.9\% | 0.0\% | 0.0\% | 2.7\% | 100.0\% |
| 12 | Kong Sham Wester Highway | 1.6\% | 27.4\% | 6.1\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 23.8\% | 8.5\% | 8.3\% | 16.3\% | 4.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 2.5\% | 42.2\% | 9.3\% | 1.4\% | 1.0\% | 2.1\% | 0.0\% | 0.1\% | 0.7\% | 0.2\% | 15.8\% | 5.7\% | 5.5\% | 10.8\% | 2.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 1.9\% | 32.3\% | 7.1\% | 1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 20.5\% | 7.4\% | 7.1\% | 14.0\% | 3.7\% | 0.0\% | 0.0\% | 1.7\% | 100.0\% |
| 17 | Road D5 | 1.5\% | 26.0\% | 5.7\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 23.7\% | 8.5\% | 8.3\% | 16.3\% | 4.2\% | 0.0\% | 0.0\% | 2.2\% | 100.0\% |
| 18 | Road D5 | 1.7\% | 29.6\% | 6.5\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 22.0\% | 7.9\% | 7.7\% | 15.1\% | 3.9\% | 0.0\% | 0.0\% | 1.5\% | 100.0\% |
| 19 | Kong Sham Western Highway | 2.2\% | 37.3\% | 8.3\% | 1.2\% | 0.9\% | 1.9\% | 0.0\% | 0.1\% | 0.7\% | 0.2\% | 17.2\% | 6.2\% | 6.0\% | 11.8\% | 3.1\% | 0.1\% | 3.0\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 2.3\% | 38.5\% | 8.5\% | 1.3\% | 0.9\% | 1.9\% | 0.0\% | 0.1\% | 0.7\% | 0.2\% | 16.4\% | 5.9\% | 5.7\% | 11.2\% | 2.9\% | 0.1\% | 3.4\% | 0.0\% | 100.0\% |
| ${ }^{23}$ | Road D1 | 3.1\% | 53.2\% | 11.8\% | 1.8\% | 1.2\% | 2.7\% | 0.0\% | ${ }^{0.1 \%}$ | 0.9\% | 0.1\% | 9.8\% | 3.5\% | 3.4\% | 6.7\% | 1.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 2.2\% | 36.8\% | 8.1\% | 1.2\% | 0.8\% | 1.9\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 18.7\% | 6.7\% | 6.5\% | 12.8\% | 3.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\left\lvert\, \begin{gathered} 16- \\ \text { Motoryc } \\ \text { Mes (MC) } \end{gathered}\right.$ | $\left(\left.\begin{array}{c} \text { O1- } \\ \text { Private } \\ \text { cars (PC) } \end{array} \right\rvert\,\right.$ | 02 - Taxi | $\left.\begin{array}{\|c\|} \hline 11-\text { Non- } \\ \text { franchise } \\ \text { d } \\ \text { Bus }<=6.4 \\ t \end{array} \right\rvert\,$ | $\begin{array}{\|c\|} \hline \text { 12 - Non- } \\ \text { franchise } \\ \text { d Bus } 6.4 \\ 15 t \end{array}$ | $\begin{gathered} \text { 13- Non- } \\ \text { franchise } \\ \text { di Bus } 15 t- \\ 24 \mathrm{t} \end{gathered}$ | $\begin{gathered} \begin{array}{c} 18 \text { - Non- } \\ \text { tranchise } \\ \text { d Bus } \\ >24 t \end{array} \\ \hline \end{gathered}$ | $\left\lvert\, \begin{gathered} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 \mathrm{t} \end{gathered}\right.$ |  | $03-$ Light <br> Goods <br> Vehicess <br> in <br> 2.5t | $\left.\begin{array}{\|c\|} \hline 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Gehicies } \\ 2.5-3.5 \mathrm{t} \end{array} \right\rvert\,$ | $\left.\begin{array}{\|c\|} \hline 05-\text { Light } \\ \text { Goods } \\ \text { Venicles> } \\ 3.5 t \end{array} \right\rvert\,,$ | $\begin{array}{\|c} \hline 06- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ =15 t \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline 07- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ 15 t-24 t \\ \hline \end{array}$ |  | $\begin{array}{\|c\|} \hline 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | $\begin{array}{\|c} \hline 15- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) } \end{array}$ | $\left\|\begin{array}{c} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{array}\right\|$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | PoadP1 | 0800-0900 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2 | Kong Sham Western Highway | 2.0\% | 55.9\% | 8.6\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 8.7\% | 3.1\% | 3.1\% | 6.1\% | 1.6\% | 0.1\% | 5.7\% | 0.0\% | 100.0\% |
| 3 | Kong Sham Western Highway | 1.4\% | 38.2\% | 5.9\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 17.7\% | 6.4\% | 6.3\% | 12.4\% | 3.2\% | 0.1\% | 4.9\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 1.1\% | 30.8\% | 4.7\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 21.8\% | 7.8\% | 7.8\% | 15.3\% | 4.0\% | 0.0\% | 0.0\% | 3.7\% | 100.0\% |
| 5 | Road P1 | 1.5\% | 41.8\% | 6.4\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 16.2\% | 5.8\% | 5.8\% | 11.4\% | 6.4\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 11 | Road P1 | 1.2\% | 32.6\% | 5.0\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 19.8\% | 7.1\% | 7.1\% | 13.9\% | 8.3\% | 0.0\% | 0.0\% | 1.9\% | 100.0\% |
| 12 | Kong Sham Wester Highway | 1.1\% | 30.7\% | 4.7\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 22.1\% | 7.9\% | 7.9\% | 15.5\% | 7.1\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 1.7\% | 46.9\% | 7.2\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 14.6\% | 5.2\% | 5.2\% | 10.2\% | 4.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 1.3\% | 36.1\% | 5.6\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 19.0\% | 6.8\% | 6.8\% | 13.3\% | 6.5\% | 0.0\% | 0.0\% | 1.2\% | 100.0\% |
| 17 | Road D5 | 1.0\% | 28.9\% | 4.5\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 22.0\% | 7.9\% | 7.9\% | 15.4\% | 8.0\% | 0.0\% | 0.0\% | 1.6\% | 100.0\% |
| 18 | Road D5 | 1.2\% | 33.2\% | 5.1\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 20.6\% | 7.4\% | 7.3\% | 14.4\% | 6.5\% | 0.0\% | 0.0\% | 1.1\% | 100.0\% |
| 19 | Kong Sham Western Highway | 1.5\% | 42.3\% | 6.5\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 16.2\% | 5.8\% | 5.8\% | 11.4\% | 3.9\% | 0.0\% | 2.6\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 1.6\% | 43.4\% | 6.7\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 15.4\% | 5.5\% | 5.5\% | 10.8\% | 4.3\% | 0.0\% | 2.8\% | 0.0\% | 100.0\% |
| ${ }^{23}$ | Road D1 | 2.2\% | 59.7\% | 9.2\% | 1.4\% | 1.0\% | 2.1\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | ${ }^{\text {9.1\% }}$ | 3.3\% | 3.2\% | 6.4\% | 1.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 1.5\% | 42.0\% | 6.5\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 17.7\% | 6.4\% | 6.3\% | 12.5\% | 3.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\left\|\begin{array}{c} 16- \\ \text { Motorcyc } \\ \text { les (MC) } \end{array}\right\|$ | $\left.\begin{gathered} \text { 01- } \\ \text { Private } \\ \text { Cars (PC) } \end{gathered} \right\rvert\,$ | 02 - Taxi |  | $\left\|\begin{array}{l} 12 \text { - Non- } \\ \text { franchise } \\ \text { d Ruc } 6 . \end{array}\right\|$ $\text { d Bus } 6.2$ | 13 - Nonfranchise d Bus 15 24t |  | $\left\|\begin{array}{c} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 \mathrm{t} \end{array}\right\|$ | $\begin{gathered} \left.\begin{array}{c} 10 \\ \text { Private } \\ \text { Pight } \\ \hline 3.54 \end{array} \right\rvert\, \end{gathered}$ | $\left\lvert\, \begin{gathered} 03-\text { Light } \\ \text { Gooods } \\ \text { Vehicles } \\ =2.5 t \end{gathered}\right.$ | $\left\{\begin{array}{c} 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Vohices } \\ 2.5-3.55 \end{array}\right.$ | $\|$$05-$ Light <br> Goods <br> Vehicles> <br> $3.5 t$ |  | $\begin{gathered} \text { O7- } \begin{array}{c} \text { Heavy } \\ \text { Heoods } \\ \text { Goheicles } \\ \text { 15t-24t } \end{array} \end{gathered}$ |  | $\begin{array}{\|l\|} \hline 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | $\begin{array}{\|c\|} \hline \begin{array}{c} 15- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{array}$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | Road P1 | - ${ }^{\text {0900-1000 }} 1.48$ | 41.3\% | 8.2\% | 0.8\% | 0.6\% | 1.3\% | 0.0\% | $0.1 \%$ | 0.4\% | 0.1\% |  | 5.1\% | 5.2\% | 10.3\% | 2.7\% |  |  |  |  |
| 2 | Kong Sham Western Highway | 1.6\% | 46.9\% | 9.3\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 12.2\% | 4.4\% | 4.5\% | 8.8\% | 2.3\% | 0.1\% | 6.0\% | 0.0\% | 100.0\% |
| 3 | Kong Sham Western Highway | 1.0\% | 28.4\% | 5.6\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 21.9\% | 7.9\% | 8.0\% | 15.8\% | 4.1\% | 0.1\% | 4.6\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 0.8\% | 21.8\% | 4.3\% | 0.4\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.2\% | 0.3\% | 25.8\% | ${ }^{\text {9.2\% }}$ | 9.4\% | 18.6\% | 4.8\% | 0.0\% | 0.0\% | 3.3\% | 100.0\% |
| 5 | Road P1 | 1.1\% | 31.6\% | 6.3\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 20.5\% | 7.4\% | 7.5\% | 14.8\% | 7.5\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 11 | Road P1 | 0.8\% | 23.4\% | 4.6\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.2\% | 0.2\% | 23.8\% | 8.5\% | 8.7\% | 17.1\% | 9.2\% | 0.0\% | 0.0\% | 1.7\% | 100.0\% |
| 12 | Kong Sham Western Highway | 0.7\% | 21.6\% | 4.3\% | 0.4\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.2\% | 0.3\% | 26.0\% | 9.3\% | 9.5\% | 18.7\% | 7.9\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Wester H Highway | 1.3\% | 36.5\% | 7.2\% | 0.8\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 18.9\% | 6.8\% | 6.9\% | 13.6\% | 5.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 0.9\% | 26.3\% | 5.2\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 23.2\% | 8.3\% | 8.5\% | 16.7\% | 7.4\% | 0.0\% | 0.0\% | 1.1\% | 100.0\% |
| 17 | Road D5 | 0.7\% | 20.3\% | 4.0\% | 0.4\% | 0.3\% | 0.6\% | 0.0\% | 0.0\% | 0.2\% | 0.3\% | 25.8\% | 9.2\% | 9.4\% | 18.5\% | 8.7\% | 0.0\% | 0.0\% | 1.4\% | 100.0\% |
| 18 | Road D5 | 0.8\% | 23.8\% | 4.7\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.3\% | 0.3\% | 24.6\% | 8.8\% | 9.0\% | 17.7\% | 7.3\% | 0.0\% | 0.0\% | 1.0\% | 100.0\% |
| 19 | Kong Sham Western Highway | 1.1\% | 32.1\% | 6.4\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 20.5\% | 7.4\% | 7.5\% | 14.8\% | 4.9\% | 0.0\% | 2.5\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 1.1\% | 33.2\% | 6.6\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 19.7\% | 7.1\% | 7.2\% | 14.2\% | 5.3\% | 0.1\% | 2.8\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 1.7\% | 50.4\% | 10.0\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 12.8\% | 4.6\% | 4.7\% | ${ }^{\text {9.2\% }}$ | 2.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
|  | Roa | 1.1\% | 31.5\% | 6.2\% | 0.6\% |  |  | 0.0\% | 0.0\% | 0.3\% | 0.2\% |  | 8.0\% | 8.1\% |  | 4.2\% | 0.0\% | 0.0\% |  |  |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe


## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\begin{array}{\|c\|} \hline 16- \\ \text { Motorcyc } \\ \text { les (MC) } \end{array}$ | $\left.\begin{gathered} \text { 01- } \\ \text { Private } \\ \text { Cars (PC) } \end{gathered} \right\rvert\,$ | 02 - Taxi |  | $12-$ Non- franchise d Bus 6.4 d Bus 6. $15 t$ | $\begin{gathered} \text { 13 - Non- } \\ \text { franchise } \\ \text { d Bus } 15 t-1 \\ 24 t \end{gathered}$ |  | $\left\|\begin{array}{c} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 \mathrm{t} \end{array}\right\|$ | $\begin{gathered} \left.\begin{array}{c} 10 \\ \text { Private } \\ \text { Pight } \\ \hline 3.54 \end{array} \right\rvert\, \end{gathered}$ | $\begin{gathered} \left.\begin{array}{c} 03-\text { Light } \\ \text { Goods } \\ \text { Veniclese } \\ =2.5 t \end{array} \right\rvert\, \end{gathered}$ | $\left\{\begin{array}{c} 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Vohices } \\ 2.5-3.55 \end{array}\right.$ | $\|$$05-$ Light <br> Goods <br> Vehicles> <br> $3.5 t$ |  | $\qquad$ |  | $\begin{array}{\|l\|} \hline 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | $15-$ <br> Franchis <br> ed Bus <br> (DD) | $\left\lvert\, \begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}\right.$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 1100-1200 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{1}{2}$ | Road P1 | $\frac{1.0 \%}{}$ | 39.2\% | 8.4\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | ${ }^{0.1 \%}$ | 0.5\% | ${ }^{0.2 \%}$ | 14.8\% | 5.3\% | ${ }_{5}^{5.8 \%}$ | ${ }^{11.5 \%}$ | 3.0\% | 0.0\% | ${ }^{0.0 \%}$ | ${ }^{8.2 \%}$ | $\frac{100.0 \%}{1000 \%}$ |
| 3 | Kong Sham Western Highway | 0.7\% | 26.5\% | 5.7\% | 0.4\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 22.3\% | ${ }^{8.0 \%}$ | 8.8\% | 17.2\% | 4.5\% | 0.1\% | 4.3\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 0.5\% | 20.0\% | 4.3\% | 0.3\% | 0.2\% | 0.5\% | 0.0\% | 0.0\% | 0.3\% | 0.3\% | 25.7\% | ${ }^{\text {9.2\% }}$ | 10.1\% | 19.9\% | 5.2\% | 0.0\% | 0.0\% | 3.3\% | 100.0\% |
| 5 | Road P1 | 0.7\% | 29.4\% | 6.3\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 20.8\% | 7.5\% | 8.2\% | 16.1\% | 8.2\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 11 | Road P1 | 0.5\% | 21.5\% | 4.6\% | 0.4\% | 0.2\% | 0.5\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 23.8\% | 8.5\% | 9.4\% | 18.4\% | 9.9\% | 0.0\% | 0.0\% | 1.7\% | 100.0\% |
| 12 | Kong Sham Western Highway | 0.5\% | 19.8\% | 4.2\% | 0.3\% | 0.2\% | 0.5\% | 0.0\% | 0.0\% | 0.3\% | 0.3\% | 25.9\% | 9.3\% | 10.2\% | 20.0\% | 8.5\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Wester H Highway | 0.8\% | 34.2\% | 7.3\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 19.3\% | 6.9\% | 7.6\% | 14.9\% | 6.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 0.6\% | 24.3\% | 5.2\% | 0.4\% | 0.3\% | 0.6\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 23.3\% | 8.4\% | 9.2\% | 18.0\% | 8.1\% | 0.0\% | 0.0\% | 1.1\% | 100.0\% |
| 17 | Road D5 | 0.5\% | 18.5\% | 4.0\% | 0.3\% | 0.2\% | 0.5\% | 0.0\% | 0.0\% | 0.3\% | 0.3\% | 25.6\% | 9.2\% | 10.1\% | 19.8\% | 9.4\% | 0.0\% | 0.0\% | 1.4\% | 100.0\% |
| 18 | Road D5 | 0.5\% | 21.9\% | 4.7\% | 0.4\% | 0.2\% | 0.5\% | 0.0\% | 0.0\% | 0.3\% | 0.3\% | 24.6\% | 8.8\% | 9.7\% | 19.0\% | 7.9\% | 0.0\% | 0.0\% | 1.0\% | 100.0\% |
| 19 | Kong Sham Western Highway | 0.7\% | 30.0\% | 6.4\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 20.9\% | 7.5\% | 8.2\% | 16.2\% | 5.4\% | 0.0\% | 2.3\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 0.8\% | 31.1\% | 6.7\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 20.0\% | 7.2\% | 7.9\% | 15.5\% | 5.9\% | 0.0\% | 2.6\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 1.2\% | 48.4\% | 10.4\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 13.4\% | 4.8\% | 5.3\% | 10.4\% | 2.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 0.7\% | 29.3\% | 6.3\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 22.5\% | 8.1\% | 8.9\% | 17.4\% | 4.6\% | 0.0 | 0.02 | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\left\|\begin{array}{c} 16- \\ \text { Motoryc } \\ \text { les (MC) } \end{array}\right\|$ | $\left.\left\lvert\, \begin{array}{c} 01- \\ \text { Private } \\ \text { Cars (PC) } \end{array}\right.\right)$ | 02 - Taxi |  | 12 - Nond Bus 6.4 15t | $\begin{gathered} \text { 13 - Non- } \\ \text { franchise } \\ \text { d Bus } 15 t \\ 24 t \end{gathered}$ | $\begin{gathered} \text { 18-Non- } \\ \text { franchise } \\ \text { d Bus } \\ 224 t \end{gathered}$ |  | $\begin{array}{\|c\|} 10- \\ \text { Private } \\ \text { Pight Bus } \\ >3.5 \mathrm{t} \end{array}$ | $\left\lvert\, \begin{gathered} \text { O3-Light } \\ \text { Gooods } \\ \text { Vehicless } \\ =2.5 \mathrm{t} \\ \hline \end{gathered}\right.$ | $\begin{gathered} \text { O4-Lt } \\ \text { Goods } \\ \text { Vohicles } \\ 2.5-3.55 \end{gathered}$ | $\left\lvert\, \begin{gathered} 05-\text { Light } \\ \text { Goods } \\ \text { Vehicles> } \\ 3.5 t \end{gathered}\right.$ |  | $\begin{gathered} 07- \\ \hline \text { Heary } \\ \text { Heoods } \\ \text { Geheicles } \\ \text { 15t-24t } \end{gathered}$ |  | 14 Franchis ed Bus (SD) | 15Franchis ed Bus (DD) | $\left\|\begin{array}{c} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{array}\right\|$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 1200-1300 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{1}{2}$ | Road P1 | 0.8\% | ${ }^{31.7 \%}$ | 6.0\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 19.1\% | ${ }^{6.8 \%}$ | ${ }^{8.2 \%}$ | $\frac{16.2 \%}{16.0}$ | ${ }^{4.2 \%}$ | 0.0\% | ${ }^{0.0 \%}$ | 3.9\% | $\frac{100.0 \%}{1000 \%}$ |
| $\frac{2}{3}$ | Kong Sham Western Highway Kong Sham Western Highway | 0.8\% | 32.3\% | $\frac{6.1 \%}{6.6 \%}$ | 0.7\% | 0.5\% | $\frac{1.12 \%}{1.2 \%}$ | 0.0\% | ${ }_{\text {0.1\% }}^{0.1 \%}$ | 0.5\% | 0.2\% | $\frac{18.8 \%}{17.3 \%}$ |  | 8.1\% | $\frac{16.0 \%}{14.7 \%}$ | ${ }^{4.2 \%}$ | 0.1\% | 3.7\% |  | 100.0\% |
| 4 | Road P1 | 0.7\% | 26.4\% | 5.0\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 21.3\% | 7.6\% | 9.2\% | 18.1\% | 4.7\% | 0.0\% | 0.0\% | 4.4\% | 100.0\% |
| 5 | Road P1 | 0.8\% | 31.4\% | 6.0\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 19.1\% | 6.9\% | 8.3\% | 16.2\% | 7.8\% | 0.0\% | 0.0\% | 0.6\% | 100.0\% |
| 11 | Road P1 | 0.7\% | 28.8\% | 5.5\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 20.4\% | 7.3\% | 8.8\% | 17.4\% | 7.3\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |
| 12 | Kong Sham Western Highway | 0.9\% | 37.0\% | 7.0\% | 0.8\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 17.2\% | 6.2\% | 7.4\% | 14.6\% | 6.1\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 0.7\% | 26.5\% | 5.0\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 21.7\% | 7.8\% | 9.4\% | 18.4\% | 8.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road Pl | 0.6\% | 24.3\% | 4.6\% | 0.6\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 22.6\% | 8.1\% | 9.8\% | 19.2\% | 7.6\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |
| 17 | Road D5 | 0.7\% | 29.0\% | 5.5\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 20.4\% | 7.3\% | 8.8\% | 17.3\% | 7.2\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |
| 18 | Road D5 | 0.6\% | 24.7\% | 4.7\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 22.5\% | 8.1\% | 9.7\% | 19.1\% | 7.4\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| 19 | Kong Sham Western Highway | 0.8\% | 31.0\% | 5.9\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 19.3\% | 6.9\% | 8.3\% | 16.4\% | 5.7\% | 0.1\% | 2.7\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 0.9\% | 34.5\% | 6.5\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 18.1\% | 6.5\% | 7.8\% | 15.4\% | 5.1\% | 0.1\% | 2.0\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 0.7\% | 29.6\% | 5.6\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 21.4\% | 7.7\% | 9.2\% | 18.2\% | 4.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 1.3\% | 49.9\% | 9.5\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 12.2\% | 4.4\% | 5.3\% | 10.3\% | 2.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\begin{array}{\|c\|} \hline 16- \\ \text { Motorcyc } \\ \text { les (MC) } \end{array}$ | $\left.\begin{gathered} \text { 01- } \\ \text { Private } \\ \text { Cars (PC) } \end{gathered} \right\rvert\,$ | 02- Taxi |  | $\left\|\begin{array}{l} 12 \text { - Non- } \\ \text { franchise } \\ \text { d Ruc } 6 . \end{array}\right\|$ $\text { d Bus } 6.2$ | 13 - Nonfranchise d Bus 15 t 24t |  | $\left\|\begin{array}{c} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 \mathrm{t} \end{array}\right\|$ | $\begin{array}{\|c\|} 10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 \mathrm{st} \end{array}$ | $\begin{gathered} \left.\begin{array}{c} 03-\text { Light } \\ \text { Goods } \\ \text { Veniclese } \\ =2.5 t \end{array} \right\rvert\, \end{gathered}$ | $\left\{\begin{array}{c} 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Vohices } \\ 2.5-3.55 \end{array}\right.$ | $\|$$05-$ Light <br> Goods <br> Vehicles> <br> $3.5 t$ |  | $\qquad$ |  | $\begin{array}{\|l\|} \hline 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | $\begin{array}{\|c\|} \hline 15- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) } \end{array}$ | $\begin{array}{\|c} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{array}$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | ${ }_{1300-1400}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{1}{2}$ | ${ }_{\text {Kona Sham Weastern Hionway }}$ | 0.7\% | $\frac{30.7 \%}{312 \%}$ | 7.0\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | $\frac{20.2 \%}{19.9 \%}$ | $\frac{7.2 \%}{7.1 \%}$ | 8.1\% | $\frac{16.0 \%}{15.8 \%}$ | $\frac{4.2 \%}{4.1 \%}$ | 0.0\% | 年.0\%\% | 3.5\% ${ }_{\text {3.0\% }}$ | $\frac{100.0 \%}{100.0 \%}$ |
| 3 | Kong Sam Western Highway | 0.8\%\% | ${ }^{3}$ | $\frac{7.6 \%}{7.6 \%}$ | 0.6\%\% | 0.4\% | 0.9\%\% | 0.0.0\% | O.1\% | O.4\% | 0.2\% | ${ }^{18.4 .4 \%}$ | $\frac{7.6 \%}{6.6 \%}$ | - ${ }^{8.0 \% \%}$ | -1.5.5\% | $\stackrel{4.8 \%}{3.8 \%}$ | $\frac{0.1 \%}{0.1 \%}$ | 3.5\% | 0.0\%\% | ${ }^{10000 \%}$ |
| 4 | Road P1 | 0.6\% | 25.5\% | 5.8\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 22.5\% | 8.1\% | 9.0\% | 17.8\% | 4.6\% | 0.0\% | 0.0\% | 4.0\% | 100.0\% |
| 5 | Road P1 | 0.7\% | 30.4\% | 6.9\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 20.2\% | 7.2\% | 8.1\% | 16.0\% | 7.6\% | 0.0\% | 0.0\% | 0.5\% | 100.0\% |
| 11 | Road P1 | 0.6\% | 27.8\% | 6.3\% | 0.5\% | 0.3\% | 0.8\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 21.5\% | 7.7\% | 8.7\% | 17.1\% | 7.2\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| 12 | Kong Sham Western Highway | 0.8\% | 35.8\% | 8.1\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | ${ }^{0.1 \%}$ | 0.5\% | 0.2\% | 18.2\% | 6.5\% | 7.3\% | 14.4\% | 6.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 0.6\% | 25.5\% | 5.8\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 22.8\% | 8.2\% | 9.2\% | 18.1\% | 7.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 0.5\% | 23.4\% | 5.3\% | 0.4\% | 0.3\% | 0.6\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 23.8\% | 8.5\% | 9.6\% | 18.8\% | 7.4\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| \% | Road D5 | 0.6\% | 28.0\% | 6.4\% | 0.5\% | 0.3\% | 0.8\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 21.5\% | 7.7\% | 8.7\% | 17.0\% | 7.0\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| 18 | Road D5 | 0.5\% | 23.8\% | 5.4\% | 0.4\% | 0.3\% | 0.6\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 23.6\% | 8.5\% | 9.5\% | 18.7\% | 7.2\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 19 | Kong Sham Wester Highway | 0.7\% | 30.0\% | 6.8\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 20.3\% | 7.3\% | 8.2\% | 16.1\% | 5.5\% | 0.1\% | 2.5\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 0.8\% | 33.4\% | 7.6\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 19.1\% | 6.9\% | 7.7\% | 15.1\% | 5.0\% | 0.1\% | 1.9\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 0.7\% | 28.5\% | 6.5\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 22.5\% | 8.1\% | 9.1\% | 17.8\% | 4.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 1.1\% | 48.5\% | 11.0\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 12.99 | 4.6\% | 5.2\% | 10.2\% | 2.7\% | $0.0 \%$ | 0.0\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\left\|\begin{array}{c} 16- \\ \text { Motoryc } \\ \text { les (MC) } \end{array}\right\|$ | $\left.\begin{gathered} \text { 01- } \\ \text { Private } \\ \text { Cars (PC) } \end{gathered} \right\rvert\,$ | 02 - Taxi |  | 12 - Nond Bus 6.4 15t | 13 - Nond Bus 15 24t | $\begin{gathered} \text { 18-Non- } \\ \text { franchise } \\ \text { d Bus } \\ 224 t \end{gathered}$ |  | $\begin{array}{\|c\|} 10- \\ \text { Private } \\ \text { Pight Bus } \\ >3.5 \mathrm{t} \end{array}$ | $\left\lvert\, \begin{gathered} \text { O3-Light } \\ \text { Gooods } \\ \text { Vehicless } \\ =2.5 \mathrm{t} \\ \hline \end{gathered}\right.$ | $\begin{gathered} 04-\text {-Lt } \\ \text { Goods } \\ \text { Vohices } \\ 2.5-3.55 \end{gathered}$ | $\left\lvert\, \begin{gathered} 05-\text { Light } \\ \text { Goods } \\ \text { Vehicles> } \\ 3.5 t \end{gathered}\right.$ |  | $\begin{gathered} 07- \\ \hline \text { Heary } \\ \text { Heoods } \\ \text { Geheicles } \\ \text { 15t-24t } \end{gathered}$ |  | 14 Franchis ed Bus (SD) | 15Franchis ed Bus (DD) | $\left\|\begin{array}{c} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{array}\right\|$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 1400-1500 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{1}{2}$ | Road P1 | $0.99 \%$ | 28.8\% | 6.2\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | ${ }^{21.7 \%}$ | 7.8\% | 8.4\% | $\frac{16.6 \%}{16.30}$ | 4.3\% | 0.0\% | 0.0\% | 2.9\% | $\frac{100.0 \%}{1000 \%}$ |
| 3 | Kong sam Western Highway | - ${ }^{\text {0.0\% }}$ | ${ }^{29.2 \%}$ | 㐌.3.9\% | 0.5\% | 0.4\% | - | -0.0\% | -0.1\% | - ${ }_{\text {O }}^{0.4 \%}$ | - | ${ }^{\text {1.9.8\% }}$ | 7.1.1\% 7 | - | ${ }^{16.15}$ | 4.0\% | ${ }_{0}^{0.1 \%}$ | 年4.4\% | $\xrightarrow{0.0 \%}$ | 100.0\% |
| 4 | Road P1 | 0.8\% | 23.8\% | 5.1\% | 0.4\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.3\% | 0.3\% | 24.0\% | 8.6\% | ${ }_{9} 9.3$ | 18.4\% | 4.8\% | 0.0\% | 0.0\% | 3.3\% | 100.0\% |
| 5 | Road P1 | 0.9\% | 28.4\% | 6.1\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 21.6\% | 7.7\% | 8.4\% | 16.5\% | 7.5\% | 0.0\% | 0.0\% | 0.4\% | 100.0\% |
| 11 | Road P1 | 0.8\% | 25.9\% | 5.6\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 23.0\% | 8.2\% | 9.0\% | 17.6\% | 7.1\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 12 | Kong Sham Western Highw | 1.1\% | 33.7\% | 7.2\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 19.6\% | 7.0\% | 7.6\% | 15.0\% | 6.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 0.8\% | 23.6\% | 5.1\% | 0.4\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.3\% | 0.3\% | 24.2\% | 8.7\% | 9.4\% | 18.\% | 7.6\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road Pl | 0.7\% | 21.6\% | 4.6\% | 0.4\% | 0.3\% | 0.6\% | 0.0\% | 0.0\% | 0.3\% | 0.3\% | 25.2\% | 9.0\% | 9.8\% | 19.3\% | 7.3\% | 0.0\% | 0.0\% | 0.6\% | 100.0\% |
| 17 | Road D5 | 0.8\% | 26.1\% | 5.6\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 23.0\% | 8.2\% | 8.9\% | 17.6\% | 7.0\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 18 | Road D5 | 0.7\% | 22.0\% | 4.7\% | 0.4\% | 0.3\% | 0.6\% | 0.0\% | 0.0\% | 0.3\% | 0.3\% | 25.0\% | 9.0\% | 9.8\% | 19.2\% | 7.2\% | 0.0\% | 0.0\% | 0.6\% | 100.0\% |
| 19 | Kong Sham Western Highway | 0.9\% | 28.0\% | 6.0\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 21.7\% | 7.8\% | 8.5\% | 16.7\% | 5.6\% | 0.1\% | 2.4\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 1.0\% | 31.3\% | 6.7\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 20.5\% | 7.4\% | 8.0\% | 15.7\% | 5.1\% | 0.1\% | 1.8\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 0.8\% | 26.4\% | 5.7\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 23.9\% | 8.6\% | 9.3\% | 18.3\% | 4.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 1.5\% | 46.5\% | 10.0\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 14.2\% | 5.1\% | 5.5\% | 10.9\% | 2.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\left\|\begin{array}{c} 16- \\ \text { Motoryc } \\ \text { les (MC) } \end{array}\right\|$ | $\left.\left\lvert\, \begin{array}{c} 01- \\ \text { Private } \\ \text { Cars (PC) } \end{array}\right.\right)$ | 02 - Taxi |  | 12 - Nond Bus 6.4 15t | 13 - Nond Bus 15 24t | $\begin{gathered} \text { 18-Non- } \\ \text { franchise } \\ \text { d Bus } \\ 224 t \end{gathered}$ |  | $\begin{array}{\|c\|} 10- \\ \text { Private } \\ \text { Pight Bus } \\ >3.5 \mathrm{t} \end{array}$ | $\begin{gathered} 03 \text { Light } \\ \text { Goods } \\ \text { Venicless } \\ =2.5 t \end{gathered}$ | $\begin{gathered} 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Vehicles } \\ 2.5-3.5 \mathrm{t} \end{gathered}$ | $\left\lvert\, \begin{gathered} 05-\text { Light } \\ \text { Goods } \\ \text { Vehicles> } \\ 3.5 t \end{gathered}\right.$ |  | $\begin{gathered} 07- \\ \hline \text { Heary } \\ \text { Heoods } \\ \text { Geheicles } \\ \text { 15t-24t } \end{gathered}$ |  | 14 Franchis ed Bus (SD) | 15Franchis ed Bus (DD) | $\left\|\begin{array}{c} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{array}\right\|$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | $1500-1600$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{1}{2}$ | Road P1 | 0.9\% | 31.4\% | 6.6\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 20.7\% | 7.4\% | 7.9\% | 15.5\% | 4.0\% | 0.0\% | ${ }^{0.0 \%}$ | 2.9\% | $\frac{100.0 \%}{1000 \%}$ |
| 3 | Kong sam Western Highway | -1.0\% | -31.8\% $34.2 \%$ | $\frac{6.7 \%}{7.2 \%}$ | - $0.6 \%$ | 0.4\% | - ${ }^{\text {0.0\% }}$ | -0.0\% | O.1\% | - $0.4 \%$ | - | $\frac{18.7 \%}{10.7}$ | 7.7\% $6.7 \%$ | 7.1\% | ${ }^{15.40 \%}$ | - ${ }^{\text {4.7.\% }}$ | ${ }_{0}^{0.1 \%}$ |  | $\xrightarrow{0.0 \%}$ | 100.0\% |
| 4 | Road P1 | 0.8\% | 26.2\% | 5.5\% | 0.5\% | 0.3\% | 0.8\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 23.1\% | 8.3\% | 8.8\% | 17.3\% | 4.5\% | 0.0\% | 0.0\% | 3.3\% | 100.0\% |
| 5 | Road P1 | 0.9\% | 31.0\% | 6.6\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 20.6\% | 7.4\% | 7.8\% | 15.4\% | 7.2\% | 0.0\% | 0.0\% | 0.4\% | 100.0\% |
| 11 | Rooa P1 | 0.9\% | 28.4\% | 6.0\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 22.1\% | 7.9\% | 8.4\% | 16.5\% | 6.8\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 12 | Kong Sham Western Highway | 1.1\% | 36.5\% | 7.7\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 18.5\% | 6.7\% | 7.1\% | 13.9\% | 5.6\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Wester Highway | 0.8\% | 26.0\% | 5.5\% | 0.5\% | 0.3\% | 0.8\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 23.4\% | 8.4\% | 8.9\% | 17.5\% | 7.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road Pl | 0.7\% | 23.9\% | 5.1\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.3\% | 0.3\% | 24.4\% | 8.7\% | 9.3\% | 18.2\% | 7.0\% | 0.0\% | 0.0\% | 0.6\% | 100.0\% |
| 17 | Road D5 | 0.9\% | 28.6\% | 6.0\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 22.0\% | 7.9\% | 8.4\% | 16.5\% | 6.6\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 18 | Road D5 | 0.7\% | 24.3\% | 5.1\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.3\% | 0.3\% | 24.2\% | 8.7\% | 9.2\% | 18.1\% | 6.9\% | 0.0\% | 0.0\% | 0.6\% | 100.0\% |
| 19 | Kong Sham Western Highway | 0.9\% | 30.6\% | 6.5\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 20.8\% | 7.5\% | 7.9\% | 15.5\% | 5.3\% | 0.1\% | 2.4\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 1.0\% | 33.9\% | 7.2\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 19.5\% | 7.0\% | 7.4\% | 14.6\% | 4.7\% | 0.1\% | 1.8\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 0.9\% | 29.0\% | 6.1\% | 0.6\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 22.9\% | 8.2\% | 8.7\% | 17.2\% | 4.5\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 1.5\% | 49.1\% | 10.4\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 13.1\% | 4.7\% | 5.0\% | 9.8\% | 2.6\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\begin{array}{\|c\|} \hline 16- \\ \text { Motorcyc } \\ \text { les (MC) } \end{array}$ | $\left.\begin{gathered} \text { 01- } \\ \text { Private } \\ \text { Cars (PC) } \end{gathered} \right\rvert\,$ | 02- Taxi |  | $\left\|\begin{array}{l} 12 \text { - Non- } \\ \text { franchise } \\ \text { d Ruc } 6 . \end{array}\right\|$ $\text { d Bus } 6.2$ | 13 - Nonfranchise d Bus 15 t 24t |  | $\left\|\begin{array}{c} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 \mathrm{t} \end{array}\right\|$ | $\begin{array}{\|c\|} 10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 \mathrm{st} \end{array}$ | $\begin{gathered} \left.\begin{array}{c} 03-\text { Light } \\ \text { Goods } \\ \text { Veniclese } \\ =2.5 t \end{array} \right\rvert\, \end{gathered}$ | $\left\{\begin{array}{c} 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Vohices } \\ 2.5-3.55 \end{array}\right.$ | $\|$$05-$ Light <br> Goods <br> Vehicles> <br> $3.5 t$ |  | $\qquad$ |  | $\begin{array}{\|l\|} \hline 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | $\begin{array}{\|c\|} \hline 15- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) } \end{array}$ | $\begin{array}{\|c} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{array}$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 1600-1700 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{1}{2}$ | ${ }_{\text {Kona Sham Weastern Hionway }}$ | $\frac{1.1 \%}{1.1 \%}$ | $\frac{32.7 \%}{331 \%}$ | ${ }^{7.1 \%}$ | 0.8\% | 0.5\% | $\frac{1.1 \%}{1.2 \%}$ | 0.0\% | ${ }^{0.1 \%}$ | $\frac{1.0 \%}{1.0 \%}$ | 0.2\% | $\frac{20.1 \%}{19.7 \%}$ | $\frac{7.2 \%}{7.1 \%}$ | $7.1 \%$ <br> $7.0 \%$ | $\frac{14.0 \%}{13.7 \%}$ | 3.6\% | 0.0\% | 年.0\%\% | 3.3\% | $\frac{100.0 \%}{100.0 \%}$ |
| 3 | Kong Sam Western Highway | $\frac{1.17}{1.1 \%}$ | - ${ }^{35.12 \%}$ | $\frac{7.7 \%}{7.7 \%}$ | 0.8\% | - $0.6 \%$ | - $1.2 \%$ | 0.0.0\% | O.1\% | 1.0\% | 0.2\% | $\frac{18.1 \%}{18.10}$ | ${ }^{7.5 \%}$ | - ${ }^{7.0 \% \%}$ | -12.5\% | - ${ }_{\text {3, }}^{3.3 \%}$ | $\frac{0.1 \%}{0.1 \%}$ | 3.89\% | 0.0\%\% | ${ }^{10000 \%}$ |
| 4 | Road P1 | 0.9\% | 27.5\% | 6.0\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.1\% | 0.8\% | 0.2\% | ${ }^{22.7 \%}$ | 8.1\% | 8.0\% | 15.7\% | 4.1\% | 0.0\% | 0.0\% | 3.8\% | 100.0\% |
| 5 | Road P1 | 1.0\% | 32.5\% | 7.0\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 1.0\% | 0.2\% | 20.2\% | 7.2\% | 7.1\% | 14.0\% | 6.7\% | 0.0\% | 0.0\% | 0.5\% | 100.0\% |
| 11 | Road P1 | 1.0\% | 29.9\% | 6.5\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.1\% | 0.9\% | 0.2\% | 21.7\% | 7.8\% | 7.6\% | 15.0\% | 6.3\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| 12 | Kong Sham Western Highway | 1.2\% | 37.9\% | 8.2\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 1.1\% | 0.2\% | 18.0\% | 6.5\% | ${ }^{6.3 \%}$ | 12.5\% | 5.2\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 0.9\% | 27.5\% | 6.0\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.1\% | 0.8\% | 0.2\% | 23.1\% | 8.3\% | 8.1\% | 16.0\% | 6.9\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 0.8\% | 25.4\% | 5.5\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.1\% | 0.7\% | 0.3\% | 24.1\% | 8.7\% | 8.5\% | 16.7\% | 6.6\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| \% | Road D5 | 1.0\% | 30.0\% | 6.5\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.9\% | 0.2\% | 21.7\% | 7.8\% | 7.6\% | 15.0\% | 6.2\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| 18 | Road D5 | 0.8\% | 25.7\% | 5.6\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.1\% | 0.8\% | 0.3\% | 24.0\% | 8.6\% | 8.5\% | 16.6\% | 6.4\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 19 | Kong Sham Wester Highway | 1.0\% | 32.0\% | 6.9\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.9\% | 0.2\% | 20.3\% | 7.3\% | 7.1\% | 14.1\% | 4.9\% | 0.1\% | 2.8\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 1.1\% | 35.3\% | 7.6\% | 0.8\% | 0.6\% | 1.2\% | 0.0\% | 0.1\% | 1.0\% | 0.2\% | 18.9\% | 6.8\% | 6.7\% | 13.1\% | 4.3\% | 0.0\% | 2.0\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 1.0\% | 30.6\% | 6.6\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.9\% | 0.2\% | 22.6\% | 8.1\% | 8.0\% | 15.6\% | 4.1\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 1.6\% | 49.9\% | 10.8\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.2\% | 1.5\% | 0.1\% | 12.4\% | 4.5\% | 4.4\% | 8.6\% | $2.3 \%$ | 0.0 | 0.0\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\left\lvert\, \begin{gathered} 16- \\ \text { Motoryc } \\ \text { Mes (MC) } \end{gathered}\right.$ | $\left(\left.\begin{array}{c} \text { O1- } \\ \text { Private } \\ \text { cars (PC) } \end{array} \right\rvert\,\right.$ | 02 - Taxi |  | $\begin{array}{\|c\|} \hline \text { 12 - Non- } \\ \text { franchise } \\ \text { d Bus } 6.4 \\ 15 t \end{array}$ |  | $\begin{gathered} \begin{array}{c} 18 \text { - Non- } \\ \text { tranchise } \\ \text { d Bus } \\ >24 t \end{array} \\ \hline \end{gathered}$ | $\left\lvert\, \begin{gathered} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 \mathrm{t} \end{gathered}\right.$ |  | $03-$ Light <br> Goods <br> Vehicess <br> in <br> 2.5t | $\left.\begin{array}{\|c\|} \hline 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Gehicies } \\ 2.5-3.5 \mathrm{t} \end{array} \right\rvert\,$ |  | $\begin{array}{\|c} \hline 06- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ =15 t \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline 07- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ 15 t-24 t \\ \hline \end{array}$ |  | $\begin{array}{\|c\|} \hline 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ |  | $\left\|\begin{array}{c} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{array}\right\|$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road P1 | 1700-1800 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2 | Kong Sham Western Highway | 2.3\% | 38.5\% | 6.5\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.1\% | 0.8\% | 0.2\% | 19.0\% | 6.8\% | 5.5\% | 10.8\% | 2.8\% | 0.1\% | 4.1\% | 0.0\% | 100.0\% |
| 3 | Kong Sham Western Highway | 2.4\% | 40.7\% | 6.9\% | 0.8\% | 0.6\% | 1.2\% | 0.0\% | 0.1\% | 0.9\% | 0.2\% | 17.3\% | 6.2\% | 5.0\% | 9.8\% | 2.6\% | 0.2\% | 5.2\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 1.9\% | 32.6\% | 5.5\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.1\% | 0.7\% | 0.2\% | 22.3\% | 8.0\% | 6.5\% | 12.7\% | 3.3\% | 0.0\% | 0.0\% | 4.1\% | 100.0\% |
| 5 | Road P1 | 2.2\% | 38.1\% | 6.4\% | 0.8\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.8\% | 0.2\% | 19.6\% | 7.0\% | 5.7\% | 11.1\% | 5.7\% | 0.0\% | 0.0\% | 0.5\% | 100.0\% |
| 11 | Road P1 | 2.1\% | 35.3\% | 6.0\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.8\% | 0.2\% | 21.2\% | 7.6\% | 6.1\% | 12.1\% | 5.4\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |
| 12 | Kong Sham Wester Highway | 2.6\% | 43.6\% | 7.4\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.9\% | 0.2\% | 17.2\% | 6.2\% | 5.0\% | 9.8\% | 4.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 1.9\% | 32.9\% | 5.6\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.1\% | 0.7\% | 0.2\% | 22.8\% | 8.2\% | 6.6\% | 13.0\% | 6.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 1.8\% | 30.5\% | 5.2\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.1\% | 0.6\% | 0.3\% | 24.0\% | 8.6\% | 6.9\% | 13.7\% | 5.7\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| 17 | Road D5 | 2.1\% | 35.5\% | 6.0\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.8\% | 0.2\% | 21.2\% | 7.6\% | 6.1\% | 12.1\% | 5.3\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| 18 | Road D5 | 1.8\% | 30.9\% | 5.2\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.1\% | 0.7\% | 0.2\% | 23.8\% | 8.5\% | 6.9\% | 13.6\% | 5.5\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| 19 | Kong Sham Western Highway | 2.2\% | 37.4\% | 6.3\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.8\% | 0.2\% | 19.6\% | 7.0\% | 5.7\% | 11.2\% | 4.0\% | 0.1\% | 3.0\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 2.4\% | 40.9\% | 6.9\% | 0.8\% | 0.6\% | 1.2\% | 0.0\% | 0.1\% | 0.9\% | 0.2\% | 18.1\% | 6.5\% | 5.3\% | 10.3\% | 3.5\% | 0.1\% | 2.2\% | 0.0\% | 100.0\% |
| ${ }^{23}$ | Road D1 | 2.1\% | 36.1\% | 6.1\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.8\% | 0.2\% | 22.1\% | 7.9\% | 6.4\% | 12.6\% | 3.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 3.3\% | 55.4\% | 9.4\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.2\% | 1.2\% | 0.1\% | 11.4\% | 4.1\% | 3.3\% | 6.5\% | 1.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\left\|\begin{array}{c} 16- \\ \text { Motoryc } \\ \text { les (MC) } \end{array}\right\|$ | $\left.\left\lvert\, \begin{array}{c} 01- \\ \text { Private } \\ \text { Cars (PC) } \end{array}\right.\right)$ | 02 - Taxi |  | 12 - Nond Bus 6.4 15t | $\begin{gathered} \text { 13 - Non- } \\ \text { franchise } \\ \text { d Bus } 15 t \\ 24 t \end{gathered}$ | $\begin{gathered} \text { 18-Non- } \\ \text { franchise } \\ \text { d Bus } \\ 224 t \end{gathered}$ |  | $\begin{array}{\|c\|} 10- \\ \text { Private } \\ \text { Pight Bus } \\ >3.5 t \end{array}$ | $\begin{gathered} 03 \text { Light } \\ \text { Goods } \\ \text { Venicless } \\ =2.5 t \end{gathered}$ | $\begin{gathered} 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Vehicles } \\ 2.5-3.5 \mathrm{t} \end{gathered}$ | $\left\lvert\, \begin{gathered} 05-\text { Light } \\ \text { Goods } \\ \text { Vehicles> } \\ 3.5 t \end{gathered}\right.$ |  | $\begin{gathered} 07- \\ \hline \text { Heary } \\ \text { Heoods } \\ \text { Geheicles } \\ \text { 15t-24t } \end{gathered}$ |  | 14 Franchis ed Bus (SD) | 15Franchis ed Bus (DD) | $\left\|\begin{array}{c} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{array}\right\|$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 300-190 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{1}{2}$ | Road P1 | ${ }^{2.4 \%}$ | 51.9\% | 7.1\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.0\% | 0.3\% | 0.1\% | 13.9\% | 5.0\% | ${ }^{3.6 \%}$ | 7.2\% | 1.9\% | 0.0\% | 0.0\% | 3.8\% | $\frac{100.0 \%}{1000 \%}$ |
| $\frac{2}{3}$ | Kong Sham Western Highway Kong Sham Western Highway | $\frac{2.4 \%}{2.5 \%}$ | 52.1\% | 7.1\% 7 | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.0\% | 0.3\% | 0.1\% | 13.5\% | 4.9\% | ${ }^{3.5 \%}$ | 7.0\% | 1.8\% | 0.1\% | 4.2\% |  | 100.0\% |
| 4 | Road P1 | 2.1\% | 46.3\% | 6.3\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 16.6\% | 6.0\% | 4.3\% | 8.5\% | 2.2\% | 0.0\% | 0.0\% | 4.6\% | 100.0\% |
| 5 | Road P1 | 2.4\% | 53.4\% | 7.3\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 14.4\% | 5.2\% | 3.8\% | 7.4\% | 1.9\% | 0.0\% | 0.0\% | 0.6\% | 100.0\% |
| 11 | Road P1 | 2.3\% | 50.4\% | 6.9\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 15.9\% | 5.7\% | 4.2\% | 8.2\% | 2.1\% | 0.0\% | 0.0\% | 1.0\% | 100.0\% |
| 12 | Kong Sham Western Highway | 2.7\% | 58.3\% | 7.9\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.0\% | 0.4\% | 0.1\% | 12.0\% | 4.3\% | 3.2\% | 6.2\% | 1.6\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 2.2\% | 48.2\% | 6.6\% | 0.8\% | 0.6\% | 1.3\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 17.6\% | 6.3\% | 4.6\% | 9.1\% | 2.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road Pl | 2.1\% | 45.3\% | 6.2\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 18.7\% | 6.7\% | 4.9\% | 9.7\% | 2.5\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |
| 17 | Road D5 | 2.3\% | 50.6\% | 6.9\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 15.8\% | 5.7\% | 4.2\% | 8.2\% | 2.1\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |
| 18 | Road D5 | 2.1\% | 45.7\% | 6.2\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 18.5\% | 6.6\% | 4.9\% | 9.5\% | 2.5\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |
| 19 | Kong Sham Western Highway | 2.3\% | 51.7\% | 7.0\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.0\% | 0.3\% | 0.1\% | 14.3\% | 5.1\% | 3.7\% | 7.4\% | 1.9\% | 0.1\% | 3.2\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 2.5\% | 55.0\% | 7.5\% | 0.9\% | 0.7\% | 1.4\% | 0.0\% | 0.0\% | 0.4\% | 0.1\% | 12.8\% | 4.6\% | 3.4\% | 6.6\% | 1.7\% | 0.0\% | 2.2\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 2.3\% | 50.6\% | 6.9\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 16.2\% | 5.8\% | 4.3\% | 8.4\% | 2.2\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 3.1\% | 67.1\% | 9.1\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.1\% | 0.4\% | 0.1\% | 7.3\% | 2.6\% | 1.9\% | 3.7\% | 1.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\begin{array}{\|c\|} \hline 16- \\ \text { Motorcyc } \\ \text { les (MC) } \end{array}$ | $\left.\begin{gathered} \text { 01- } \\ \text { Private } \\ \text { Cars (PC) } \end{gathered} \right\rvert\,$ | 02 - Taxi |  | $12-$ Non- franchise d Bus 6.4 d Bus 6. $15 t$ | $\begin{gathered} \text { 13 - Non- } \\ \text { franchise } \\ \text { d Bus } 15 t-1 \\ 24 t \end{gathered}$ |  | $\left\|\begin{array}{c} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 \mathrm{t} \end{array}\right\|$ | $\begin{gathered} \left.\begin{array}{c} 10 \\ \text { Private } \\ \text { Pight } \\ \hline 3.54 \end{array} \right\rvert\, \end{gathered}$ | $\left\lvert\, \begin{gathered} 03-\text { Light } \\ \text { Gooods } \\ \text { Vehicles } \\ =2.5 t \end{gathered}\right.$ | $\left\{\begin{array}{c} 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Vohices } \\ 2.5-3.55 \end{array}\right.$ | $\|$$05-$ Light <br> Goods <br> Vehicles> <br> $3.5 t$ |  | $\qquad$ |  | $\begin{array}{\|l\|} \hline 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | $\begin{array}{\|c\|} \hline \begin{array}{c} 15- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) } \end{array} \\ \hline \end{array}$ | $\left\lvert\, \begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}\right.$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 1900-2000 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{1}{2}$ | Road P1 | 1.5\% | 56.8\% | 7.9\% | ${ }^{1.1 .1 \%}$ | 0.8\% | ${ }^{1.7 \%}$ | 0.0\% | 0.0\% | ${ }^{0.1 \%}$ | ${ }^{0.1 \%}$ | 10.9\% | 3.9\% | 3.1\% | ${ }^{6.2 \%}$ | 1.6\% | 0.0\% | ${ }^{\text {0.0\% }}$ | 4.4\% | $\frac{100.0 \%}{100.0 \%}$ |
| 3 | Kong Sham Western Highway | 1.5\% | 58.5\% | 8.1\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | ${ }^{\text {9.3\% }}$ | 3.3\% | ${ }^{\text {2.7\% }}$ | ${ }^{\text {5.3\% }}$ | 1.4\% | 0.1\% | 6.0\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 1.3\% | 51.4\% | 7.1\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 13.2\% | 4.7\% | 3.8\% | 7.5\% | 2.0\% | 0.0\% | 0.0\% | 5.5\% | 100.0\% |
| 5 | Road P1 | 1.5\% | 58.8\% | 8.1\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 11.4\% | 4.1\% | 3.3\% | 6.5\% | 1.7\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 11 | Road P1 | 1.4\% | 56.0\% | 7.8\% | 1.1\% | 0.8\% | 1.6\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 12.6\% | 4.5\% | 3.7\% | 7.2\% | 1.9\% | 0.0\% | 0.0\% | 1.2\% | 100.0\% |
| 12 | Kong Sham Western Highway | 1.6\% | 63.3\% | 8.8\% | 1.2\% | 0.8\% | 1.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 9.4\% | 3.4\% | 2.7\% | 5.3\% | 1.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Wester H Highway | 1.4\% | 54.1\% | 7.5\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 14.1\% | 5.1\% | 4.1\% | 8.0\% | 2.1\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 1.3\% | 51.2\% | 7.1\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.0\% | 0.1\% | 0.2\% | 15.1\% | 5.4\% | 4.4\% | 8.6\% | 2.3\% | 0.0\% | 0.0\% | 1.1\% | 100.0\% |
| 17 | Road D5 | $1.4 \%$ | 56.2\% | 7.8\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 12.6\% | 4.5\% | 3.6\% | 7.2\% | 1.9\% | 0.0\% | 0.0\% | 1.1\% | 100.0\% |
| 18 | Road D5 | 1.3\% | 51.6\% | 7.1\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.0\% | 0.1\% | 0.2\% | 15.0\% | 5.4\% | 4.3\% | 8.5\% | 2.2\% | 0.0\% | 0.0\% | 1.1\% | 100.0\% |
| 19 | Kong Sham Western Highway | 1.5\% | 56.7\% | 7.9\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 11.2\% | 4.0\% | ${ }^{3.2 \%}$ | 6.4\% | 1.7\% | 0.1\% | 3.6\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 1.5\% | 60.0\% | 8.3\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 10.0\% | 3.6\% | 2.9\% | 5.7\% | 1.5\% | 0.0\% | 2.5\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 1.5\% | 56.4\% | 7.8\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 12.9\% | 4.6\% | 3.7\% | 7.4\% | 1.9\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 1.8\% | 70.8\% | 9.8\% | 1.4\% | 0.9\% | 2.1\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 5.5\% | 2.0\% | 1.6\% | 3.19 | 0.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\begin{array}{\|c\|} \hline 16- \\ \text { Motorcyc } \\ \text { les (MC) } \end{array}$ | $\left.\begin{gathered} \text { 01- } \\ \text { Private } \\ \text { Cars (PC) } \end{gathered} \right\rvert\,$ | 02 - Taxi |  | $12-$ Non- franchise d Bus 6.4 d Bus 6. $15 t$ | $\begin{gathered} \text { 13 - Non- } \\ \text { franchise } \\ \text { d Bus } 15 t-1 \\ 24 t \end{gathered}$ |  | $\left\|\begin{array}{c} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 \mathrm{t} \end{array}\right\|$ | $\begin{gathered} \left.\begin{array}{c} 10 \\ \text { Private } \\ \text { Pight } \\ \hline 3.54 \end{array} \right\rvert\, \end{gathered}$ | $\left\lvert\, \begin{gathered} 03-\text { Light } \\ \text { Gooods } \\ \text { Vehicles } \\ =2.5 t \end{gathered}\right.$ | $\left\{\begin{array}{c} 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Vohices } \\ 2.5-3.55 \end{array}\right.$ | $\|$$05-$ Light <br> Goods <br> Vehicles> <br> $3.5 t$ |  | $\qquad$ |  | $\begin{array}{\|l\|} \hline 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | $15-$ <br> Franchis <br> ed Bus <br> (DD) | $\left\lvert\, \begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}\right.$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | $2000-2100$ _ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{1}{2}$ | Road P1 | ${ }^{1.6 \%}$ | ${ }^{55.2 \%}$ | ${ }^{11.3 \%}$ | ${ }^{1.1 .1 \%}$ | 0.7\% | ${ }^{1.6 \%}$ | 0.0\% | 0.0\% | ${ }^{0.1 \%}$ | ${ }^{0.1 \%}$ | ${ }^{9.6 \%}$ | 3.4\%\% | 2.9\% | ${ }_{5.8 \%}^{5.8}$ | 1.5\% | 0.0\% | ${ }^{\text {0.0\% }}$ | 5.0\% | $\frac{100.0 \%}{100.0 \%}$ |
| 3 | Kong Sham Western Highway | ${ }^{1.7 \%}$ | 56.5\% | 11.6\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | ${ }^{\text {8.2\% }}$ | 2.9\% | 2.5\% | 4.9\% | 1.3\% | 0.1\% | 6.6\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 1.5\% | 50.2\% | 10.3\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | ${ }^{11.7 \%}$ | 4.2\% | 3.6\% | 7.0\% | 1.8\% | 0.0\% | 0.0\% | 6.2\% | 100.0\% |
| 5 | Road P1 | 1.7\% | 57.4\% | 11.8\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 10.1\% | 3.6\% | 3.1\% | 6.1\% | 1.6\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| 11 | Road P1 | 1.6\% | 54.9\% | 11.2\% | 1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 11.3\% | 4.0\% | 3.4\% | 6.8\% | 1.8\% | 0.0\% | 0.0\% | 1.3\% | 100.0\% |
| 12 | Kong Sham Western Highway | 1.8\% | 61.5\% | 12.6\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 8.3\% | 3.0\% | 2.5\% | 5.0\% | 1.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Wester H Highway | 1.6\% | 53.3\% | 10.9\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 12.7\% | 4.5\% | 3.9\% | 7.6\% | 2.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 1.5\% | 50.5\% | 10.4\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 13.6\% | 4.9\% | 4.2\% | 8.2\% | 2.1\% | 0.0\% | 0.0\% | 1.3\% | 100.0\% |
| 17 | Road D5 | 1.6\% | 55.0\% | 11.3\% | 1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 11.2\% | 4.0\% | 3.4\% | 6.7\% | 1.8\% | 0.0\% | 0.0\% | 1.2\% | 100.0\% |
| 18 | Road D5 | 1.5\% | 50.9\% | 10.4\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 13.4\% | 4.8\% | 4.1\% | 8.1\% | 2.1\% | 0.0\% | 0.0\% | 1.2\% | 100.0\% |
| 19 | Kong Sham Western Highway | 1.6\% | 55.2\% | 11.3\% | 1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 9.9\% | 3.6\% | 3.0\% | 6.0\% | 1.6\% | 0.1\% | 4.0\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 1.7\% | 58.2\% | 11.9\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 8.8\% | 3.2\% | 2.7\% | 5.3\% | 1.4\% | 0.1\% | 2.8\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 1.6\% | 55.3\% | 11.3\% | 1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 11.6\% | 4.2\% | 3.5\% | 6.9\% | 1.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 2.0\% | 68.0\% | 13.9\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 4.8\% | $1.7 \%$ | ${ }^{1.5 \%}$ | 2.9\% | 0.8 | 0.0\% | 0.0\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\begin{array}{\|c\|} \hline 16- \\ \text { Motorcyc } \\ \text { les (MC) } \end{array}$ | $\left.\begin{gathered} \text { 01- } \\ \text { Private } \\ \text { Cars (PC) } \end{gathered} \right\rvert\,$ | 02 - Taxi |  | $12-$ Non- franchise d Bus 6.4 d Bus 6. $15 t$ | $\begin{gathered} \text { 13 - Non- } \\ \text { franchise } \\ \text { d Bus } 15 t-1 \\ 24 t \end{gathered}$ |  | $\left\|\begin{array}{c} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 \mathrm{t} \end{array}\right\|$ | $\begin{gathered} \left.\begin{array}{c} 10 \\ \text { Private } \\ \text { Pight } \\ \hline 3.54 \end{array} \right\rvert\, \end{gathered}$ | $\left\lvert\, \begin{gathered} 03-\text { Light } \\ \text { Gooods } \\ \text { Vehicles } \\ =2.5 t \end{gathered}\right.$ | $\left\{\begin{array}{c} 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Vohices } \\ 2.5-3.55 \end{array}\right.$ | $\|$$05-$ Light <br> Goods <br> Vehicles> <br> $3.5 t$ |  | $\qquad$ |  | $\begin{array}{\|l\|} \hline 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | $15-$ <br> Franchis <br> ed Bus <br> (DD) | $\left\lvert\, \begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}\right.$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | $2100-2200$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{1}{2}$ | Road P1 | 2.2\% | ${ }^{53.2 \%}$ | 13.2\% | 0.7\% | 0.5\% | ${ }^{1.1 \%}$ | 0.0\% | 0.0\% | ${ }^{0.1 \%}$ | ${ }^{0.1 \%}$ | 9.0\% | ${ }^{3.2 \%}$ | 3.2\% | ${ }^{6.2 \%}$ | 1.6\% | ${ }^{0.0 \%}$ | ${ }^{\text {0.0\% }}$ | 5.6\% | $\frac{100.0 \%}{100.0 \%}$ |
| 3 | Kong Sham Western Highway | ${ }^{2.2 \%}$ | 54.7\% | 13.6\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 7.7\% | 2.8\% | ${ }^{\text {2.7\% }}$ | ${ }^{\text {5.3\% }}$ | 1.4\% | 0.2\% | ${ }^{\text {6.8\% }}$ | 0.0\% | 100.0\% |
| 4 | Road P1 | 2.0\% | 48.4\% | 12.0\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 10.9\% | 3.9\% | 3.9\% | 7.6\% | 2.0\% | 0.0\% | 0.0\% | 7.0\% | 100.0\% |
| 5 | Road P1 | 2.3\% | 55.7\% | 13.9\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 9.5\% | 3.4\% | 3.3\% | 6.6\% | 1.7\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |
| 11 | Road P1 | 2.2\% | 53.2\% | 13.2\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 10.6\% | 3.8\% | 3.7\% | 7.3\% | 1.9\% | 0.0\% | 0.0\% | 1.5\% | 100.0\% |
| 12 | Kong Sham Western Highway | 2.4\% | 59.7\% | 14.8\% | 0.8\% | 0.6\% | 1.2\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 7.8\% | 2.8\% | 2.7\% | 5.4\% | 1.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Wester H Highway | 2.1\% | 51.8\% | 12.9\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 11.9\% | 4.3\% | 4.2\% | 8.2\% | 2.2\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 2.0\% | 49.0\% | 12.2\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 12.8\% | 4.6\% | 4.5\% | 8.8\% | 2.3\% | 0.0\% | 0.0\% | 1.5\% | 100.0\% |
| 17 | Road D5 | 2.2\% | 53.3\% | 13.3\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 10.5\% | 3.8\% | 3.7\% | 7.3\% | 1.9\% | 0.0\% | 0.0\% | 1.4\% | 100.0\% |
| 18 | Road D5 | 2.0\% | 49,3\% | 12.3\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 12.6\% | 4.5\% | 4.4\% | 8.7\% | 2.3\% | 0.0\% | 0.0\% | 1.4\% | 100.0\% |
| 19 | Kong Sham Western Highway | 2.2\% | 53.6\% | 13.3\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 9.3\% | 3.4\% | 3.3\% | 6.5\% | 1.7\% | 0.1\% | 4.1\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 2.3\% | 56.5\% | 14.0\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 8.3\% | 3.0\% | 2.9\% | 5.7\% | 1.5\% | 0.1\% | 2.9\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 2.2\% | 53.7\% | 13.4\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 10.9\% | 3.9\% | 3.8\% | 7.5\% | 2.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 2.7\% | 66.1\% | 16.4\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.0\% | 0.1\% | 0.0\% | 4.5\% | 1.6\% | 1.6\% | 3.1\% | 0.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\begin{array}{\|c\|} \hline 16- \\ \text { Motorcyc } \\ \text { les (MC) } \end{array}$ | $\left.\begin{gathered} \text { 01- } \\ \text { Private } \\ \text { Cars (PC) } \end{gathered} \right\rvert\,$ | 02 - Taxi |  | $12-$ Non- franchise d Bus 6.4 d Bus 6. $15 t$ | $\begin{gathered} \text { 13 - Non- } \\ \text { franchise } \\ \text { d Bus } 15 t-1 \\ 24 t \end{gathered}$ |  | $\left\|\begin{array}{c} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 \mathrm{t} \end{array}\right\|$ | $\begin{gathered} \left.\begin{array}{c} 10 \\ \text { Private } \\ \text { Pight } \\ \hline 3.54 \end{array} \right\rvert\, \end{gathered}$ | $\begin{gathered} \left.\begin{array}{c} 03-\text { Light } \\ \text { Goods } \\ \text { Veniclese } \\ =2.5 t \end{array} \right\rvert\, \end{gathered}$ | $\left\{\begin{array}{c} 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Vohices } \\ 2.5-3.55 \end{array}\right.$ | $\|$$05-$ Light <br> Goods <br> Vehicles> <br> $3.5 t$ |  | $\qquad$ |  | $\begin{array}{\|l\|} \hline 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | $15-$ <br> Franchis <br> ed Bus <br> (DD) | $\left\lvert\, \begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}\right.$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | $2200-2300$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{1}{2}$ | Road P1 | 2.1\% | ${ }^{56.7 \%}$ | 14.7\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | ${ }^{0.1 \%}$ | ${ }^{0.1 \%}$ | ${ }^{8.2 \%}$ | ${ }^{2.9 \%}$ | ${ }^{2.6 \%}$ | 5.1\% | 1.3\% | ${ }^{0.0 \%}$ | ${ }^{\text {0.0\% }}$ | 4.5\% | $\frac{100.0 \%}{100.0 \%}$ |
| 3 | Kong Sham Western Highway | ${ }^{2.1 \%}$ | 57.0\% | 14.8\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 6.9\% | 2.5\% | ${ }^{2.2 \%}$ | 4.2\% | ${ }^{\text {1.1\% }}$ | 0.2\% | 7.2\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 1.9\% | 52.2\% | 13.6\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 10.1\% | 3.6\% | ${ }^{3.2 \%}$ | 6.3\% | 1.6\% | 0.0\% | 0.0\% | 5.7\% | 100.0\% |
| 5 | Road P1 | 2.1\% | 58.8\% | 15.3\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 8.6\% | 3.1\% | 2.7\% | 5.3\% | 1.4\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 11 | Road P1 | 2.0\% | 56.5\% | 14.7\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 9.7\% | 3.5\% | 3.0\% | 6.0\% | 1.6\% | 0.0\% | 0.0\% | 1.2\% | 100.0\% |
| 12 | Kong Sham Western Highway | 2.3\% | 62.4\% | 16.2\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 7.0\% | 2.5\% | 2.2\% | 4.3\% | 1.1\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Wester H Highway | 2.0\% | 55.1\% | 14.3\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 10.9\% | 3.9\% | 3.4\% | 6.7\% | 1.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 1.9\% | 52.6\% | 13.7\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 11.8\% | 4.2\% | 3.7\% | 7.3\% | 1.9\% | 0.0\% | 0.0\% | 1.2\% | 100.0\% |
| 17 | Road D5 | 2.1\% | 56.7\% | 14.7\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 9.6\% | 3.5\% | 3.0\% | 5.9\% | 1.6\% | 0.0\% | 0.0\% | 1.1\% | 100.0\% |
| 18 | Road D5 | 1.9\% | 52.9\% | 13.7\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 11.6\% | 4.2\% | 3.6\% | 7.2\% | 1.9\% | 0.0\% | 0.0\% | 1.1\% | 100.0\% |
| 19 | Kong Sham Western Highway | 2.0\% | 56.3\% | 14.6\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 8.4\% | 3.0\% | 2.6\% | 5.2\% | 1.4\% | 0.1\% | 4.4\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 2.1\% | 59.1\% | 15.3\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 7.5\% | 2.7\% | 2.3\% | 4.6\% | 1.2\% | 0.1\% | 3.1\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 2.1\% | 57.0\% | 14.8\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 9.9\% | 3.6\% | 3.1\% | 6.1\% | 1.6\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 2.5\% | 68.0\% | 17.6 | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.1\% | 0.0\% | 4.0\% | 1.4\% | 1.3\% | 2.5\% | 0.6\% | $0.0 \%$ | 0.0\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\begin{array}{\|c\|} \hline 16- \\ \text { Motorcyc } \\ \text { les (MC) } \end{array}$ | $\left.\begin{gathered} \text { 01- } \\ \text { Private } \\ \text { Cars (PC) } \end{gathered} \right\rvert\,$ | 02 - Taxi |  | $12-$ Non- franchise d Bus 6.4 d Bus 6. $15 t$ | $\begin{gathered} \text { 13 - Non- } \\ \text { franchise } \\ \text { d Bus } 15 t-1 \\ 24 t \end{gathered}$ |  | $\left\|\begin{array}{c} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 \mathrm{t} \end{array}\right\|$ | $\begin{gathered} \left.\begin{array}{c} 10 \\ \text { Private } \\ \text { Pight } \\ \hline 3.54 \end{array} \right\rvert\, \end{gathered}$ | $\begin{gathered} \left.\begin{array}{c} 03-\text { Light } \\ \text { Goods } \\ \text { Veniclese } \\ =2.5 t \end{array} \right\rvert\, \end{gathered}$ | $\left\{\begin{array}{c} 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Vohices } \\ 2.5-3.55 \end{array}\right.$ | $\|$$05-$ Light <br> Goods <br> Vehicles> <br> $3.5 t$ |  | $\qquad$ |  | $\begin{array}{\|l\|} \hline 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | $15-$ <br> Franchis <br> ed Bus <br> (DD) | $\left\lvert\, \begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}\right.$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | $2300-2400$ _ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{1}{2}$ | Road P1 | $\frac{2.1 \%}{2.1 \%}$ | 54.5\% | 14.0\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.2\% | ${ }^{0.1 \%}$ | ${ }^{\text {9.1\% }}$ | 3.3\% | 2.9\% | ${ }^{5.8 \%}$ | 1.5\% | ${ }^{0.0 \%}$ | $\stackrel{\text { 0.0\% }}{5}$ | 4.6\% | $\frac{100.0 \%}{100.0 \%}$ |
| 3 | Kong Sham Western Highway | ${ }^{2.1 \%}$ | 55.2\% | 14.1\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | ${ }^{\text {7.7\% }}$ | 2.8\% | 2.5\% | 4.9\% | 1.3\% | 0.2\% | 7.0\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 1.9\% | 49.8\% | 12.8\% | 0.6\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 11.2\% | 4.0\% | 3.6\% | 7.1\% | 1.8\% | 0.0\% | 0.0\% | 5.7\% | 100.0\% |
| 5 | Road P1 | 2.2\% | 56.6\% | 14.5\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 9.6\% | 3.4\% | 3.1\% | 6.1\% | 1.6\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 11 | Road P1 | 2.1\% | 54.1\% | 13.9\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 10.7\% | 3.8\% | 3.4\% | 6.8\% | 1.8\% | 0.0\% | 0.0\% | 1.2\% | 100.0\% |
| 12 | Kong Sham Western Highway | 2.3\% | 60.4\% | 15.5\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 7.8\% | 2.8\% | 2.5\% | 4.9\% | 1.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Wester H Highway | 2.0\% | 52.6\% | 13.5\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 12.0\% | 4.3\% | 3.9\% | 7.6\% | 2.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 1.9\% | 49.9\% | 12.8\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 13.0\% | 4.7\% | 4.2\% | 8.2\% | 2.1\% | 0.0\% | 0.0\% | 1.2\% | 100.0\% |
| 17 | Road D5 | 2.1\% | 54.2\% | 13.9\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 10.7\% | 3.8\% | 3.4\% | 6.7\% | 1.8\% | 0.0\% | 0.0\% | 1.1\% | 100.0\% |
| 18 | Road D5 | 1.9\% | 50.3\% | 12.9\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 12.8\% | 4.6\% | 4.1\% | 8.1\% | 2.1\% | 0.0\% | 0.0\% | 1.1\% | 100.0\% |
| 19 | Kong Sham Western Highway | 2.1\% | 54.2\% | 13.9\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 9.4\% | 3.4\% | 3.0\% | 5.9\% | 1.5\% | 0.1\% | 4.3\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 2.2\% | 57.1\% | 14.6\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 8.4\% | 3.0\% | 2.7\% | 5.3\% | 1.4\% | 0.1\% | 3.0\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 2.1\% | 54.5\% | 14.0\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 11.0\% | 3.9\% | 3.5\% | 6.9\% | 1.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 2.5\% | 66.5\% | 17.1\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.2\% | 0.0\% | 4.5\% | 1.6\% | ${ }^{1.5 \%}$ | ${ }^{2.9 \%}$ | 0.7 | 0.0\% | 0.0\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Speed
Note: Trafic Speed for $H G 6$ V, PV5, NFB, FB are capped a to 7 Kkph, TTaficic Speed for PLB is capped at 80 Okph

| Link No. | Road Name | Road Type | $\begin{aligned} & \begin{array}{l} \text { Speed } \\ \text { Spint } \\ \hline \text { Limit } \end{array} \end{aligned}$ | $\begin{aligned} & \begin{array}{l} \text { Speed } \\ \text { (kph) } \end{array} \\ & \hline \text { (kph) } \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & \text { (kph) } \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & \text { (kph) } \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & \text { (kph) } \\ & \hline \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & \text { (kph) } \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & \text { (kph) } \end{aligned}$ | $\begin{aligned} & \begin{array}{l} \text { Speed } \\ \text { (kph) } \end{array} \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & \text { (kph) } \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & (\mathrm{kph}) \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & \text { (kph) } \\ & \hline \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & \text { Sph) } \\ & \hline(\mathrm{kph}) \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & \text { sph) } \\ & \hline(\mathrm{kph}) \end{aligned}$ | $\begin{aligned} & \text { speed } \\ & \text { (kph) } \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & (\mathrm{kph}) \end{aligned}$ | $\begin{array}{\|l\|l} \hline \text { Speed } \\ \text { (kph) } \\ \hline \end{array}$ | $\begin{array}{\|l\|l} \hline \text { Speed } \\ \text { (kph) } \end{array}$ | $\begin{aligned} & \text { Speed } \\ & \text { (kph) } \\ & \hline \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & \text { (kph) } \\ & \hline \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & \text { (kph) } \\ & \hline \text { (kp) } \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & \text { (kph) } \\ & \hline \end{aligned}$ | $\begin{aligned} & \begin{array}{l} \text { peed } \\ \text { (kph) } \end{array} \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & \text { (kph) } \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & \text { (kph) } \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & \text { (kph) } \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | km/hr | 0000-0100 | 0100-2200 | 0200.0300 | 0300.0400 | 00400.0500 | 0500.0600 | 0600.0700 | 0700.0800 | 08800.090 | 0900-1000 | 1000-1100 | ${ }^{1100-1200}$ | ${ }^{1200-1300}$ | ${ }^{1300-1400}$ | ${ }^{1000-1500}$ | 1500.1600 | 1600-1700 | ${ }^{1700-1800}$ | 1800-1900 | 1900-2000 | $2000-2100$ | $2100 \cdot 2200$ | ${ }^{2200-2300}$ |  |
| 1 | Road P1 | District Distributor | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 49 | 49 | 49 | 49 | 49 | 49 | 49 | 49 | 49 | 49 | 49 | 49 | 49 | 49 | 49 | 49 | 50 |
| 2 | Kong Sham Western Highway | Expressway | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 |  |
| 3 | Kong Sham Western Highway | Expressway | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 |
| 4 | Road P1 | District Distributor | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 49 | 49 | 48 | 48 | 48 | 48 | 49 | 49 | 49 | 49 | 49 | 49 | 49 | 49 | 49 | 49 | 49 |  |
| 5 | Road P1 | District Distributor | 50 | 48 | 49 | 49 | 49 | 49 | 49 | 47 | 43 | 42 | 42 | 42 | 43 | 42 | 42 | 41 | 41 | 41 | 40 | 42 | 44 | 45 | 46 | 46 | 47 |
| 11 | Road P1 | District Distributor | 50 | 49 | 50 | 50 | 50 | 50 | 50 | 49 | 47 | 47 | 47 | 47 | 47 | 45 | 45 | 44 | ${ }^{44}$ | ${ }^{44}$ | 44 | 45 | 46 | 47 | 47 | 48 | 48 |
| 12 | Kong Sham Western Highway | Expressway | 50 | 48 | 49 | 49 | 49 | 49 | 49 | 47 | 42 | 41 | 40 | 40 | 40 | 39 | 39 | 38 | 38 | 38 | 38 | 38 | 40 | 43 | 43 | 44 | 45 |
| 13 | Kong Sham Western Highway | Expressway | 50 | 47 | 48 | 49 | 49 | 49 | 48 | 45 | 39 | 39 | 39 | 39 | 39 | 40 | 40 | 40 | 40 | 40 | 40 | 41 | 44 | 45 | 46 | 46 |  |
| 14 | Road P1 | District Distributor | 50 | 49 | 49 | 50 | 50 | 50 | 49 | 48 | 46 | 45 | 45 | 45 | 46 | 44 | 44 | 43 | 43 | 43 | 43 | 45 | 46 | 47 | 47 | 48 |  |
| 17 | Road D5 | District Distributor | 50 | 37 | 38 | 39 | 39 | 39 | 38 | 34 | 30 | 29 | 29 | 29 | 29 | 29 | 29 | 28 | 28 | 28 | 28 | 29 | 29 | 30 | 30 | 30 | 32 |
| 18 | Road D5 | District Distributor | 50 | 36 | 37 | 38 | 38 | 38 | 37 | 32 | 29 | 29 | 29 | 29 | 29 | 28 | 28 | 28 | 28 | 28 | 28 | 29 | 29 | 30 | 30 | 30 |  |
| 19 | Kong Sham Western Highway | Expressway | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 |  |
| 20 | Kong Sham W estern Highway | Expressway | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 |
| 23 | Road D1 | District Distributor | 50 | 34 | 36 | 37 | 38 | 38 | 37 | 31 | 29 | 29 | 29 | 29 | 29 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 33 | 33 | 34 | 35 |
| 24 | Road D1 | District Distributor | 50 | 37 | 38 | 38 | 39 | 39 | 38 | 34 | 30 | 30 | 30 | 30 | 30 | 30 | 29 | 29 | 29 | 29 | 29 | 29 | 30 | 30 | 30 | 30 | 32 |

## Appendix 3.4 Traffic Data

## Year 2030

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes

| LinkNo. | Road Name | sad Type | $\underbrace{\text { und }}_{\substack{\text { Speed } \\ \text { Limit }}}$ | $\begin{gathered} \text { Totalal } \\ \text { vehict } \end{gathered}$ | ( $\begin{gathered}\text { Total } \\ \text { venice }\end{gathered}$ | $\begin{gathered} \text { Total } \\ \text { Vehicle } \end{gathered}$ | $\begin{gathered} \text { Total } \\ \text { Vehicle } \end{gathered}$ | $\begin{gathered} \text { Total } \\ \text { venicle } \end{gathered}$ | $\begin{gathered} \text { Teatal } \\ \text { vehicice } \end{gathered}$ | $\begin{aligned} & \text { Teatal } \\ & \text { vehicice } \end{aligned}$ | $\begin{gathered} \text { Totalal } \\ \text { vehice } \end{gathered}$ | $\begin{gathered} \text { Total } \\ \text { Vehicle } \end{gathered}$ | $\begin{gathered} \text { Total } \\ \text { Vehicle } \end{gathered}$ | $\begin{gathered} \text { Total } \\ \text { Vehicle } \end{gathered}$ | $\begin{gathered} \text { Teatal } \\ \text { vehice } \end{gathered}$ | $\begin{gathered} \text { Totalal } \\ \text { vehicte } \end{gathered}$ | Total Vehicle | $\begin{gathered} \text { Total } \\ \text { venice } \end{gathered}$ | $\begin{gathered} \text { Total } \\ \text { vehiche } \end{gathered}$ | Total <br> venicle | Total <br> venicle | $\begin{gathered} \text { Total } \\ \text { Vehicle } \end{gathered}$ | $\begin{gathered} \text { Tenal } \\ \text { venicle } \end{gathered}$ | Total Vehicle | $\begin{gathered} \text { Totalal } \\ \text { vehice } \end{gathered}$ | Total | ( Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | km/It | 2000 | 0100.9 | ${ }^{02000300}$ | O300000 | 0000.55 | 050060 | S00 | O20080en | 0000000 | 0000.100 | 12001110 | 110 | 1200:300 | 130-40 | $1200 \cdot 150$ | 50,40 | 1200.17 | 1700.10 | 1200.19 | 1002020 | 2002200 | 2100 | ${ }^{2002308}$ |  |
|  | Road Pl | District Distrsibut |  | ${ }^{13}$ | 9 | ${ }^{6}$ | - 5 | ${ }_{5}^{5}$ | 8 | $\frac{20}{132}$ | ${ }^{48}$ |  | ${ }^{46}$ | ${ }_{42}^{42}$ | 25 | ${ }^{86}$ | $\frac{89}{54}$ | 95 | -97 |  |  |  |  |  |  | ${ }_{\substack{55 \\ \hline 35 \\ \hline 15}}$ | ${ }^{42}$ |
|  | ${ }_{\text {Kong Sham Wester Highway }}^{\text {Kong Sham Western ligway }}$ | ${ }_{\text {Expresway }}^{\text {Exesesmay }}$ | 80 <br> 80 <br> 8 | ${ }^{129}$ | ${ }^{89}$ |  |  | 54 | ${ }^{81}$ | ${ }_{2}^{124}$ | ${ }^{\frac{312}{517}}$ | ¢ ${ }_{\text {che }}$ |  |  | ${ }_{4}^{238}$ |  |  |  |  | ${ }^{6194}$ | ${ }_{540}^{540}$ |  |  |  |  |  |  |
| 4 |  | Dispritesistifitutu |  |  |  | ${ }^{65}$ | - 12 |  | ${ }^{15}$ | ${ }^{41}$ |  |  | ${ }_{\text {¢10 }}^{110}$ | ${ }^{108}$ |  | ${ }^{76}$ | ${ }^{79}$ | ${ }^{84}$ |  |  |  | ${ }_{86}$ |  |  | ${ }^{47}$ | ${ }_{44}^{44}$ |  |
| 5 | Road $\mathrm{P}_{1}$ | iistrit Distribibuor | ${ }^{50}$ | ${ }^{128}$ | 89 | ${ }^{64}$ | 52 | ${ }_{5} 5$ | ${ }^{80}$ | ${ }^{211}$ | 509 | ${ }_{581}$ | ${ }_{552}$ | ${ }_{5} 56$ | ${ }^{498}$ | ${ }_{564}$ | 584 | ${ }^{625}$ | ${ }_{6}^{638}$ | ${ }_{658}^{688}$ | ${ }^{707}$ | ${ }^{662}$ | ${ }_{513}$ | ${ }^{393}$ | ${ }^{359}$ | ${ }^{342}$ |  |
| $\frac{11}{12}$ | Roapl | District Distributo | ${ }^{50}$ | ${ }^{43}$ | ${ }^{30}$ | ${ }^{22}$ | - ${ }^{18}$ | 19 | ${ }^{29}$ | ${ }_{77}^{719}$ | ${ }^{187}$ | ${ }^{213}$ | ${ }^{213}$ | ${ }^{208}$ | ${ }^{195}$ | ${ }^{338}$ | ${ }^{371}$ | ${ }^{399}$ | ${ }^{405}$ | ${ }^{416}$ | ${ }^{443}$ | ${ }_{408}^{408}$ | ${ }^{\frac{313}{134}}$ | ${ }^{239}$ | ${ }^{218}$ | ${ }^{\text {207 }}$ |  |
|  | $\frac{\text { Kong Sham Western Higiway }}{\text { Kongham Westen Howwa }}$ | $\xrightarrow{\text { Expressuay }}$ Expessway | 500 | 66 <br> 13 <br> 13 |  |  |  |  |  | ${ }^{-19}$ |  |  |  |  |  |  |  |  |  |  |  | ${ }^{350}$ |  |  | ${ }^{304} 184$ | ${ }_{-24}$ |  |
| ${ }_{14}^{14}$ | ${ }_{\text {Road } 15}$ | Districto Distiribut | 50 | ${ }^{70}$ | 49 | ${ }^{35}$ | ${ }^{29}$ | 30 | ${ }^{45}$ | ${ }^{120}$ | ${ }^{292}$ | ${ }^{39}$ | ${ }^{34}$ | ${ }_{314}^{36}$ | ${ }^{205}$ | ${ }^{395}$ | 410 | ${ }^{494}$ | ${ }^{\text {447 }}$ | 456 | 478 | ${ }^{422}$ | ${ }^{319}$ | ${ }_{242}^{242}$ | 22 | ${ }^{207}$ | ${ }_{161}{ }^{161}$ |
|  | ${ }_{\text {R }}^{\text {Road }}$ D 5 | District isfributor |  |  |  | - |  |  |  |  |  |  |  |  | ${ }^{237}$ |  |  |  |  |  |  |  |  |  |  |  |  |
| 19 | Kong Sham Western Higway | Expressway | 80 | ${ }^{242}$ | ${ }^{167}$ | ${ }^{121}$ | ${ }_{97}^{97}$ | ${ }^{100}$ | ${ }^{199}$ | ${ }^{395}$ | ${ }^{949}$ | ${ }^{1055}$ | ${ }_{\text {998 }}$ | ${ }^{948}$ | ${ }^{895}$ | ${ }^{\text {¢ }}$ | ${ }^{763}$ | ${ }^{\text {¢068 }}$ | ${ }^{\text {8094 }}$ | ${ }_{86} 8$ | ${ }^{9} 93$ | ${ }_{887}^{887}$ | ${ }_{689}$ | ${ }^{535}$ | ${ }_{484}^{483}$ | ${ }_{464}$ |  |
|  | Kong Sham Western Higway | Expressway | ${ }^{80}$ | ${ }^{156}$ | ${ }^{10}$ | ${ }^{78}$ | 62 | 64 |  | ${ }^{251}$ | 603 | ${ }^{674}$ |  |  |  | ${ }_{962}$ | 994 | ${ }^{1062}$ | 1090 | ${ }^{1133}$ | ${ }^{1232}$ | ${ }^{1204}$ | ${ }^{943}$ |  | 663 |  |  |
| ${ }^{23}$ |  | Distric Disfrutur | 50 |  | ${ }^{82}$ | ${ }^{5}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | noad Name | $\left\|\begin{array}{c} 16 . \\ \text { motryc } \\ \text { eos (MC) } \end{array}\right\|$ | $\begin{array}{\|c} \left.\begin{array}{c} 01- \\ \text { Private } \\ \text { Cars (PC) } \end{array}\right) \end{array}$ | 02 - Taxi |  |  |  |  | $\begin{gathered} \text { Pive } \\ \text { Lighe } \\ \text { Ligit us } \\ ==.55 \end{gathered}$ |  |  |  |  |  |  | $\underset{\substack{\text { Heary } \\ \text { Heoris } \\ \text { venices } \\ \text { c24t }}}{ }$ | $\begin{array}{\|c\|c\|} \hline \text { Franchis } \\ \text { end } \\ \text { ens } \\ \text { (S0) } \end{array}$ |  | $\left\lvert\, \begin{aligned} & \text { 8-Public } \\ & \text { Lughe } \\ & \text { Luses } \end{aligned}\right.$ | Tota |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 0000-0100 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\stackrel{2}{\square}$ | Iam westert | ${ }_{2}^{2.46 \%}$ | 60.0\% |  | ${ }^{0.89 \%}$ | ${ }^{0.6 \%^{2}}$ | ${ }^{12,29}$ | ,0,0 | 0.0\% |  | ${ }_{0}^{0.1 \%^{\circ}}$ |  | ${ }_{\text {L }}^{1.89 \%}$ | ${ }^{1.6 \%}$ | ${ }^{3,2 \%}$ |  |  |  |  |  |
|  | S Sham Westeren Highway |  | ${ }^{47740^{2}}$ | ${ }_{12.0 \%}^{12.0 \%}$ | 0.6\% | ${ }_{0}^{0.446}$ | ${ }^{1.00 \%}$ | 0.0\%\% |  |  | ${ }^{0.10^{\circ} \%}$ |  | ${ }_{\text {4, }}^{4.2 \% \%}$ | ${ }_{\substack{3.8 \% \\ \text { 3, }}}$ | ${ }^{7.66^{\prime}}$ |  | ${ }^{0.22^{2} \%}$ | 670 |  |  |
| $\frac{4}{5}$ |  | $\frac{1.6 \%}{2,106}$ | ${ }_{\text {Len }}^{40.8 \%}$ |  | ${ }_{\text {co. }}^{0.50 \%}$ | , 0.4 .46 | ${ }^{1.198}$ | ${ }^{0.00 \%}$ | ${ }^{0.00 \%}$ | ${ }^{0.2086}$ | - ${ }_{0}^{0.28 \%}$ |  |  | ${ }^{5} 5$ | ${ }^{10.20}$ |  | ${ }_{\text {coiol }}^{0.00 \%}$ | ${ }^{0.089}$ |  |  |
|  | ${ }_{\text {Road P1 }}$ | ${ }^{1.88}$ | ${ }_{4}^{4.5}$ | ${ }^{11.36}$ | ${ }^{0.6 \%}$ | ${ }_{0}^{0.468}$ |  | ${ }^{0.0 \%}$ |  |  | ${ }^{022}$ | ${ }^{1499}$ | ${ }_{5}^{504}$ | ${ }^{4909}$ |  |  |  |  |  |  |
|  | am Western | ${ }^{1.77 \%}$ | ${ }^{4288 \%}$ | ${ }^{10.8 \%}$ |  |  | ${ }_{0}^{0.99 \%}$ | 0.0\% |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Sham Westerm Hig |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{14}{17}$ | ${ }_{\text {Road } 1{ }^{\text {Rea }} \text { ( }}$ | - 1.9 .96 | ${ }_{4}^{40.58 \%}$ | ${ }_{\text {L2, }}^{10.09}$ | ${ }^{0.60 \%}$ | - | ${ }^{\frac{1}{0} 0.086}$ | -0.0\% | $\frac{0.0 \%}{0.0 \%}$ |  | ${ }^{0.120}$ | He, $13.8 \%$ | ${ }^{4.91}$ | ${ }_{5}^{\text {¢ } 5.56 \%}$ |  |  | O.0.0\% |  |  | 0 |
|  | ${ }_{\text {Road } 05}$ | ${ }^{1.8 \%}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | em Western |  | ${ }^{517}$ |  |  |  |  | 0.0\% |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Kong Sham Western Higiway | ${ }^{2.11^{\circ}}$ | ${ }_{5288 \%}$ | ${ }^{13,44^{\circ}}$ | ${ }^{0.7 \%}$ | ${ }_{0}^{0.5 \%}$ | ${ }^{1.11^{\circ} 9}$ | ${ }^{0.00 \%}$ | 0.0\% |  |  | ${ }^{10.1 \%^{\prime}}$ |  | ${ }^{3,3 \% \%}$ |  | ${ }^{1.7,9 \%}$ | ${ }^{0.10^{\circ} \mathrm{c}}$ |  |  |  |
| ${ }_{2} 2$ | $\xrightarrow[\substack{\text { Road } 01 \\ \text { Road } 1}]{\text { den }}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| No. | noad Name | $\left\|\begin{array}{c} 16 . \\ \left.\begin{array}{c} \text { Motorece } \\ \text { les (MC) } \end{array} \right\rvert\, \end{array}\right\|$ | $\begin{array}{\|c\|c\|} \substack{\text { Pivivate } \\ \text { Cirs } \\ \text { CaC) }} \end{array}$ | 02 - Taxi |  |  |  |  | $\begin{gathered} \text { Pive } \\ \text { Lighe } \\ \text { Ligit us } \\ ==.55 \end{gathered}$ |  |  |  | $05-$ Light <br> Goids <br> venicsest <br> i.5t |  |  | $\underset{\substack{\text { Heary } \\ \text { Heoris } \\ \text { venices } \\ \text { c24t }}}{ }$ | $\begin{array}{\|c\|c\|} \hline \text { Franchis } \\ \text { end } \\ \text { ens } \\ \text { (S0) } \end{array}$ |  | $\left\lvert\, \begin{aligned} & \text { 8-Public } \\ & \text { Lughe } \\ & \text { Luses } \end{aligned}\right.$ | Tota |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 0100 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\stackrel{1}{2}$ | Rood P | ${ }_{2,5 \%}^{2.58}$ | ${ }_{58,6 \%}$ | ${ }_{\text {chen }}^{14.46 \%}$ | 0.99 | ${ }_{\substack{0.6 \% \\ 0.06}}$ | ${ }^{1.49 \%}$ | ${ }_{0}^{0.00 \%}$ | 0.0\% | ${ }^{0.38^{2}}$ | ${ }_{0}^{0.19 \%}$ |  | ${ }^{20 \%}$ | ${ }^{1.9 \%}$ | ${ }^{3.6 \%}$ |  |  | ${ }^{6.79}$ | \% 0 |  |
| 3 <br>  <br> 4 | asham Westem Highway |  |  | ${ }_{\text {l }}^{11.33^{\circ}}$ |  |  |  | 年0.0\% | -0.0\% |  | ${ }^{028}$ | ${ }^{121700^{\circ}}$ | ${ }_{6}^{610}$ |  |  | $2{ }^{290}$ |  | 0.008 |  |  |
|  | ${ }_{\text {Road } 1}$ |  |  | ${ }_{12,66^{2}}$ | 0.8 | ${ }_{0}^{0.55^{\circ}}$ | ${ }_{\text {12, } 27}$ | 0.0\% | $\bigcirc$ |  | ${ }_{0}^{0.17 \%}$ |  | ${ }_{4}^{4.46}$ | ${ }^{4.11_{6}}$ | ${ }_{8.0 \%}$ |  | -0.0\% | ${ }_{0}^{0.0 \%}$ |  |  |
|  | Road P1 | ${ }^{1.88 \%}$ | ${ }_{4}^{420,0 \%}$ | ${ }^{10.5 \%}$ | ${ }^{0,0} 9$ | ${ }^{0.509}$ | ${ }^{120}$ | ${ }^{0.00 \%}$ |  |  | ${ }^{0.22^{20}}$ |  |  |  |  | ${ }_{\text {2,70\% }}$ | ${ }_{0}^{0.00 \%}$ | 0.0\% |  |  |
|  |  | ${ }^{1.70_{0}}$ |  | ${ }_{\text {li. }}^{10.0 \%}$ | ${ }^{0.06 \%} 0.80$ | 0.49 0.6 0.6 | ci.1.0\% | 0.0\%\% | ${ }^{0.00 \%}$ |  | - ${ }_{0}^{0.2 \%}$ | ${ }_{\text {lig }}^{10.196}$ | ${ }_{\text {cher }}^{\substack{\text { 6.5\% } \\ 3.8 \%}}$ |  | ${ }^{11.89 \%}$ | cint | 0.0\% | 0.0\% | O. |  |
| $\frac{14}{17}$ | ${ }_{\text {Road } 1 \text { P }}^{\text {Road } 05}$ | ${ }^{\frac{1}{1.90 \%}} 1.6$ |  | ${ }_{\text {a }}^{11.296}$ | ${ }^{0.70^{\circ} 9}$ | -0.5\% | ${ }^{1.1096}$ | O.0.0\% | ${ }^{0.00 \%}$ | ${ }_{\text {co. }}^{0.36}$ |  |  |  |  |  |  | ${ }^{0.00 \%}$ | -0.0\% ${ }_{0}^{0.00 \%}$ |  |  |
|  | Road 05 | ${ }^{188}$ | ${ }_{4}^{423 \%}$ |  |  |  | ${ }^{1.0 \%}$ | 0.0\% |  |  |  |  |  |  |  |  | 0.0\% |  |  |  |
| $\frac{19}{20}$ | Kongsham Western Hiphay | ${ }^{2.10^{2} 6}$ |  | ${ }^{12.46}$ | ${ }^{0.88}$ | ${ }^{0.5}$ | ${ }_{\text {1.2\% }}^{122^{2}}$ | 0.0\% |  |  | ${ }^{0.126}$ | , | ${ }^{4.2 \%}$ | ${ }^{3}$ |  | ${ }^{2.0 \%}$ | ${ }_{\text {coin }}^{0.19}$ | ${ }^{3.55 \%}$ | ${ }^{0.00 \%}$ | ${ }^{100.09}$ |
|  | ${ }^{\text {Roa }}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{23}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\left\lvert\, \begin{gathered} 16- \\ \text { Motoryc } \\ \text { Mes (MC) } \end{gathered}\right.$ | $\left(\left.\begin{array}{c} \text { O1- } \\ \text { Private } \\ \text { cars (PC) } \end{array} \right\rvert\,\right.$ | 02 - Taxi |  | $\begin{array}{\|c\|} \hline \text { 12 - Non- } \\ \text { franchise } \\ \text { d Bus } 6.4 \\ 15 t \end{array}$ | $\begin{gathered} \text { 13- Non- } \\ \text { franchise } \\ \text { di Bus } 15 t- \\ 24 \mathrm{t} \end{gathered}$ | $\begin{gathered} \begin{array}{c} 18 \text { - Non- } \\ \text { tranchise } \\ \text { d Bus } \\ >24 t \end{array} \\ \hline \end{gathered}$ | $\left\lvert\, \begin{gathered} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 \mathrm{t} \end{gathered}\right.$ |  | $03-$ Light <br> Goods <br> Vehicess <br> in <br> 2.5t | $\left.\begin{array}{\|c\|} \hline 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Gehicies } \\ 2.5-3.5 \mathrm{t} \end{array} \right\rvert\,$ | $\left.\begin{array}{\|c\|} \hline 05-\text { Light } \\ \text { Goods } \\ \text { Venicles> } \\ 3.5 t \end{array} \right\rvert\,,$ | $\begin{array}{\|c} \hline 06- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ =15 t \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline 07- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ 15 t-24 t \\ \hline \end{array}$ |  | $\begin{array}{\|c\|} \hline 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ |  | $\left\|\begin{array}{c} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{array}\right\|$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road P1 | 0200-0300 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2 | Kong Sham Western Highway | 2.5\% | 57.2\% | 14.0\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.4\% | 0.1\% | 6.2\% | 2.2\% | 2.1\% | 4.1\% | 1.1\% | 0.2\% | 6.6\% | 0.0\% | 100.0\% |
| 3 | Kong Sham Western Highway | 1.9\% | 43.2\% | 10.6\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.0\% | 0.3\% | 0.1\% | ${ }^{13.7 \%}$ | 4.9\% | 4.6\% | 9.1\% | 2.4\% | 0.2\% | 6.4\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 1.6\% | 36.1\% | 8.9\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 18.0\% | 6.5\% | 6.0\% | 11.9\% | 3.1\% | 0.0\% | 0.0\% | 5.3\% | 100.0\% |
| 5 | Road P1 | 2.1\% | 48.2\% | 11.8\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.0\% | 0.4\% | 0.1\% | 13.2\% | 4.8\% | 4.4\% | 8.7\% | 2.3\% | 0.0\% | 0.0\% | 1.0\% | 100.0\% |
| 11 | Road P1 | 1.8\% | 39.7\% | 9.7\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 17.1\% | 6.1\% | 5.7\% | 11.3\% | 2.9\% | 0.0\% | 0.0\% | 2.8\% | 100.0\% |
| 12 | Kong Sham Wester Highway | 1.7\% | 37.8\% | 9.3\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 19.2\% | 6.9\% | 6.4\% | 12.7\% | 3.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 2.3\% | 52.3\% | 12.8\% | 0.9\% | 0.7\% | 1.4\% | 0.0\% | 0.0\% | 0.4\% | 0.1\% | 11.5\% | 4.1\% | 3.8\% | 7.6\% | 2.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 1.9\% | 42.7\% | 10.5\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 15.9\% | 5.7\% | 5.3\% | 10.5\% | 2.7\% | 0.0\% | 0.0\% | 1.8\% | 100.0\% |
| 17 | Road D5 | 1.6\% | 35.9\% | 8.8\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 19.3\% | 6.9\% | 6.5\% | 12.7\% | 3.3\% | 0.0\% | 0.0\% | 2.4\% | 100.0\% |
| 18 | Road D5 | 1.8\% | 39.9\% | 9.8\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 17.4\% | 6.3\% | 5.9\% | 11.5\% | 3.0\% | 0.0\% | 0.0\% | 1.6\% | 100.0\% |
| 19 | Kong Sham Western Highway | 2.1\% | 47.4\% | 11.6\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.0\% | 0.4\% | 0.1\% | 12.7\% | 4.6\% | 4.3\% | 8.4\% | 2.2\% | 0.1\% | ${ }^{3.4 \%}$ | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 2.2\% | 48.7\% | 12.0\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.0\% | 0.4\% | 0.1\% | 11.9\% | 4.3\% | 4.0\% | 7.8\% | 2.0\% | 0.1\% | 3.7\% | 0.0\% | 100.0\% |
| ${ }^{23}$ | Road D1 | 2.7\% | 61.4\% | 15.1\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | ${ }^{0.1 \%}$ | 0.5\% | 0.1\% | 6.6\% | ${ }^{2.4 \%}$ | 2.2\% | 4.4\% | $\frac{1.1 \%}{2.1}$ | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 2.1\% | 47.3\% | 11.6\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.0\% | 0.4\% | 0.1\% | 14.1\% | 5.1\% | 4.7\% | 9.3\% | 2.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\left\lvert\, \begin{gathered} 16- \\ \text { Motoryc } \\ \text { Mes (MC) } \end{gathered}\right.$ | $\left(\left.\begin{array}{c} \text { O1- } \\ \text { Private } \\ \text { cars (PC) } \end{array} \right\rvert\,\right.$ | 02 - Taxi | $\left.\begin{array}{\|c\|} \hline 11-\text { Non- } \\ \text { franchise } \\ \text { d } \\ \text { Bus }<=6.4 \\ t \end{array} \right\rvert\,$ | $\begin{array}{\|c\|} \hline \text { 12 - Non- } \\ \text { franchise } \\ \text { d Bus } 6.4 \\ 15 t \end{array}$ | $\begin{gathered} \text { 13- Non- } \\ \text { franchise } \\ \text { di Bus } 15 t- \\ 24 \mathrm{t} \end{gathered}$ | $\begin{gathered} \begin{array}{c} 18 \text { - Non- } \\ \text { tranchise } \\ \text { d Bus } \\ >24 t \end{array} \\ \hline \end{gathered}$ | $\left\lvert\, \begin{gathered} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 \mathrm{t} \end{gathered}\right.$ | $\left\lvert\, \begin{array}{c\|} 10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 \mathrm{st} \end{array}\right.$ | $\left\|\begin{array}{c} \text { O3-Light } \\ \text { Gooods } \\ \text { Vehicles< } \\ =2.5 t \end{array}\right\|$ | $\left.\begin{array}{\|c\|} \hline 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Gehicies } \\ 2.5-3.5 \mathrm{t} \end{array} \right\rvert\,$ | $\left.\begin{array}{\|c\|} \hline 05-\text { Light } \\ \text { Goods } \\ \text { Venicles> } \\ 3.5 t \end{array} \right\rvert\,,$ | $\begin{array}{\|c} \hline 06- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ =15 t \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline 07- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ 15 t-24 t \\ \hline \end{array}$ |  |  |  | $\left\|\begin{array}{c} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{array}\right\|$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 0300-0400 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1 | Road P1 | 2.4\% | 50.5 | 12.2\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 8.3\% | 3.0\% | 2.8\% | 5.5\% | 1.4\% | 0.0\% | 0.0\% | 9.9\% | 100.0\% |
| 2 | Kong Sham Western Highway | 2.6\% | 55.8\% | 13.5\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 6.7\% | 2.4\% | 2.3\% | 4.5\% | 1.2\% | 0.2\% | 6.6\% | 0.0\% | 100.0\% |
| 3 | Kong Sham Wester H Highway | 1.9\% | 41.2\% | 9.9\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 14.7\% | 5.3\% | 5.0\% | 9.8\% | 2.6\% | 0.1\% | 6.2\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 1.6\% | 33.9\% | 8.2\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 19.0\% | 6.8\% | 6.4\% | 12.7\% | 3.3\% | 0.0\% | 0.0\% | 5.2\% | 100.0\% |
| 5 | Road P1 | 2.2\% | 46.1\% | 11.1\% | 1.0\% | 0.7\% | 1.4\% | 0.0\% | 0.1\% | 0.4\% | 0.1\% | 14.2\% | 5.1\% | 4.8\% | 9.4\% | 2.5\% | 0.0\% | 0.0\% | 1.0\% | 100.0\% |
| 11 | Road P1 | 1.8\% | 37.5\% | 9.0\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 18.1\% | 6.5\% | 6.1\% | 12.0\% | 3.1\% | 0.0\% | 0.0\% | 2.8\% | 100.0\% |
| 12 | Kong Sham Wester Highway | 1.7\% | 35.5\% | 8.6\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 20.2\% | 7.3\% | 6.9\% | 13.5\% | 3.5\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 2.4\% | 50.2\% | 12.1\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 12.3\% | 4.4\% | 4.2\% | 8.2\% | 2.1\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 1.9\% | 40.5\% | 9.8\% | 0.8\% | 0.6\% | 1.3\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 16.9\% | 6.1\% | 5.7\% | 11.2\% | 2.9\% | 0.0\% | 0.0\% | 1.8\% | 100.0\% |
| 17 | Road D5 | 1.6\% | 33.7\% | 8.1\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 20.3\% | 7.3\% | 6.9\% | 13.5\% | 3.5\% | 0.0\% | 0.0\% | 2.4\% | 100.0\% |
| 18 | Road D5 | 1.8\% | 37.7\% | 9.1\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 18.4\% | 6.6\% | 6.3\% | 12.3\% | 3.2\% | 0.0\% | 0.0\% | 1.6\% | 100.0\% |
| 19 | Kong Sham Western Highway | 2.1\% | 45.4\% | 10.9\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.1\% | 0.4\% | 0.1\% | 13.2\% | 4.9\% | 4.6\% | 9.1\% | 2.4\% | 0.1\% | 3.3\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 2.2\% | 46.7\% | 11.3\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.4\% | 0.1\% | 12.8\% | 4.6\% | 4.3\% | 8.5\% | 2.2\% | 0.1\% | 3.6\% | 0.0\% | 100.0\% |
| ${ }^{23}$ | Road D1 | 2.8\% | 59.8\% | 14.4\% | 1.2\% | 0.9\% | 1.9\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 7.2\% | 2.6\% | 2.4\% | 4.8\% | 1.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 2.1\% | 45.1\% | 10.9\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 15.1\% | 5.4\% | 5.1\% | 10.1\% | 2.6\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | noad Name | $\left\|\begin{array}{c} \text { motoryc } \\ \text { mos (Mc) } \\ \text { les } \end{array}\right\|$ | $\begin{array}{\|c\|c\|} \substack{\text { Pivivate } \\ \text { Cirs } \\ \text { CaC) }} \end{array}$ | 02 - taxi |  |  |  |  | $\begin{gathered} \text { Pive } \\ \text { Lighe } \\ \text { Ligit us } \\ ==.55 \end{gathered}$ |  |  |  |  |  |  | $\underset{\substack{\text { Heary } \\ \text { Heoris } \\ \text { venices } \\ \text { c24t }}}{ }$ |  |  | $\left\lvert\, \begin{aligned} & \text { 8-Public } \\ & \text { Lughe } \\ & \text { Luses } \end{aligned}\right.$ | Tota |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | ${ }^{2000}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2 | amwestert | ${ }^{2.776}$ | ${ }_{5} 54.30$ | ${ }^{12,996}$ |  | 000 | ${ }^{1.99}$ | 0.0\% | $1{ }^{10}$ |  | ${ }_{0}^{0.17}$ | ${ }^{7}{ }^{1,5}$ | ${ }^{2.6 \%}$ |  |  |  |  |  | ,0\% |  |
|  | S Sham Westeren Highway | ${ }^{1.929}$ | ${ }^{392,26}$ | ${ }^{\text {9,3.3\% }}$ |  | ${ }_{0}^{0.6 \%}$ | ${ }_{\text {12, }}^{1.46}$ | ${ }^{0.00 \%}$ |  |  | ${ }^{0.22^{2} \%}$ | ${ }^{15,6 \%}$ | ${ }_{\text {5, } 5.6 \%}^{\text {5, }}$ |  |  |  |  | ${ }^{6.00 \%}$ |  |  |
| $\frac{4}{5}$ |  | ${ }^{\frac{1.196}{20 \%}}$ | ${ }^{400}$ |  | ${ }^{1.0 \% \%}$ | ${ }^{0.79}$ | ${ }^{1.6}$ | ${ }^{0.00 \%}$ |  |  | - ${ }_{0}^{0.28 \%}$ |  |  |  |  |  | ${ }_{\text {coiol }}^{0.00 \%}$ | ${ }^{0.089}$ | ${ }_{5}^{5} 5$ |  |
|  | ${ }_{\text {Road P1 }}$ | ${ }^{1.7 \%}$ | ${ }^{3} 5.33^{3}$ | ${ }_{8.46}$ | ${ }^{108 \%}$ | ${ }^{0.64}$ | ${ }^{1236}$ | ${ }^{0.0 \%}$ |  | ${ }^{046}$ | ${ }^{0.288}$ | ${ }^{1900}$ | ${ }_{6}^{688 \%}$ |  |  |  |  |  |  |  |
|  | am Western | ${ }^{1.66^{\circ}}$ | ${ }^{333}{ }^{3}$ | ${ }^{\text {7.9\% }}$ |  |  | ${ }^{1.27 \%}$ | ${ }^{0.0 \% \%}$ |  |  |  |  |  |  | ${ }^{1429}$ |  |  |  |  |  |
|  | Sham Westerm Hig |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{14}{17}$ | ${ }_{\text {Road } 1 \text { P }}^{\text {Road } 05}$ |  |  |  | ${ }^{0.70}$ |  | 俍 | 员0.0\% | ${ }_{\text {coin }}^{0.10}$ |  | ${ }^{022086}$ |  |  |  | ${ }^{1420}$ | ${ }^{370}$ | ${ }_{0}^{000 \%}$ | -0.0\%\% | ${ }^{12,0^{3} 0^{\circ}}$ | 0 |
|  | ${ }_{\text {Road } 05}$ | ${ }^{1.8 \%}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | mamester |  | ${ }^{33,4 \%}$ |  |  |  |  | 0.0\% |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Kong Sham Western Higiway | ${ }^{2,22^{\circ}}$ | ${ }^{4.7 .7 \%}$ | 10.6\% |  | ${ }^{0.79 \%}$ | ${ }^{1.6 \%}$ | $0.0 \%$ |  |  | ${ }^{0.1 \%^{\circ}}$ | ${ }^{13.6 \%}$ | ${ }_{4}^{49 \%}$ | ${ }_{4}^{4.7 \%}$ | 9,2\% | ${ }^{244}$ | 0.1\% | ${ }^{3.69 \%}$ |  |  |
| $\stackrel{23}{24}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | noad Name | $\left\|\begin{array}{c} \text { motoryc } \\ \text { mos (Mc) } \\ \text { les } \end{array}\right\|$ | $\begin{array}{\|c\|c\|} \substack{\text { Pivivate } \\ \text { Cirs } \\ \text { CaC) }} \end{array}$ | 02 - Taxi |  |  |  |  | $\begin{gathered} \text { Pive } \\ \text { Lighe } \\ \text { Ligit us } \\ ==.55 \end{gathered}$ |  |  |  |  |  |  | $\underset{\substack{\text { Heary } \\ \text { Heoris } \\ \text { venices } \\ \text { c24t }}}{ }$ | $\begin{array}{\|c\|c\|} \hline \text { Franchis } \\ \text { end } \\ \text { ens } \\ \text { (S0) } \end{array}$ |  | $\left\lvert\, \begin{aligned} & \text { 8-Public } \\ & \text { Lughe } \\ & \text { Luses } \end{aligned}\right.$ | Tota |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\stackrel{2}{2}$ | Road R | ${ }_{2}^{2.88 \%}$ |  | ${ }^{1229 \%}$ | ${ }^{1.49 \%}$ | ${ }^{1.00 \%}$ |  | ${ }_{0}^{0.00 \%}$ | $0^{0.18}$ | ${ }^{0.79}$ | ${ }_{0}^{0.11_{6}}$ | ${ }^{\text {9,9.9\% }}$ |  |  | ${ }_{5}^{5}$, |  |  |  | ${ }^{0.0}$ |  |
| 3 <br> 4 <br> 4 | , |  | ${ }^{\frac{37}{3} \cdot 306}$ | $\frac{8.706}{100}$ | ${ }^{\frac{1}{10,0 \%}}$ |  | 12\% | 年0.0\% | ${ }^{\frac{0.10}{10} 0^{10}}$ |  | ${ }_{\text {a }}^{0.22^{26}}$ |  |  |  | - $11.2{ }^{\text {14\% }}$ |  |  |  |  |  |
| 5 | ${ }_{\text {Road } 1}$ |  | ${ }^{4.1 .9 \%}$ | ${ }_{9}^{9,77_{6}}$ |  |  | ${ }^{1.77}$ | -0.0\% |  |  | ${ }^{0.22 \%}$ |  |  |  | ${ }^{10.88}$ | ${ }_{2,28}^{2,8^{\circ}}$ |  | ${ }_{0}^{0.0 \%}$ |  |  |
|  | Road P1 | ${ }_{\text {L }}^{1.78}$ | ${ }^{3} 3.3{ }^{3}$ | - | ${ }^{009}$ | ${ }_{0.06 \%}$ | ${ }_{\text {1.37 }}$ | ${ }^{0.00 \%}$ |  | ${ }^{046}$ | ${ }^{0.22 \%}$ | ${ }^{19,9}$ |  | ${ }_{6}^{6.96 \%}$ | ${ }^{13,5 \%}$ | ${ }^{\text {3,59\%}}$ | 0.0\%\% | 0.0\% |  |  |
| 12 <br> 13 <br> 13 | log Sham Westem Higigwey | ${ }^{1.6 \% \%}$ | ${ }_{\text {312.2\% }}$ | ${ }^{1.202 \%}$ | ${ }^{0.89 \%}$ | ${ }^{0.06 \%}$ | ${ }_{\text {13\% }}^{1.36}$ | 0.0\% | ${ }^{0.1 \%}$ | ${ }_{0}^{0.446}$ | ${ }^{0.29 \%}$ |  | ${ }_{\text {l }}^{\text {7.9.9\% }}$ |  |  |  |  |  | ${ }^{0.00 \%}$ |  |
|  | ${ }^{\text {Kong sham Western }}$ Hoablway | ${ }^{2.4}$ |  |  |  | ${ }_{0}^{0.00^{0} 0_{0}}$ |  |  |  |  |  | ${ }^{\frac{14.18 \%}{18.7 \%}}$ |  |  |  |  |  |  |  |  |
|  | Road $\mathrm{D}_{5}$ | ${ }^{1.5 \%}$ | ${ }^{29.6 \%}$ | 6.9\% | 0.88 | ${ }_{0}^{0.5 \%}$ | ${ }^{122 \%}$ | 0.0\% | $0.0 \%$ | ${ }_{0}^{0.46}$ | ${ }_{0}^{0.2 \%}$ | ${ }^{22.1 \%}$ | ${ }^{\text {7,9\% }}$ | ${ }^{17.6 \%}$ | ${ }^{14.99}$ | ${ }^{3.9 \%}$ | 0.0\% | $0.0 \%$ | 3\%\% | 0,0 |
|  | Road ${ }^{\text {c }}$ | ${ }^{\frac{1.796}{204}}$ |  |  |  |  |  | O.0.0 |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }_{20}$ | Sham Western Hog | ${ }^{22^{2 \%} 6}$ | ${ }_{4288 \%}^{488}$ | ${ }_{\text {O,90\% }}$ |  | ${ }_{0}^{0.88 \%}$ | ${ }_{\text {1.7.7 }}$ | 0.0\% |  |  | ${ }^{0.22^{2}}$ |  |  |  |  |  |  |  |  |  |
|  | Road |  |  |  |  |  | ${ }^{233 \%}$ | 0.0\% |  |  |  |  |  |  |  |  | 0.0\% | 0.0\% |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\left\|\begin{array}{c} 16- \\ \text { Motoryc } \\ \text { les (MC) } \end{array}\right\|$ | $\begin{gathered} \text { 01- } \\ \text { Private } \\ \text { Cars (PC) } \end{gathered}$ | 02 - Taxi | $\left\|\begin{array}{c} 11-\text { Non- } \\ \text { franchise } \\ \mathrm{d} \\ \text { Bus }=6.4 \end{array}\right\|$ | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { 12 - Non- } \\ \text { franchise } \\ \text { d Bus } 6.4 \\ 15 t \end{array} \\ \hline \end{array}$ | $\begin{gathered} 13-\text { Non- } \\ \text { franchise } \\ d \begin{array}{c} \text { Bus } 15 t-1 \end{array} \\ 24 t \end{gathered}$ | 18 - Nonfranchise >24t $\qquad$ | $\begin{array}{\|c} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.51 \end{array}$ | $\left\lvert\, \begin{gathered} 10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 \mathrm{t} \end{gathered}\right.$ |  | $\begin{array}{\|c} \text { O4-Lt } \\ \text { Goods } \\ \text { vehicles } \\ 2.5-3.55 \end{array}$ | $\left.\begin{array}{\|c\|} \hline 05-\text { Light } \\ \text { Gooods } \\ \text { Veicicles> } \\ 3.5 t \end{array} \right\rvert\,$ |  | $\qquad$ |  | $\begin{gathered} 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{gathered}$ | $\begin{array}{\|l\|} 15- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) } \end{array}$ | $\begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Rad 1 | 0600-0700 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2 | Kong Sham W estern Highway | 2.8\% | 51.3\% | 11.6\% | 1.5\% | 1.1\% | 2.3\% | 0.0\% | 0.1\% | 0.8\% | 0.1\% | 8.5\% | 3.1\% | 2.9\% | 5.8\% | 1.5\% | 0.1\% | 6.5\% | 0.0\% | 100.0\% |
| 3 | Kong Sham Western Highway | 2.0\% | 35.5\% | 8.0\% | 1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 17.4\% | 6.2\% | 6.0\% | 11.8\% | 3.1\% | 0.1\% | 5.7\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 1.6\% | 28.1\% | 6.4\% | 0.8\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 21.7\% | 7.8\% | 7.5\% | 14.7\% | 3.9\% | 0.0\% | 0.0\% | 5.0\% | 100.0\% |
| 5 | Road P1 | 2.2\% | 39.9\% | 9.0\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 16.9\% | 6.1\% | 5.8\% | 11.5\% | 3.0\% | 0.0\% | 0.0\% | 1.0\% | 100.0\% |
| 11 | Road P1 | 1.7\% | 31.4\% | 7.1\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 20.8\% | 7.5\% | 7.2\% | 14.2\% | 3.7\% | 0.0\% | 0.0\% | 2.7\% | 100.0\% |
| 12 | Kong Sham Western Highway | 1.6\% | 29.3\% | 6.6\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 23.0\% | 8.2\% | 8.0\% | 15.6\% | 4.1\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 2.4\% | 44.2\% | 10.0\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.1\% | 0.7\% | 0.2\% | 14.9\% | 5.4\% | 5.2\% | 10.2\% | 2.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 1.9\% | 34.2\% | 7.8\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 19.6\% | 7.0\% | 6.8\% | 13.4\% | 3.5\% | 0.0\% | 0.0\% | 1.7\% | 100.0\% |
| 17 | Road D5 | 1.5\% | 27.7\% | 6.3\% | 0.8\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 22.9\% | 8.2\% | 7.9\% | 15.6\% | 4.1\% | 0.0\% | 0.0\% | 2.3\% | 100.0\% |
| 18 | Road D5 | 1.7\% | 31.5\% | 7.1\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 21.2\% | 7.6\% | 7.3\% | 14.4\% | 3.8\% | 0.0\% | 0.0\% | 1.5\% | 100.0\% |
| 19 | Kong Sham Western Highway | 2.2\% | 39.4\% | 8.9\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 16.3\% | 5.8\% | 5.6\% | 11.1\% | 2.9\% | 0.1\% | 3.1\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 2.3\% | 40.9\% | 9.3\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 15.4\% | 5.5\% | 5.3\% | 10.5\% | 2.7\% | 0.1\% | 3.4\% | 0.0\% | 100.0\% |
| ${ }^{23}$ | Road D1 | 3.0\% | 54.9\% | 12.4\% | 1.6\% | 1.1\% | 2.5\% | 0.0\% | 0.1\% | 0.8\% | 0.1\% | 9.1\% | 3.3\% | 3.2\% | 6.2\% | 1.6\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 2.1\% | 38.8\% | 8.8\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 17.8\% | 6.4\% | 6.2\% | 12.1\% | 3.2\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\left\lvert\, \begin{gathered} 16- \\ \text { Motoryc } \\ \text { Mes (MC) } \end{gathered}\right.$ | $\left(\left.\begin{array}{c} \text { O1- } \\ \text { Private } \\ \text { cars (PC) } \end{array} \right\rvert\,\right.$ | 02 - Taxi |  | $\begin{array}{\|c\|} \hline \text { 12 - Non- } \\ \text { franchise } \\ \text { d Bus } 6.4 \\ 15 t \end{array}$ | $\begin{gathered} \text { 13- Non- } \\ \text { franchise } \\ \text { di Bus } 15 t- \\ 24 \mathrm{t} \end{gathered}$ | $\begin{gathered} \begin{array}{c} 18 \text { - Non- } \\ \text { tranchise } \\ \text { d Bus } \\ >24 t \end{array} \\ \hline \end{gathered}$ | $\left\lvert\, \begin{gathered} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 \mathrm{t} \end{gathered}\right.$ |  | $03-$ Light <br> Goods <br> Vehicess <br> in <br> 2.5t | $\left.\begin{array}{\|c\|} \hline 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Gehicies } \\ 2.5-3.5 \mathrm{t} \end{array} \right\rvert\,$ | $\left.\begin{array}{\|c\|} \hline 05-\text { Light } \\ \text { Goods } \\ \text { Venicles> } \\ 3.5 t \end{array} \right\rvert\,,$ | $\begin{array}{\|c} \hline 06- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ =15 t \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline 07- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ 15 t-24 t \\ \hline \end{array}$ |  | $\begin{array}{\|c\|} \hline 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ |  | $\left\|\begin{array}{c} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{array}\right\|$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road P1 | 0700-0800 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2 | Kong S Sam Western Highway | 2.9\% | 49,7\% | 11.0\% | 1.7\% | 1.1\% | 2.5\% | 0.0\% | 0.1\% | 0.9\% | 0.1\% | 9.1\% | 3.3\% | 3.2\% | 6.2\% | 1.6\% | 0.1\% | 6.4\% | 0.0\% | 100.0\% |
| 3 | Kong Sham Western Highway | 2.0\% | 33.7\% | 7.4\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 18.2\% | 6.5\% | 6.4\% | 12.5\% | 3.3\% | 0.1\% | 5.5\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 1.5\% | 26.4\% | 5.8\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 22.5\% | 8.1\% | 7.8\% | 15.4\% | 4.0\% | 0.0\% | 0.0\% | 4.9\% | 100.0\% |
| 5 | Road P1 | 2.2\% | 37.9\% | 8.4\% | 1.3\% | 0.9\% | 1.9\% | 0.0\% | 0.1\% | 0.7\% | 0.2\% | 17.7\% | 6.4\% | 6.2\% | 12.1\% | 3.2\% | 0.0\% | 0.0\% | 1.0\% | 100.0\% |
| 11 | Road P1 | 1.7\% | 29.5\% | 6.5\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 21.6\% | 7.8\% | 7.5\% | 14.8\% | 3.9\% | 0.0\% | 0.0\% | 2.7\% | 100.0\% |
| 12 | Kong Sham Wester Highway | 1.6\% | 27.4\% | 6.1\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 23.8\% | 8.5\% | 8.3\% | 16.3\% | 4.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 2.5\% | 42.2\% | 9.3\% | 1.4\% | 1.0\% | 2.1\% | 0.0\% | 0.1\% | 0.7\% | 0.2\% | 15.8\% | 5.7\% | 5.5\% | 10.8\% | 2.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 1.9\% | 32.3\% | 7.1\% | 1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 20.5\% | 7.4\% | 7.1\% | 14.0\% | 3.7\% | 0.0\% | 0.0\% | 1.7\% | 100.0\% |
| 17 | Road D5 | 1.5\% | 26.0\% | 5.7\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 23.7\% | 8.5\% | 8.3\% | 16.3\% | 4.2\% | 0.0\% | 0.0\% | 2.2\% | 100.0\% |
| 18 | Road D5 | 1.7\% | 29.6\% | 6.5\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 22.0\% | 7.9\% | 7.7\% | 15.1\% | 3.9\% | 0.0\% | 0.0\% | 1.5\% | 100.0\% |
| 19 | Kong Sham Western Highway | 2.2\% | 37.5\% | 8.3\% | 1.2\% | 0.9\% | 1.9\% | 0.0\% | 0.1\% | 0.7\% | 0.2\% | 17.1\% | 6.1\% | 6.0\% | ${ }^{11.7 \%}$ | 3.1\% | 0.1\% | 3.0\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 2.3\% | 39.0\% | 8.6\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.1\% | 0.7\% | 0.2\% | 16.2\% | 5.8\% | 5.6\% | 11.1\% | 2.9\% | 0.1\% | 3.3\% | 0.0\% | 100.0\% |
| ${ }^{23}$ | Road D1 | 3.1\% | 53.2\% | 11.8\% | 1.8\% | 1.2\% | 2.7\% | 0.0\% | ${ }^{0.1 \%}$ | 0.9\% | 0.1\% | 9.8\% | 3.5\% | 3.4\% | 6.7\% | 1.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 2.2\% | 36.8\% | 8.1\% | 1.2\% | 0.8\% | 1.9\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 18.7\% | 6.7\% | 6.5\% | 12.8\% | 3.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\left\|\begin{array}{c} 16- \\ \text { Motoryc } \\ \text { les (MC) } \end{array}\right\|$ | $\begin{gathered} \text { 01- } \\ \text { Private } \\ \text { Cars (PC) } \end{gathered}$ | 02 - Taxi | $\left\|\begin{array}{c} 11-\text { Non- } \\ \text { franchise } \\ \mathrm{d} \\ \text { Bus }=6.4 \end{array}\right\|$ | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { 12 - Non- } \\ \text { franchise } \\ \text { d Bus } 6.4 \\ 15 t \end{array} \\ \hline \end{array}$ | 13 - Nonfranchise 24t | 18 - Nonfranchise >24t $\qquad$ | $\begin{array}{\|c} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.51 \end{array}$ | $\left\lvert\, \begin{gathered} 10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 \mathrm{t} \end{gathered}\right.$ |  | $\begin{array}{\|c} \text { O4-Lt } \\ \text { Goods } \\ \text { vehicles } \\ 2.5-3.55 \end{array}$ | $\left.\begin{array}{\|c\|} \hline 05-\text { Light } \\ \text { Gooods } \\ \text { Veicicles> } \\ 3.5 t \end{array} \right\rvert\,$ |  | $\qquad$ |  | $\begin{gathered} 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{gathered}$ | $\begin{array}{\|l\|} 15- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) } \end{array}$ | $\begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Raapl | 0800-0900 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2 | Kong Sham Western Hiohway | $\frac{1.0 \%}{2.0 \%}$ | 50.4\% | 8.7\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.1\% | 0.6\% | ${ }^{0.17}$ | 8.9\% | 3.1\% | ${ }^{3.1 \%}$ | 6.0\% | 1.6\% | 0.0\% | ${ }^{\text {5.4.4\% }}$ | 0.0\% | 1000\% |
| 3 | Kong Sham Western Highway | 1.4\% | 36.8\% | 6.0\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 17.5\% | 6.3\% | 6.2\% | 12.3\% | 3.2\% | 0.1\% | 4.7\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 1.1\% | 30.8\% | 4.7\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 21.8\% | 7.8\% | 7.8\% | 15.3\% | 4.0\% | 0.0\% | 0.0\% | 3.7\% | 100.0\% |
| 5 | Road P1 | 1.5\% | 41.8\% | 6.4\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 16.2\% | 5.8\% | 5.8\% | 11.4\% | 6.4\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 11 | Road P1 | 1.2\% | 32.6\% | 5.0\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 19.8\% | 7.1\% | 7.1\% | 13.9\% | 8.3\% | 0.0\% | 0.0\% | 1.9\% | 100.0\% |
| 12 | Kong Sham Western Highway | 1.1\% | 30.7\% | 4.7\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 22.1\% | 7.9\% | 7.9\% | 15.5\% | 7.1\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 1.7\% | 46.9\% | 7.2\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 14.6\% | 5.2\% | 5.2\% | 10.2\% | 4.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 1.3\% | 36.1\% | 5.6\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 19.0\% | 6.8\% | 6.8\% | 13.3\% | 6.5\% | 0.0\% | 0.0\% | 1.2\% | 100.0\% |
| 17 | Road D5 | 1.0\% | 28.9\% | 4.5\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 22.0\% | 7.9\% | 7.9\% | 15.4\% | 8.0\% | 0.0\% | 0.0\% | 1.6\% | 100.0\% |
| 18 | Road D5 | 1.2\% | 33.2\% | 5.1\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 20.6\% | 7.4\% | 7.3\% | 14.4\% | 6.5\% | 0.0\% | 0.0\% | 1.1\% | 100.0\% |
| 19 | Kong Sham Western Highway | 1.5\% | 42.6\% | 6.6\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 16.1\% | 5.8\% | 5.8\% | 11.3\% | 3.9\% | 0.0\% | 2.5\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 1.6\% | 43.9\% | 6.8\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 15.2\% | 5.4\% | 5.4\% | 10.6\% | 4.3\% | 0.0\% | 2.8\% | 0.0\% | 100.0\% |
| ${ }^{23}$ | Road D1 | 2.2\% | 59.7\% | 9.2\% | 1.4\% | 1.0\% | 2.1\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 9.1\% | 3.3\% | 3.2\% | 6.4\% | 1.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 1.5\% | 42.0\% | 6.5\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 17.7\% | 6.4\% | 6.3\% | 12.5\% | 3.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\left\lvert\, \begin{gathered} 16- \\ \text { Motoryc } \\ \text { Mes (MC) } \end{gathered}\right.$ | $\left(\left.\begin{array}{c} \text { O1- } \\ \text { Private } \\ \text { cars (PC) } \end{array} \right\rvert\,\right.$ | 02 - Taxi | $\left.\begin{array}{\|c\|} \hline 11-\text { Non- } \\ \text { franchise } \\ \text { d } \\ \text { Bus }<=6.4 \\ t \end{array} \right\rvert\,$ | $\begin{array}{\|c\|} \hline \text { 12 - Non- } \\ \text { franchise } \\ \text { d Bus } 6.4 \\ 15 t \end{array}$ |  | $\begin{gathered} \begin{array}{c} 18 \text { - Non- } \\ \text { tranchise } \\ \text { d Bus } \\ >24 t \end{array} \\ \hline \end{gathered}$ | $\left\lvert\, \begin{gathered} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 \mathrm{t} \end{gathered}\right.$ |  | $03-$ Light <br> Goods <br> Vehicess <br> in <br> 2.5t | $\left.\begin{array}{\|c\|} \hline 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Gehicies } \\ 2.5-3.5 \mathrm{t} \end{array} \right\rvert\,$ | $\left.\begin{array}{\|c\|} \hline 05-\text { Light } \\ \text { Goods } \\ \text { Venicles> } \\ 3.5 t \end{array} \right\rvert\,,$ | $\begin{array}{\|c} \hline 06- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ =15 t \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline 07- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ 15 t-24 t \\ \hline \end{array}$ |  | $\begin{array}{\|c\|} \hline 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | $\begin{array}{\|c} \hline 15- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) } \end{array}$ | $\left\|\begin{array}{c} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{array}\right\|$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road P1 | 0900-1000 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2 | Kong Sham Western Highway | 1.6\% | 47.4\% | 9.4\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 12.1\% | 4.3\% | 4.4\% | 8.7\% | 2.3\% | 0.1\% | 5.8\% | 0.0\% | 100.0\% |
| 3 | Kong Sham Western Highway | 1.0\% | 28.9\% | 5.7\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | ${ }_{21.7 \%}$ | 7.8\% | 8.0\% | 15.7\% | 4.1\% | 0.1\% | 4.5\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 0.8\% | 21.8\% | 4.3\% | 0.4\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.2\% | 0.3\% | 25.8\% | 9.2\% | 9.4\% | 18.6\% | 4.8\% | 0.0\% | 0.0\% | 3.3\% | 100.0\% |
| 5 | Road P1 | 1.1\% | 31.6\% | 6.3\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 20.5\% | 7.4\% | 7.5\% | 14.8\% | 7.5\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 11 | Road P1 | 0.8\% | 23.4\% | 4.6\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.2\% | 0.2\% | 23.8\% | 8.5\% | 8.7\% | 17.1\% | 9.2\% | 0.0\% | 0.0\% | 1.7\% | 100.0\% |
| 12 | Kong Sham Wester Highway | 0.7\% | 21.6\% | 4.3\% | 0.4\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.2\% | 0.3\% | 26.0\% | 9.3\% | 9.5\% | 18.7\% | 7.9\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 1.3\% | 36.5\% | 7.2\% | 0.8\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 18.9\% | 6.8\% | 6.9\% | 13.6\% | 5.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 0.9\% | 26.3\% | 5.2\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 23.2\% | 8.3\% | 8.5\% | 16.7\% | 7.4\% | 0.0\% | 0.0\% | 1.1\% | 100.0\% |
| 17 | Road D5 | 0.7\% | 20.3\% | 4.0\% | 0.4\% | 0.3\% | 0.6\% | 0.0\% | 0.0\% | 0.2\% | 0.3\% | 25.8\% | 9.2\% | 9.4\% | 18.5\% | 8.7\% | 0.0\% | 0.0\% | 1.4\% | 100.0\% |
| 18 | Road D5 | 0.8\% | 23.8\% | 4.7\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.3\% | 0.3\% | 24.6\% | 8.8\% | 9.0\% | 17.7\% | 7.3\% | 0.0\% | 0.0\% | 1.0\% | 100.0\% |
| 19 | Kong Sham Western Highway | 1.1\% | 32.4\% | 6.4\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 20.5\% | 7.3\% | 7.5\% | 14.7\% | 4.9\% | 0.0\% | 2.5\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 1.2\% | 33.7\% | 6.7\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 19.4\% | 7.0\% | 7.1\% | 14.0\% | 5.2\% | 0.1\% | 2.7\% | 0.0\% | 100.0\% |
| ${ }^{23}$ | Road D1 | 1.7\% | 50.4\% | 10.0\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | ${ }^{0.1 \%}$ | 0.5\% | 0.1\% | 12.8\% | 4.6\% | ${ }^{4.7 \%}$ | $\frac{9.2 \%}{10 \%}$ | $\frac{2.4 \%}{4.4}$ | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 1.1\% | 31.5\% | 6.2\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 22.2\% | 8.0\% | 8.1\% | 16.0\% | 4.2\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\left\lvert\, \begin{gathered} 16- \\ \text { Motoryc } \\ \text { Mes (MC) } \end{gathered}\right.$ | $\left(\left.\begin{array}{c} \text { O1- } \\ \text { Private } \\ \text { cars (PC) } \end{array} \right\rvert\,\right.$ | 02 - Taxi | $\left.\begin{array}{\|c\|} \hline 11-\text { Non- } \\ \text { franchise } \\ \text { d } \\ \text { Bus }<=6.4 \\ t \end{array} \right\rvert\,$ | $\begin{array}{\|c\|} \hline \text { 12 - Non- } \\ \text { franchise } \\ \text { d Bus } 6.4 \\ 15 t \end{array}$ | $\begin{gathered} \text { 13- Non- } \\ \text { franchise } \\ \text { di Bus } 15 t- \\ 24 \mathrm{t} \end{gathered}$ | $\begin{gathered} \begin{array}{c} 18 \text { - Non- } \\ \text { tranchise } \\ \text { d Bus } \\ >24 t \end{array} \\ \hline \end{gathered}$ | $\left\lvert\, \begin{gathered} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 \mathrm{t} \end{gathered}\right.$ |  | $03-$ Light <br> Goods <br> Vehicess <br> in <br> 2.5t | $\left.\begin{array}{\|c\|} \hline 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Gehicies } \\ 2.5-3.5 \mathrm{t} \end{array} \right\rvert\,$ | $\left.\begin{array}{\|c\|} \hline 05-\text { Light } \\ \text { Goods } \\ \text { Venicles> } \\ 3.5 t \end{array} \right\rvert\,,$ | $\begin{array}{\|c} \hline 06- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ =15 t \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline 07- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ 15 t-24 t \\ \hline \end{array}$ |  | $\begin{array}{\|c\|} \hline 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ |  | $\begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road P1 | 1000-1100 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2 | Kong Sham Western Highway | 1.3\% | 42.7\% | 9.5\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 13.4\% | 4.8\% | 5.4\% | 10.6\% | 2.8\% | 0.1\% | 5.8\% | 0.0\% | 100.0\% |
| 3 | Kong Sham Western Highway | 0.8\% | 24.5\% | 5.5\% | 0.5\% | 0.3\% | 0.8\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 22.8\% | 8.2\% | 9.1\% | 17.9\% | 4.7\% | 0.1\% | 4.2\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 0.6\% | 18.1\% | 4.0\% | 0.4\% | 0.3\% | 0.6\% | 0.0\% | 0.0\% | 0.2\% | 0.3\% | 26.4\% | 9.5\% | 10.6\% | 20.8\% | 5.4\% | 0.0\% | 0.0\% | 2.9\% | 100.0\% |
| 5 | Road P1 | 0.8\% | 26.9\% | 6.0\% | 0.6\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 21.6\% | 7.8\% | 8.7\% | 17.0\% | 8.2\% | 0.0\% | 0.0\% | 0.6\% | 100.0\% |
| 11 | Road P1 | 0.6\% | 19.5\% | 4.3\% | 0.4\% | 0.3\% | 0.6\% | 0.0\% | 0.0\% | 0.2\% | 0.3\% | 24.5\% | 8.8\% | 9.8\% | 19.3\% | 9.8\% | 0.0\% | 0.0\% | 1.5\% | 100.0\% |
| 12 | Kong Sham Wester Highway | 0.6\% | 17.8\% | 4.0\% | 0.4\% | 0.3\% | 0.6\% | 0.0\% | 0.0\% | 0.2\% | 0.3\% | 26.5\% | 9.5\% | 10.6\% | 20.9\% | 8.5\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 1.0\% | 31.4\% | 7.0\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 20.2\% | 7.2\% | 8.1\% | 15.9\% | 6.5\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 0.7\% | 22.1\% | 4.9\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.3\% | 0.3\% | 24.0\% | 8.6\% | 9.6\% | 18.9\% | 8.1\% | 0.0\% | 0.0\% | 1.0\% | 100.0\% |
| 17 | Road D5 | 0.5\% | 16.7\% | 3.7\% | 0.3\% | 0.2\% | 0.5\% | 0.0\% | 0.0\% | 0.2\% | 0.3\% | 26.3\% | 9.4\% | 10.5\% | 20.7\% | 9.3\% | 0.0\% | 0.0\% | 1.3\% | 100.0\% |
| 18 | Road D5 | 0.6\% | 19.8\% | 4.4\% | 0.4\% | 0.3\% | 0.6\% | 0.0\% | 0.0\% | 0.2\% | 0.3\% | 25.3\% | 9.1\% | 10.1\% | 19.9\% | 8.0\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |
| 19 | Kong Sham Western Highway | 0.9\% | 27.6\% | 6.2\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 21.6\% | 7.8\% | 8.7\% | 17.0\% | 5.5\% | 0.0\% | 2.3\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 0.9\% | 28.9\% | 6.5\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 20.7\% | 7.4\% | 8.3\% | 16.3\% | 5.9\% | 0.0\% | 2.6\% | 0.0\% | 100.0\% |
| ${ }^{23}$ | Road D1 | 1.4\% | 45.4\% | 10.1\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | ${ }^{0.1 \%}$ | 0.5\% | 0.1\% | 14.3\% | 5.1\% | 5.7\% | 11.3\% | 2.9\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 0.8\% | 26.7\% | 6.0\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 23.3\% | 8.4\% | 9.3\% | 18.3\% | 4.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\left\lvert\, \begin{gathered} 16- \\ \text { Motorcyc } \\ \text { les (MC) } \end{gathered}\right.$ | $\left(\left.\begin{array}{c} \text { O1- } \\ \text { Private } \\ \text { cars (PC) } \end{array} \right\rvert\,\right.$ | 02 - Taxi | $\left.\begin{array}{\|c\|} \hline 11-\text { Non- } \\ \text { franchise } \\ \text { d } \\ \text { Bus }<=6.4 \\ t \end{array} \right\rvert\,$ | $\begin{array}{\|c\|} \hline \text { 12 - Non- } \\ \text { franchise } \\ \text { d Bus } 6.4 \\ 15 t \end{array}$ | $\begin{gathered} \text { 13- Non- } \\ \text { franchise } \\ \text { di Bus } 15 t- \\ 24 \mathrm{t} \end{gathered}$ | $\begin{gathered} \begin{array}{c} 18 \text { - Non- } \\ \text { tranchise } \\ \text { d Bus } \\ >24 t \end{array} \\ \hline \end{gathered}$ | $\left\lvert\, \begin{gathered} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 \mathrm{t} \end{gathered}\right.$ |  | $03-$ Light <br> Goods <br> Vehicess <br> in <br> 2.5t | $\left.\begin{array}{\|c\|} \hline 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Gehicies } \\ 2.5-3.5 \mathrm{t} \end{array} \right\rvert\,$ | $\begin{array}{\|c\|} \hline \begin{array}{c} 05-\text { Light } \\ \text { Gooos } \\ \text { vehicles> } \\ 3.5 t \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c} \hline 06- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ =15 t \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline 07- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ 15 t-24 t \\ \hline \end{array}$ |  | $\begin{array}{\|l\|} 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ |  | $\left\|\begin{array}{c} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{array}\right\|$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 1100-1200 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1 | Road P1 | 1.0\% | 9.2\% | 8.4\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 14.8\% | 5.3\% | 5.8\% | 11.5\% | 3.0\% | 0.0\% | 0.0\% | 8.2\% | 100.0\% |
| 2 | Kong Sham Western Highway | 1.1\% | 45.7\% | 9.8\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 12.6\% | 4.5\% | 5.0\% | 9.8\% | 2.6\% | 0.1\% | 5.5\% | 0.0\% | 100.0\% |
| 3 | Kong Sham Wester H Highway | 0.7\% | 27.0\% | 5.8\% | 0.4\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 22.1\% | 7.9\% | 8.7\% | 17.1\% | 4.5\% | 0.1\% | 4.1\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 0.5\% | 20.0\% | 4.3\% | 0.3\% | 0.2\% | 0.5\% | 0.0\% | 0.0\% | 0.3\% | 0.3\% | 25.7\% | 9.2\% | 10.1\% | 19.9\% | 5.2\% | 0.0\% | 0.0\% | 3.3\% | 100.0\% |
| 5 | Road P1 | 0.7\% | 29.4\% | 6.3\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 20.8\% | 7.5\% | 8.2\% | 16.1\% | 8.2\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 11 | Road P1 | 0.5\% | 21.5\% | 4.6\% | 0.4\% | 0.2\% | 0.5\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 23.8\% | 8.5\% | 9.4\% | 18.4\% | 9.9\% | 0.0\% | 0.0\% | 1.7\% | 100.0\% |
| 12 | Kong Sham Wester Highway | 0.5\% | 19.8\% | 4.2\% | 0.3\% | 0.2\% | 0.5\% | 0.0\% | 0.0\% | 0.3\% | 0.3\% | 25.9\% | 9.3\% | 10.2\% | 20.0\% | 8.5\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 0.8\% | 34.2\% | 7.3\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 19.3\% | 6.9\% | 7.6\% | 14.9\% | 6.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 0.6\% | 24.3\% | 5.2\% | 0.4\% | 0.3\% | 0.6\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 23.3\% | 8.4\% | 9.2\% | 18.0\% | 8.1\% | 0.0\% | 0.0\% | 1.1\% | 100.0\% |
| 17 | Road D5 | 0.5\% | 18.5\% | 4.0\% | 0.3\% | 0.2\% | 0.5\% | 0.0\% | 0.0\% | 0.3\% | 0.3\% | 25.6\% | 9.2\% | 10.1\% | 19.8\% | 9.4\% | 0.0\% | 0.0\% | 1.4\% | 100.0\% |
| 18 | Road D5 | 0.5\% | 21.9\% | 4.7\% | 0.4\% | 0.2\% | 0.5\% | 0.0\% | 0.0\% | 0.3\% | 0.3\% | 24.6\% | 8.8\% | 9.7\% | 19.0\% | 7.9\% | 0.0\% | 0.0\% | 1.0\% | 100.0\% |
| 19 | Kong Sham Western Highway | 0.7\% | 30.2\% | 6.5\% | 0.5\% | 0.3\% | 0.8\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 20.8\% | 7.5\% | 8.2\% | 16.1\% | 5.3\% | 0.0\% | 2.3\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 0.8\% | 31.6\% | 6.8\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 19.8\% | 7.1\% | 7.8\% | 15.4\% | 5.8\% | 0.0\% | 2.5\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 1.2\% | 48.4\% | 10.4\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 13.4\% | 4.8\% | 5.3\% | 10.4\% | 2.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 0.7\% | 29.3\% | 6.3\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 22.5\% | 8.1\% | 8.9\% | 17.4\% | 4.6\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\left\lvert\, \begin{gathered} 16- \\ \text { Motoryc } \\ \text { Mes (MC) } \end{gathered}\right.$ | $\left(\left.\begin{array}{c} \text { O1- } \\ \text { Private } \\ \text { cars (PC) } \end{array} \right\rvert\,\right.$ | 02 - Taxi | $\left.\begin{array}{\|c\|} \hline 11-\text { Non- } \\ \text { franchise } \\ \text { d } \\ \text { Bus }<=6.4 \\ t \end{array} \right\rvert\,$ | $\begin{array}{\|c\|} \hline \text { 12 - Non- } \\ \text { franchise } \\ \text { d Bus } 6.4 \\ 15 t \end{array}$ | $\begin{gathered} \text { 13- Non- } \\ \text { franchise } \\ \text { di Bus } 15 t- \\ 24 \mathrm{t} \end{gathered}$ | $\begin{gathered} \begin{array}{c} 18 \text { - Non- } \\ \text { tranchise } \\ \text { d Bus } \\ >24 t \end{array} \\ \hline \end{gathered}$ | $\left\lvert\, \begin{gathered} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 \mathrm{t} \end{gathered}\right.$ |  | $03-$ Light <br> Goods <br> Vehicess <br> in <br> 2.5t | $\left.\begin{array}{\|c\|} \hline 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Gehicies } \\ 2.5-3.5 \mathrm{t} \end{array} \right\rvert\,$ | $\left.\begin{array}{\|c\|} \hline 05-\text { Light } \\ \text { Goods } \\ \text { Venicles> } \\ 3.5 t \end{array} \right\rvert\,,$ | $\begin{array}{\|c} \hline 06- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ =15 t \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline 07- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ 15 t-24 t \\ \hline \end{array}$ |  | $\begin{array}{\|c\|} \hline 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ |  | $\left\|\begin{array}{c} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{array}\right\|$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road P1 | 1200-1300 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2 | Kong Sham Western Highway | 0.8\% | 32.7\% | 6.2\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 18.7\% | 6.7\% | 8.1\% | 15.9\% | 4.1\% | 0.1\% | 3.6\% | 0.0\% | 100.0\% |
| 3 | Kong Sham Western Highway | 0.9\% | 35.1\% | 6.6\% | 0.8\% | 0.6\% | 1.2\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 17.2\% | 6.2\% | 7.4\% | 14.6\% | 3.8\% | 0.1\% | 4.7\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 0.7\% | 26.4\% | 5.0\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 21.3\% | 7.6\% | 9.2\% | 18.1\% | 4.7\% | 0.0\% | 0.0\% | 4.4\% | 100.0\% |
| 5 | Road P1 | 0.8\% | 31.4\% | 6.0\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 19.1\% | 6.9\% | 8.3\% | 16.2\% | 7.8\% | 0.0\% | 0.0\% | 0.6\% | 100.0\% |
| 11 | Road P1 | 0.7\% | 28.8\% | 5.5\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 20.4\% | 7.3\% | 8.8\% | 17.4\% | 7.3\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |
| 12 | Kong Sham Wester Highway | 0.9\% | 37.0\% | 7.0\% | 0.8\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 17.2\% | 6.2\% | 7.4\% | 14.6\% | 6.1\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 0.7\% | 26.5\% | 5.0\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 21.7\% | 7.8\% | 9.4\% | 18.4\% | 8.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 0.6\% | 24.3\% | 4.6\% | 0.6\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 22.6\% | 8.1\% | 9.8\% | 19.2\% | 7.6\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |
| 17 | Road D5 | 0.7\% | 29.0\% | 5.5\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 20.4\% | 7.3\% | 8.8\% | 17.3\% | 7.2\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |
| 18 | Road D5 | 0.6\% | 24.7\% | 4.7\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 22.5\% | 8.1\% | 9.7\% | 19.1\% | 7.4\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| 19 | Kong Sham Western Highway | 0.8\% | 31.3\% | 5.9\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 19.1\% | 6.9\% | 8.3\% | 16.3\% | 5.6\% | 0.1\% | 2.6\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 0.9\% | 34.6\% | 6.6\% | 0.8\% | 0.6\% | 1.2\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 18.0\% | 6.5\% | 7.8\% | 15.3\% | 5.0\% | 0.1\% | 2.0\% | 0.0\% | 100.0\% |
| ${ }^{23}$ | Road D1 | 0.7\% | 29.6\% | 5.6\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | ${ }^{0.1 \%}$ | 0.4\% | 0.2\% | 21.4\% | 7.7\% | ${ }_{\text {9.2\% }}^{536}$ | 18.2\% | 4.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 1.3\% | 49.9\% | 9.5\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 12.2\% | 4.4\% | 5.3\% | 10.3\% | 2.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\left\lvert\, \begin{gathered} 16- \\ \text { Motoryc } \\ \text { Mes (MC) } \end{gathered}\right.$ | $\left(\left.\begin{array}{c} \text { O1- } \\ \text { Private } \\ \text { cars (PC) } \end{array} \right\rvert\,\right.$ | 02 - Taxi | $\left.\begin{array}{\|c\|} \hline 11-\text { Non- } \\ \text { franchise } \\ \text { d } \\ \text { Bus }<=6.4 \\ t \end{array} \right\rvert\,$ | $\begin{array}{\|c\|} \hline \text { 12 - Non- } \\ \text { franchise } \\ \text { d Bus } 6.4 \\ 15 t \end{array}$ | $\begin{gathered} \text { 13- Non- } \\ \text { franchise } \\ \text { di Bus } 15 t- \\ 24 \mathrm{t} \end{gathered}$ | $\begin{gathered} \begin{array}{c} 18 \text { - Non- } \\ \text { tranchise } \\ \text { d Bus } \\ >24 t \end{array} \\ \hline \end{gathered}$ | $\left\lvert\, \begin{gathered} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 \mathrm{t} \end{gathered}\right.$ |  | $03-$ Light <br> Goods <br> Vehicess <br> in <br> 2.5t | $\left.\begin{array}{\|c\|} \hline 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Gehicies } \\ 2.5-3.5 \mathrm{t} \end{array} \right\rvert\,$ |  | $\begin{array}{\|c} \hline 06- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ =15 t \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline 07- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ 15 t-24 t \\ \hline \end{array}$ |  | $\begin{array}{\|c\|} \hline 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ |  | $\left\|\begin{array}{c} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{array}\right\|$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road P1 | 1300-1400 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2 | Kong Sham Western Highway | 0.7\% | 31.6\% | 7.2\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 19.8\% | 7.1\% | 8.0\% | 15.6\% | 4.1\% | 0.1\% | 3.4\% | 0.0\% | 100.0\% |
| 3 | Kong Sham Western Highway | 0.8\% | 34.0\% | 7.7\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 18.2\% | 6.5\% | 7.3\% | 14.4\% | 3.8\% | 0.1\% | 4.4\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 0.6\% | 25.5\% | 5.8\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 22.5\% | 8.1\% | 9.0\% | 17.8\% | 4.6\% | 0.0\% | 0.0\% | 4.0\% | 100.0\% |
| 5 | Road P1 | 0.7\% | 30.4\% | 6.9\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 20.2\% | 7.2\% | 8.1\% | 16.0\% | 7.6\% | 0.0\% | 0.0\% | 0.5\% | 100.0\% |
| 11 | Road P1 | 0.6\% | 27.8\% | 6.3\% | 0.5\% | 0.3\% | 0.8\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 21.5\% | 7.7\% | 8.7\% | 17.1\% | 7.2\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| 12 | Kong Sham Wester Highway | 0.8\% | 35.8\% | 8.1\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 18.2\% | 6.5\% | 7.3\% | 14.4\% | 6.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 0.6\% | 25.5\% | 5.8\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 22.8\% | 8.2\% | 9.2\% | 18.1\% | 7.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 0.5\% | 23.4\% | 5.3\% | 0.4\% | 0.3\% | 0.6\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 23.8\% | 8.5\% | 9.6\% | 18.8\% | 7.4\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| 17 | Road D5 | 0.6\% | 28.0\% | 6.4\% | 0.5\% | 0.3\% | 0.8\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 21.5\% | 7.7\% | 8.7\% | 17.0\% | 7.0\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| 18 | Road D5 | 0.5\% | 23.8\% | 5.4\% | 0.4\% | 0.3\% | 0.6\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 23.6\% | 8.5\% | 9.5\% | 18.7\% | 7.2\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 19 | Kong Sham Western Highway | 0.7\% | 30.3\% | 6.9\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 20.2\% | 7.3\% | ${ }^{8.1 \%}$ | 16.0\% | 5.5\% | 0.1\% | 2.5\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 0.8\% | 33.5\% | 7.6\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 19.0\% | 6.8\% | 7.7\% | 15.1\% | 4.9\% | 0.1\% | 1.8\% | 0.0\% | 100.0\% |
| ${ }^{23}$ | Road D1 | 0.7\% | 28.5\% | 6.5\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 22.5\% | 8.1\% | 9.1\% | 17.8\% | 4.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 1.1\% | 48.5\% | 11.0\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 12.9\% | 4.6\% | 5.2\% | 10.2\% | 2.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\left\lvert\, \begin{gathered} 16- \\ \text { Motoryc } \\ \text { Mes (MC) } \end{gathered}\right.$ | $\left(\left.\begin{array}{c} \text { O1- } \\ \text { Private } \\ \text { cars (PC) } \end{array} \right\rvert\,\right.$ | 02 - Taxi | $\left.\begin{array}{\|c\|} \hline 11-\text { Non- } \\ \text { franchise } \\ \text { d } \\ \text { Bus }<=6.4 \\ t \end{array} \right\rvert\,$ | $\begin{array}{\|c\|} \hline \text { 12 - Non- } \\ \text { franchise } \\ \text { d Bus } 6.4 \\ 15 t \end{array}$ |  | $\begin{gathered} \begin{array}{c} 18 \text { - Non- } \\ \text { tranchise } \\ \text { d Bus } \\ >24 t \end{array} \\ \hline \end{gathered}$ | $\left\lvert\, \begin{gathered} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 \mathrm{t} \end{gathered}\right.$ |  | $03-$ Light <br> Goods <br> Vehicess <br> in <br> 2.5t | $\left.\begin{array}{\|c\|} \hline 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Gehicies } \\ 2.5-3.5 \mathrm{t} \end{array} \right\rvert\,$ |  | $\begin{array}{\|c} \hline 06- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ =15 t \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline 07- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ 15 t-24 t \\ \hline \end{array}$ |  | $\begin{array}{\|c\|} \hline 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ |  | $\left\|\begin{array}{c} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{array}\right\|$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road P1 | 1400-1500 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2 | Kong Sham Western Highway | 0.9\% | 29.6\% | 6.3\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 21.1\% | 7.6\% | 8.2\% | 16.2\% | 4.2\% | 0.1\% | 3.2\% | 0.0\% | 100.0\% |
| 3 | Kong Sham Western Highway | 1.0\% | 32.0\% | 6.9\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 19.6\% | 7.0\% | 7.6\% | 15.0\% | 3.9\% | 0.1\% | 4.2\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 0.8\% | 23.8\% | 5.1\% | 0.4\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.3\% | 0.3\% | 24.0\% | 8.6\% | 9.3\% | 18.4\% | 4.8\% | 0.0\% | 0.0\% | 3.3\% | 100.0\% |
| 5 | Road P1 | 0.9\% | 28.4\% | 6.1\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 21.6\% | 7.7\% | 8.4\% | 16.5\% | 7.5\% | 0.0\% | 0.0\% | 0.4\% | 100.0\% |
| 11 | Road P1 | 0.8\% | 25.9\% | 5.6\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 23.0\% | 8.2\% | 9.0\% | 17.6\% | 7.1\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 12 | Kong Sham Wester Highway | 1.1\% | 33.7\% | 7.2\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 19.6\% | 7.0\% | 7.6\% | 15.0\% | 6.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 0.8\% | 23.6\% | 5.1\% | 0.4\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.3\% | 0.3\% | 24.2\% | 8.7\% | 9.4\% | 18.6\% | 7.6\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 0.7\% | 21.6\% | 4.6\% | 0.4\% | 0.3\% | 0.6\% | 0.0\% | 0.0\% | 0.3\% | 0.3\% | 25.2\% | 9.0\% | 9.8\% | 19.3\% | 7.3\% | 0.0\% | 0.0\% | 0.6\% | 100.0\% |
| 17 | Road D5 | 0.8\% | 26.1\% | 5.6\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 23.0\% | 8.2\% | 8.9\% | 17.6\% | 7.0\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 18 | Road D5 | 0.7\% | 22.0\% | 4.7\% | 0.4\% | 0.3\% | 0.6\% | 0.0\% | 0.0\% | 0.3\% | 0.3\% | 25.0\% | 9.0\% | 9.8\% | 19.2\% | 7.2\% | 0.0\% | 0.0\% | 0.6\% | 100.0\% |
| 19 | Kong Sham Western Highway | 0.9\% | 28.3\% | 6.1\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 21.6\% | 7.8\% | 8.4\% | 16.6\% | 5.6\% | 0.1\% | ${ }^{2.4 \%}$ | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 1.0\% | 31.4\% | 6.8\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 20.4\% | 7.3\% | 8.0\% | 15.7\% | 5.0\% | 0.1\% | 1.8\% | 0.0\% | 100.0\% |
| ${ }^{23}$ | Road D1 | 0.8\% | 26.4\% | 5.7\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 23.9\% | 8.6\% | 9.3\% | 18.3\% | 4.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 1.5\% | 46.5\% | 10.0\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 14.2\% | 5.1\% | 5.5\% | 10.9\% | 2.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\left\lvert\, \begin{gathered} 16- \\ \text { Motoryc } \\ \text { Mes (MC) } \end{gathered}\right.$ | $\left(\left.\begin{array}{c} \text { O1- } \\ \text { Private } \\ \text { cars (PC) } \end{array} \right\rvert\,\right.$ | 02 - Taxi | $\left.\begin{array}{\|c\|} \hline 11-\text { Non- } \\ \text { franchise } \\ \text { d } \\ \text { Bus }<=6.4 \\ t \end{array} \right\rvert\,$ | $\begin{array}{\|c\|} \hline \text { 12 - Non- } \\ \text { franchise } \\ \text { d Bus } 6.4 \\ 15 t \end{array}$ | $\begin{gathered} \text { 13- Non- } \\ \text { franchise } \\ \text { di Bus } 15 t- \\ 24 \mathrm{t} \end{gathered}$ | $\begin{gathered} \begin{array}{c} 18 \text { - Non- } \\ \text { tranchise } \\ \text { d Bus } \\ >24 t \end{array} \\ \hline \end{gathered}$ | $\left\lvert\, \begin{gathered} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 \mathrm{t} \end{gathered}\right.$ |  | $03-$ Light <br> Goods <br> Vehicess <br> in <br> 2.5t | $\left.\begin{array}{\|c\|} \hline 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Gehicies } \\ 2.5-3.5 \mathrm{t} \end{array} \right\rvert\,$ |  | $\begin{array}{\|c} \hline 06- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ =15 t \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline 07- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ 15 t-24 t \\ \hline \end{array}$ |  | $\begin{array}{\|c\|} \hline 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | $\begin{array}{\|c} \hline 15- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) } \end{array}$ | $\left\|\begin{array}{c} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{array}\right\|$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road P1 | 1500-1600 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2 | Kong Sham Western Highway | 1.0\% | 32.2\% | 6.8\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 20.2\% | 7.2\% | 7.7\% | 15.1\% | 3.9\% | 0.1\% | 3.2\% | 0.0\% | 100.0\% |
| 3 | Kong Sham Western Highway | 1.0\% | 34.6\% | 7.3\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 18.6\% | 6.7\% | 7.1\% | 13.9\% | 3.6\% | 0.1\% | 4.2\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 0.8\% | 26.2\% | 5.5\% | 0.5\% | 0.3\% | 0.8\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 23.1\% | 8.3\% | 8.8\% | 17.3\% | 4.5\% | 0.0\% | 0.0\% | 3.3\% | 100.0\% |
| 5 | Road P1 | 0.9\% | 31.0\% | 6.6\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 20.6\% | 7.4\% | 7.8\% | 15.4\% | 7.2\% | 0.0\% | 0.0\% | 0.4\% | 100.0\% |
| 11 | Road P1 | 0.9\% | 28.4\% | 6.0\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 22.1\% | 7.9\% | 8.4\% | 16.5\% | 6.8\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 12 | Kong Sham Wester Highway | 1.1\% | 36.5\% | 7.7\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 18.5\% | 6.7\% | 7.1\% | 13.9\% | 5.6\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 0.8\% | 26.0\% | 5.5\% | 0.5\% | 0.3\% | 0.8\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 23.4\% | 8.4\% | 8.9\% | 17.5\% | 7.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 0.7\% | 23.9\% | 5.1\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.3\% | 0.3\% | 24.4\% | 8.7\% | 9.3\% | 18.2\% | 7.0\% | 0.0\% | 0.0\% | 0.6\% | 100.0\% |
| 17 | Road D5 | 0.9\% | 28.6\% | 6.0\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 22.0\% | 7.9\% | 8.4\% | 16.5\% | 6.6\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 18 | Road D5 | 0.7\% | 24.3\% | 5.1\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.3\% | 0.3\% | 24.2\% | 8.7\% | 9.2\% | 18.1\% | 6.9\% | 0.0\% | 0.0\% | 0.6\% | 100.0\% |
| 19 | Kong Sham Western Highway | 0.9\% | 30.9\% | 6.5\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 20.7\% | 7.4\% | 7.9\% | 15.5\% | 5.2\% | 0.1\% | 2.4\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 1.0\% | 34.1\% | 7.2\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 19.4\% | 7.0\% | 7.4\% | 14.5\% | 4.7\% | 0.1\% | 1.7\% | 0.0\% | 100.0\% |
| ${ }^{23}$ | Road D1 | 0.9\% | 29.0\% | 6.1\% | 0.6\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 22.9\% | 8.2\% | 8.7\% | 17.2\% | 4.5\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 1.5\% | 49.1\% | 10.4\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 13.1\% | 4.7\% | 5.0\% | 9.8\% | 2.6\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\left\lvert\, \begin{gathered} 16- \\ \text { Motoryc } \\ \text { Mes (MC) } \end{gathered}\right.$ | $\left(\left.\begin{array}{c} \text { O1- } \\ \text { Private } \\ \text { cars (PC) } \end{array} \right\rvert\,\right.$ | 02 - Taxi |  | $\begin{array}{\|c\|} \hline \text { 12 - Non- } \\ \text { franchise } \\ \text { d Bus } 6.4 \\ 15 t \end{array}$ | $\begin{gathered} \text { 13- Non- } \\ \text { franchise } \\ \text { di Bus } 15 t- \\ 24 \mathrm{t} \end{gathered}$ | $\begin{gathered} \begin{array}{c} 18 \text { - Non- } \\ \text { tranchise } \\ \text { d Bus } \\ >24 t \end{array} \\ \hline \end{gathered}$ | $\left\lvert\, \begin{gathered} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 \mathrm{t} \end{gathered}\right.$ |  | $03-$ Light <br> Goods <br> Vehicess <br> in <br> 2.5t | $\left.\begin{array}{\|c\|} \hline 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Gehicies } \\ 2.5-3.5 \mathrm{t} \end{array} \right\rvert\,$ |  | $\begin{array}{\|c} \hline 06- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ =15 t \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline 07- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ 15 t-24 t \\ \hline \end{array}$ |  | $\begin{array}{\|c\|} \hline 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ |  | $\left\|\begin{array}{c} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{array}\right\|$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road P1 | 1600-1700 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2 | Kong Sham Western Highway | 1.1\% | 33.5\% | 7.2\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.1\% | 1.0\% | 0.2\% | 19.6\% | 7.0\% | 6.9\% | 13.6\% | 3.5\% | 0.1\% | 3.7\% | 0.0\% | 100.0\% |
| 3 | Kong Sham Western Highway | 1.1\% | 35.8\% | 7.7\% | 0.8\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 1.1\% | 0.2\% | 18.0\% | 6.4\% | 6.3\% | 12.4\% | 3.2\% | 0.1\% | 4.8\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 0.9\% | 27.5\% | 6.0\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.1\% | 0.8\% | 0.2\% | 22.7\% | 8.1\% | 8.0\% | 15.7\% | 4.1\% | 0.0\% | 0.0\% | 3.8\% | 100.0\% |
| 5 | Road P1 | 1.0\% | 32.5\% | 7.0\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 1.0\% | 0.2\% | 20.2\% | 7.2\% | 7.1\% | 14.0\% | 6.7\% | 0.0\% | 0.0\% | 0.5\% | 100.0\% |
| 11 | Road P1 | 1.0\% | 29.9\% | 6.5\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.1\% | 0.9\% | 0.2\% | 21.7\% | 7.8\% | 7.6\% | 15.0\% | 6.3\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| 12 | Kong Sham Wester Highway | 1.2\% | 37.9\% | 8.2\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 1.1\% | 0.2\% | 18.0\% | 6.5\% | 6.3\% | 12.5\% | 5.2\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 0.9\% | 27.5\% | 6.0\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.1\% | 0.8\% | 0.2\% | 23.1\% | 8.3\% | 8.1\% | 16.0\% | 6.9\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 0.8\% | 25.4\% | 5.5\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.1\% | 0.7\% | 0.3\% | 24.1\% | 8.7\% | 8.5\% | 16.7\% | 6.6\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 17 | Road D5 | 1.0\% | 30.0\% | 6.5\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.9\% | 0.2\% | 21.7\% | 7.8\% | 7.6\% | 15.0\% | 6.2\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| 18 | Road D5 | 0.8\% | 25.7\% | 5.6\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.1\% | 0.8\% | 0.3\% | 24.0\% | 8.6\% | 8.5\% | 16.6\% | 6.4\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 19 | Kong Sham Western Highway | 1.0\% | 32.3\% | 7.0\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 1.0\% | 0.2\% | ${ }^{20.2 \%}$ | 7.2\% | 7.1\% | 14.0\% | 4.8\% | 0.1\% | ${ }^{2.7 \%}$ | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 1.1\% | 35.5\% | 7.7\% | 0.8\% | 0.6\% | 1.2\% | 0.0\% | 0.1\% | 1.0\% | 0.2\% | 18.9\% | 6.8\% | 6.6\% | 13.1\% | 4.3\% | 0.0\% | 2.0\% | 0.0\% | 100.0\% |
| ${ }^{23}$ | Road D1 | 1.0\% | 30.6\% | 6.6\% | 0.7\% | 0.5\% | $\frac{1.1 \%}{10 \%}$ | 0.0\% | 0.1\% | 0.9\% | 0.2\% | 22.6\% | 8.1\% | 8.0\% | 15.6\% | 4.1\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 1.6\% | 49.9\% | 10.8\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.2\% | 1.5\% | 0.1\% | 12.4\% | 4.5\% | 4.4\% | 8.6\% | 2.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\left\lvert\, \begin{gathered} 16- \\ \text { Motoryc } \\ \text { Mes (MC) } \end{gathered}\right.$ | $\left(\left.\begin{array}{c} \text { O1- } \\ \text { Private } \\ \text { cars (PC) } \end{array} \right\rvert\,\right.$ | 02 - Taxi |  | $\begin{array}{\|c\|} \hline \text { 12 - Non- } \\ \text { franchise } \\ \text { d Bus } 6.4 \\ 15 t \end{array}$ |  | $\begin{gathered} \begin{array}{c} 18 \text { - Non- } \\ \text { tranchise } \\ \text { d Bus } \\ >24 t \end{array} \\ \hline \end{gathered}$ | $\left\lvert\, \begin{gathered} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 \mathrm{t} \end{gathered}\right.$ |  | $03-$ Light <br> Goods <br> Vehicess <br> in <br> 2.5t | $\left.\begin{array}{\|c\|} \hline 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Gehicies } \\ 2.5-3.5 \mathrm{t} \end{array} \right\rvert\,$ |  | $\begin{array}{\|c} \hline 06- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ =15 t \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline 07- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ 15 t-24 t \\ \hline \end{array}$ |  | $\begin{array}{\|c\|} \hline 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ |  | $\left\|\begin{array}{c} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{array}\right\|$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road P1 | 1700-1800 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2 | Kong Sham Western Highway | 2.3\% | 38.9\% | 6.6\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.1\% | 0.8\% | 0.2\% | 18.8\% | 6.8\% | 5.5\% | 10.7\% | 2.8\% | 0.1\% | 3.9\% | 0.0\% | 100.0\% |
| 3 | Kong Sham Western Highway | 2.4\% | 41.2\% | 7.0\% | 0.8\% | 0.6\% | 1.2\% | 0.0\% | 0.1\% | 0.9\% | 0.2\% | 17.1\% | 6.1\% | 5.0\% | 9.7\% | 2.5\% | 0.1\% | 5.1\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 1.9\% | 32.6\% | 5.5\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.1\% | 0.7\% | 0.2\% | 22.3\% | 8.0\% | 6.5\% | 12.7\% | 3.3\% | 0.0\% | 0.0\% | 4.1\% | 100.0\% |
| 5 | Road P1 | 2.2\% | 38.1\% | 6.4\% | 0.8\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.8\% | 0.2\% | 19.6\% | 7.0\% | 5.7\% | 11.1\% | 5.7\% | 0.0\% | 0.0\% | 0.5\% | 100.0\% |
| 11 | Road P1 | 2.1\% | 35.3\% | 6.0\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.8\% | 0.2\% | 21.2\% | 7.6\% | 6.1\% | 12.1\% | 5.4\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |
| 12 | Kong Sham Wester Highway | 2.6\% | 43.6\% | 7.4\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.9\% | 0.2\% | 17.2\% | 6.2\% | 5.0\% | 9.8\% | 4.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 1.9\% | 32.9\% | 5.6\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.1\% | 0.7\% | 0.2\% | 22.8\% | 8.2\% | 6.6\% | 13.0\% | 6.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 1.8\% | 30.5\% | 5.2\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.1\% | 0.6\% | 0.3\% | 24.0\% | 8.6\% | 6.9\% | 13.7\% | 5.7\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| 17 | Road D5 | 2.1\% | 35.5\% | 6.0\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.8\% | 0.2\% | 21.2\% | 7.6\% | 6.1\% | 12.1\% | 5.3\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| 18 | Road D5 | 1.8\% | 30.9\% | 5.2\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.1\% | 0.7\% | 0.2\% | 23.8\% | 8.5\% | 6.9\% | 13.6\% | 5.5\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| 19 | Kong Sham Western Highway | 2.2\% | 37.7\% | 6.4\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.8\% | 0.2\% | 19.5\% | 7.0\% | 5.6\% | 11.1\% | 4.0\% | 0.1\% | 2.9\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 2.4\% | 41.1\% | 6.9\% | 0.8\% | 0.6\% | 1.2\% | 0.0\% | 0.1\% | 0.9\% | 0.2\% | 18.1\% | 6.5\% | 5.2\% | 10.3\% | 3.5\% | 0.1\% | 2.1\% | 0.0\% | 100.0\% |
| ${ }^{23}$ | Road D1 | 2.1\% | 36.1\% | 6.1\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.8\% | 0.2\% | 22.1\% | 7.9\% | 6.4\% | 12.6\% | 3.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 3.3\% | 55.4\% | 9.4\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.2\% | 1.2\% | 0.1\% | 11.4\% | 4.1\% | 3.3\% | 6.5\% | 1.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\left\lvert\, \begin{gathered} 16- \\ \text { Motoryc } \\ \text { Mes (MC) } \end{gathered}\right.$ | $\left(\left.\begin{array}{c} \text { O1- } \\ \text { Private } \\ \text { cars (PC) } \end{array} \right\rvert\,\right.$ | 02 - Taxi |  | $\begin{array}{\|c\|} \hline \text { 12 - Non- } \\ \text { franchise } \\ \text { d Bus } 6.4 \\ 15 t \end{array}$ | $\begin{gathered} \text { 13- Non- } \\ \text { franchise } \\ \text { di Bus } 15 t- \\ 24 \mathrm{t} \end{gathered}$ | $\begin{gathered} \begin{array}{c} 18 \text { - Non- } \\ \text { tranchise } \\ \text { d Bus } \\ >24 t \end{array} \\ \hline \end{gathered}$ | $\left\lvert\, \begin{gathered} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 \mathrm{t} \end{gathered}\right.$ |  | $03-$ Light <br> Goods <br> Vehicess <br> in <br> 2.5t | $\left.\begin{array}{\|c\|} \hline 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Gehicies } \\ 2.5-3.5 \mathrm{t} \end{array} \right\rvert\,$ | $\left.\begin{array}{\|c\|} \hline 05-\text { Light } \\ \text { Goods } \\ \text { Venicles> } \\ 3.5 t \end{array} \right\rvert\,,$ | $\begin{array}{\|c} \hline 06- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ =15 t \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline 07- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ 15 t-24 t \\ \hline \end{array}$ |  | $\begin{array}{\|c\|} \hline 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ |  | $\left\|\begin{array}{c} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{array}\right\|$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road P1 | 1800-1900 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2 | Kong Sham Western Highway | 2.4\% | 52.6\% | 7.1\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.0\% | 0.3\% | 0.1\% | 13.4\% | 4.8\% | 3.5\% | 6.9\% | 1.8\% | 0.1\% | 4.1\% | 0.0\% | 100.0\% |
| 3 | Kong Sham Western Highway | 2.5\% | 54.4\% | 7.4\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.0\% | 0.4\% | 0.1\% | 11.9\% | 4.3\% | ${ }^{3.1 \%}$ | 6.1\% | 1.6\% | 0.1\% | 5.1\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 2.1\% | 46.3\% | 6.3\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 16.6\% | 6.0\% | 4.3\% | 8.5\% | 2.2\% | 0.0\% | 0.0\% | 4.6\% | 100.0\% |
| 5 | Road P1 | 2.4\% | 53.4\% | 7.3\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 14.4\% | 5.2\% | 3.8\% | 7.4\% | 1.9\% | 0.0\% | 0.0\% | 0.6\% | 100.0\% |
| 11 | Road P1 | 2.3\% | 50.4\% | 6.9\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 15.9\% | 5.7\% | 4.2\% | 8.2\% | 2.1\% | 0.0\% | 0.0\% | 1.0\% | 100.0\% |
| 12 | Kong Sham Wester Highway | 2.7\% | 58.3\% | 7.9\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.0\% | 0.4\% | 0.1\% | 12.0\% | 4.3\% | 3.2\% | 6.2\% | 1.6\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 2.2\% | 48.2\% | 6.6\% | 0.8\% | 0.6\% | 1.3\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 17.6\% | 6.3\% | 4.6\% | 9.1\% | 2.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 2.1\% | 45.3\% | 6.2\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 18.7\% | 6.7\% | 4.9\% | 9.7\% | 2.5\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |
| 17 | Road D5 | 2.3\% | 50.6\% | 6.9\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 15.8\% | 5.7\% | 4.2\% | 8.2\% | 2.1\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |
| 18 | Road D5 | 2.1\% | 45.7\% | 6.2\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 18.5\% | 6.6\% | 4.9\% | 9.5\% | 2.5\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |
| 19 | Kong Sham Western Highway | 2.4\% | 52.0\% | 7.1\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.0\% | 0.3\% | 0.1\% | 14.1\% | 5.1\% | 3.7\% | 7.3\% | 1.9\% | 0.1\% | ${ }^{3.1 \%}$ | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 2.5\% | 55.2\% | 7.5\% | 0.9\% | 0.7\% | 1.4\% | 0.0\% | 0.0\% | 0.4\% | 0.1\% | 12.8\% | 4.6\% | 3.3\% | 6.6\% | 1.7\% | 0.0\% | 2.2\% | 0.0\% | 100.0\% |
| ${ }^{23}$ | Road D1 | 2.3\% | 50.6\% | 6.9\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 16.2\% | 5.8\% | 4.3\% | 8.4\% | 2.2\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 3.1\% | 67.1\% | 9.1\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.1\% | 0.4\% | 0.1\% | 7.3\% | 2.6\% | 1.9\% | 3.7\% | 1.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\left\lvert\, \begin{gathered} 16- \\ \text { Motoryc } \\ \text { Mes (MC) } \end{gathered}\right.$ | $\left.\left\lvert\, \begin{array}{c} 01- \\ \text { Private } \\ \text { Cars (PC) } \end{array}\right.\right)$ | 02 - Taxi |  | 12 - Nond Bus 6.4 15t | $\begin{gathered} \text { 13 - Non- } \\ \text { franchise } \\ \text { d Bus } 15 t \\ 24 t \end{gathered}$ | $\begin{gathered} \text { 18-Non- } \\ \text { franchise } \\ \text { d Bus } \\ 224 t \end{gathered}$ |  | $\begin{array}{\|c\|} 10- \\ \text { Private } \\ \text { Pight Bus } \\ >3.5 \mathrm{t} \end{array}$ | $\left\lvert\, \begin{gathered} \text { O3-Light } \\ \text { Gooods } \\ \text { Vehicless } \\ =2.5 \mathrm{t} \\ \hline \end{gathered}\right.$ | $\begin{gathered} \text { O4-Lt } \\ \text { Goods } \\ \text { Vohicles } \\ 2.5-3.55 \end{gathered}$ | $\left\lvert\, \begin{gathered} 05-\text { Light } \\ \text { Goods } \\ \text { Vehicles> } \\ 3.5 t \end{gathered}\right.$ |  | $\begin{gathered} 07- \\ \hline \text { Heary } \\ \text { Heoods } \\ \text { Geheicles } \\ \text { 15t-24t } \end{gathered}$ |  | 14 Franchis ed Bus (SD) | 15Franchis ed Bus (DD) | $\left\|\begin{array}{c} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{array}\right\|$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 1900-2000 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{1}{2}$ | Road P1 | ${ }^{1.556}$ | 56.8\% | ${ }^{7.9 \%}$ | $\frac{1.1 \%}{1.16}$ | 0.8\% | 1.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 10.9\% | 3.9\% | ${ }^{3.1 \%}$ | ${ }^{6.2 \%}$ | $\frac{1.6 \%}{1.56}$ | 0.0\% | 0.0\% | 4.4\% | $\frac{100.0 \%}{1000 \%}$ |
| $\frac{2}{3}$ | Kong sam Western Highway | ${ }_{\text {1.5\% }}^{1.5 \%}$ | ${ }^{57.4 \%}$ | 7.9\% <br> $8.2 \%$ | $\xrightarrow{\text { 1.1.1\% }}$ | 0.8\%\% | $\xrightarrow{\text { 1.7.7\% }}$ | -0.0\% | 0.0\% | ${ }^{0.1 \%}$ | ${ }^{0.1 \%}$ | ${ }^{10.2 \%}$ | ${ }^{\frac{3.8 \%}{3.3 \%}}$ | $\frac{3.0 \%}{2.7 \%}$ | 5.92\% | $\frac{1.9 \%}{1.4 \%}$ | ${ }^{0.1 \%}$ | ${ }^{4.6 \%}$ | 0.0\% | 100.0\% |
| 4 | Road P1 | 1.3\% | 51.4\% | 7.1\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 13.2\% | 4.7\% | 3.8\% | 7.5\% | 2.0\% | 0.0\% | 0.0\% | 5.5\% | 100.0\% |
| 5 | Road Pl | 1.5\% | 58.8\% | 8.1\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 11.4\% | 4.1\% | 3.3\% | 6.5\% | 1.7\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 11 | Rooa P1 | 1.4\% | 56.0\% | 7.8\% | 1.1\% | 0.8\% | 1.6\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 12.6\% | 4.5\% | 3.7\% | 7.2\% | 1.9\% | 0.0\% | 0.0\% | 1.2\% | 100.0\% |
| 12 | Kong Sham Western Highway | 1.6\% | 63.3\% | 8.8\% | 1.2\% | 0.8\% | 1.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 9.4\% | 3.4\% | 2.7\% | 5.3\% | 1.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 1.4\% | 54.1\% | 7.5\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 14.1\% | 5.1\% | 4.1\% | 8.0\% | 2.1\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road Pl | 1.3\% | 51.2\% | 7.1\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.0\% | 0.1\% | 0.2\% | 15.1\% | 5.4\% | 4.4\% | 8.6\% | 2.3\% | 0.0\% | 0.0\% | 1.1\% | 100.0\% |
| 17 | Road D5 | 1.4\% | 56.2\% | 7.8\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 12.6\% | 4.5\% | 3.6\% | 7.2\% | 1.9\% | 0.0\% | 0.0\% | 1.1\% | 100.0\% |
| 18 | Road D5 | 1.3\% | 51.6\% | 7.1\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.0\% | 0.1\% | 0.2\% | 15.0\% | 5.4\% | 4.3\% | 8.5\% | 2.2\% | 0.0\% | 0.0\% | 1.1\% | 100.0\% |
| 19 | Kong Sham Western Highway | 1.5\% | 57.0\% | 7.9\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 11.1\% | 4.0\% | 3.2\% | 6.3\% | 1.6\% | 0.1\% | 3.5\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 1.5\% | 60.1\% | 8.3\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 9.9\% | 3.6\% | 2.9\% | 5.7\% | 1.5\% | 0.0\% | 2.5\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 1.5\% | 56.4\% | 7.8\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 12.9\% | 4.6\% | 3.7\% | 7.4\% | 1.9\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 1.8\% | 70.8\% | 9.8\% | 1.4\% | 0.9\% | 2.1\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 5.5\% | 2.0\% | 1.6\% | 3.1\% | 0.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\left\lvert\, \begin{gathered} 16- \\ \text { Motoryc } \\ \text { Mes (MC) } \end{gathered}\right.$ | $\left(\left.\begin{array}{c} \text { O1- } \\ \text { Private } \\ \text { cars (PC) } \end{array} \right\rvert\,\right.$ | 02 - Taxi |  | $\begin{array}{\|c\|} \hline \text { 12 - Non- } \\ \text { franchise } \\ \text { d Bus } 6.4 \\ 15 t \end{array}$ |  | $\begin{gathered} \begin{array}{c} 18 \text { - Non- } \\ \text { tranchise } \\ \text { d Bus } \\ >24 t \end{array} \\ \hline \end{gathered}$ | $\left\lvert\, \begin{gathered} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 \mathrm{t} \end{gathered}\right.$ |  | $03-$ Light <br> Goods <br> Vehicess <br> in <br> 2.5t | $\left.\begin{array}{\|c\|} \hline 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Gehicies } \\ 2.5-3.5 \mathrm{t} \end{array} \right\rvert\,$ | $\left.\begin{array}{\|c\|} \hline 05-\text { Light } \\ \text { Goods } \\ \text { Venicles> } \\ 3.5 t \end{array} \right\rvert\,,$ | $\begin{array}{\|c} \hline 06- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ =15 t \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline 07- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ 15 t-24 t \\ \hline \end{array}$ |  | $\begin{array}{\|c\|} \hline 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ |  | $\left\|\begin{array}{c} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{array}\right\|$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road P1 | 2000-2100 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2 | Kong Sham Western Highway | 1.6\% | 55.7\% | 11.4\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 9.2\% | 3.3\% | 2.8\% | 5.5\% | 1.4\% | 0.1\% | 5.1\% | 0.0\% | 100.0\% |
| 3 | Kong Sham Western Highway | ${ }^{1.7 \%}$ | 56.8\% | ${ }^{11.7 \%}$ | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 8.1\% | 2.9\% | 2.5\% | 4.9\% | 1.3\% | 0.1\% | 6.3\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 1.5\% | 50.2\% | 10.3\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 11.7\% | 4.2\% | 3.6\% | 7.0\% | 1.8\% | 0.0\% | 0.0\% | 6.2\% | 100.0\% |
| 5 | Road P1 | 1.7\% | 57.4\% | 11.8\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 10.1\% | 3.6\% | 3.1\% | 6.1\% | 1.6\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| 11 | Road P1 | 1.6\% | 54.9\% | 11.2\% | 1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 11.3\% | 4.0\% | 3.4\% | 6.8\% | 1.8\% | 0.0\% | 0.0\% | 1.3\% | 100.0\% |
| 12 | Kong Sham Wester Highway | 1.8\% | 61.5\% | 12.6\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 8.3\% | 3.0\% | 2.5\% | 5.0\% | 1.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 1.6\% | 53.3\% | 10.9\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 12.7\% | 4.5\% | 3.9\% | 7.6\% | 2.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 1.5\% | 50.5\% | 10.4\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 13.6\% | 4.9\% | 4.2\% | 8.2\% | 2.1\% | 0.0\% | 0.0\% | 1.3\% | 100.0\% |
| 17 | Road D5 | 1.6\% | 55.0\% | 11.3\% | 1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 11.2\% | 4.0\% | 3.4\% | 6.7\% | 1.8\% | 0.0\% | 0.0\% | 1.2\% | 100.0\% |
| 18 | Road D5 | 1.5\% | 50.9\% | 10.4\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 13.4\% | 4.8\% | 4.1\% | 8.1\% | 2.1\% | 0.0\% | 0.0\% | 1.2\% | 100.0\% |
| 19 | Kong Sham Western Highway | 1.6\% | 55.5\% | 11.4\% | 1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 9.8\% | 3.5\% | 3.0\% | 5.9\% | 1.5\% | 0.1\% | 3.9\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 1.7\% | 58.3\% | 12.0\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 8.8\% | 3.2\% | 2.7\% | 5.3\% | 1.4\% | 0.1\% | 2.8\% | 0.0\% | 100.0\% |
| ${ }^{23}$ | Road D1 | 1.6\% | 55.3\% | 11.3\% | 1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 11.6\% | 4.2\% | 3.5\% | 6.9\% | 1.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 2.0\% | 68.0\% | 13.9\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 4.8\% | 1.7\% | 1.5\% | 2.9\% | 0.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\left\lvert\, \begin{gathered} 16- \\ \text { Motoryc } \\ \text { Mes (MC) } \end{gathered}\right.$ | $\left(\left.\begin{array}{c} \text { O1- } \\ \text { Private } \\ \text { cars (PC) } \end{array} \right\rvert\,\right.$ | 02 - Taxi |  | $\begin{array}{\|c\|} \hline \text { 12 - Non- } \\ \text { franchise } \\ \text { d Bus } 6.4 \\ 15 t \end{array}$ | $\begin{gathered} \text { 13- Non- } \\ \text { franchise } \\ \text { di Bus } 15 t- \\ 24 \mathrm{t} \end{gathered}$ | $\begin{gathered} \begin{array}{c} 18 \text { - Non- } \\ \text { tranchise } \\ \text { d Bus } \\ >24 t \end{array} \\ \hline \end{gathered}$ | $\left\lvert\, \begin{gathered} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 \mathrm{t} \end{gathered}\right.$ |  | $03-$ Light <br> Goods <br> Vehicess <br> in <br> 2.5t | $\left.\begin{array}{\|c\|} \hline 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Gehicies } \\ 2.5-3.5 \mathrm{t} \end{array} \right\rvert\,$ | $\left.\begin{array}{\|c\|} \hline 05-\text { Light } \\ \text { Goods } \\ \text { Venicles> } \\ 3.5 t \end{array} \right\rvert\,,$ |  | $\begin{array}{\|c\|} \hline 07- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ 15 t-24 t \\ \hline \end{array}$ |  | $\begin{array}{\|c\|} \hline 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ |  | $\left\|\begin{array}{c} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{array}\right\|$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road P1 | 2100-2200 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2 | Kong Sham Western Highway | 2.2\% | 54.0\% | 13.4\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 8.7\% | 3.1\% | 3.1\% | 6.0\% | 1.6\% | 0.1\% | 5.3\% | 0.0\% | 100.0\% |
| 3 | Kong Sham Western Highway | 2.3\% | 55.1\% | 13.7\% | 0.8\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 7.6\% | 2.7\% | 2.7\% | 5.2\% | 1.4\% | 0.2\% | 6.5\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 2.0\% | 48.4\% | 12.0\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 10.9\% | 3.9\% | 3.9\% | 7.6\% | 2.0\% | 0.0\% | 0.0\% | 7.0\% | 100.0\% |
| 5 | Road P1 | 2.3\% | 55.7\% | 13.9\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 9.5\% | 3.4\% | 3.3\% | 6.6\% | 1.7\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |
| 11 | Road P1 | 2.2\% | 53.2\% | 13.2\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 10.6\% | 3.8\% | 3.7\% | 7.3\% | 1.9\% | 0.0\% | 0.0\% | 1.5\% | 100.0\% |
| 12 | Kong Sham Wester Highway | 2.4\% | 59.7\% | 14.8\% | 0.8\% | 0.6\% | 1.2\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 7.8\% | 2.8\% | 2.7\% | 5.4\% | 1.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 2.1\% | 51.8\% | 12.9\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 11.9\% | 4.3\% | 4.2\% | 8.2\% | 2.2\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 2.0\% | 49.0\% | 12.2\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 12.8\% | 4.6\% | 4.5\% | 8.8\% | 2.3\% | 0.0\% | 0.0\% | 1.5\% | 100.0\% |
| 17 | Road D5 | 2.2\% | 53.3\% | 13.3\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 10.5\% | 3.8\% | 3.7\% | 7.3\% | 1.9\% | 0.0\% | 0.0\% | 1.4\% | 100.0\% |
| 18 | Road D5 | 2.0\% | 49.3\% | 12.3\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 12.6\% | 4.5\% | 4.4\% | 8.7\% | 2.3\% | 0.0\% | 0.0\% | 1.4\% | 100.0\% |
| 19 | Kong Sham Western Highway | 2.2\% | 53.8\% | 13.4\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 9.2\% | 3.3\% | 3.2\% | 6.4\% | ${ }^{\text {1.7\% }}$ | 0.1\% | 4.0\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 2.3\% | 56.6\% | 14.1\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 8.3\% | 3.0\% | 2.9\% | 5.7\% | 1.5\% | 0.1\% | 2.8\% | 0.0\% | 100.0\% |
| ${ }^{23}$ | Road D1 | 2.2\% | 53.7\% | 13.4\% | 0.7\% | 0.5\% | $\frac{1.1 \%}{10 \%}$ | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 10.9\% | 3.9\% | 3.8\% | 7.5\% | 2.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 2.7\% | 66.1\% | 16.4\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.0\% | 0.1\% | 0.0\% | 4.5\% | 1.6\% | 1.6\% | 3.1\% | 0.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\left\|\begin{array}{c} 16 . \\ \left.\begin{array}{c} \text { Motoryc } \\ \text { les (Mc) } \end{array} \right\rvert\, \end{array}\right\|$ | $\begin{gathered} 01- \\ \text { Private } \\ \text { Crars (PC } \end{gathered}$ | 02 - taxi |  |  |  |  | $\begin{gathered} 9 \\ \substack{9 \\ \text { Private } \\ \text { Light uss } \\ <=3.5 \text { it }} \end{gathered}$ | $\begin{array}{\|c} \begin{array}{c} \text { Prive } \\ \text { Light } \\ \text { Lint Bus } \\ 3.5 \mathrm{t} \end{array} \\ \hline \end{array}$ |  |  | $\underset{\substack{05-\text { Light } \\ \text { voids } \\ \text { vicics } \\ \text { 3.5t }}}{\substack{\text { and } \\ \hline}}$ |  |  |  |  | $\begin{array}{\|l\|l\|} \hline \text { Franchis } \\ \text { Fenc } \\ \text { ens } \\ \text { (00) } \end{array}$ | $\left\lvert\, \begin{gathered} \text { 8- Public } \\ \text { Lifhte } \\ \text { Buses } \end{gathered}\right.$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road P1 | ${ }_{\text {2200-2, }}^{2 \cdot 1 / 2}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | m Westem | ${ }_{2}^{2.16}$ | ${ }_{56,69}$ | 14.796 | 0.5\%\% | ${ }^{0.49}$ | 0.88\% | 0.0\% | 0.0\% | ${ }^{0.1 \%^{\circ}}$ | ${ }^{0.19 \%}$ | ${ }^{1.89}$ | , | ${ }_{\text {2406 }}$ | ${ }^{4.88 \%}$ | ${ }^{1.33^{6}}$ | ${ }_{0}^{0.2 \%}$ | ${ }_{5}^{5.6 \%}$ | ${ }_{0}^{\text {a }} 0.0 \%$ |  |
|  | am Westem |  | ${ }_{\text {5 }}^{5}$ |  |  | 0.4 |  | ${ }^{0.00 \%}$ |  |  |  |  | ${ }^{2.446}$ | ${ }_{\text {2.1.6 }}$ | ${ }^{4.22^{29}}$ |  | ${ }^{0.206 \%}$ | ${ }^{6.9 .96}$ |  |  |
| ${ }^{5}$ |  | ${ }_{\text {2, }}^{1.10}$ |  | ${ }_{15,3 \%}$ | 0.5\% | +0.40 |  | 退0.0\% |  | ${ }_{0}^{0.1 \%}$ | ${ }_{0}^{0.19}$ | (10.10 | ${ }^{3.1 \%^{2}}$ | ${ }^{2.70_{6}}$ |  |  | ${ }^{0.007}$ | \%o.0\% |  |  |
| $\frac{11}{12}$ | Road P I | - ${ }^{200 \%}$ | ${ }^{6244^{\circ}}$ | ${ }^{16,2 \%}$ | ${ }_{\text {O }}^{0.50 \%}$ |  | -0.8\% |  | 0.0\% | ${ }_{0}^{016}$ | ${ }^{0.19 \%}$ |  | ${ }^{256 \%}$ |  |  |  | -0.0\% | $0.00 \%$ |  |  |
| $\frac{13}{13}$ | Sham Western High | ${ }^{2.0 \% \%}$ | 5510 | ${ }^{14.30^{3}}$ | ${ }^{0.56 \%}$ | ${ }_{0}^{0.46}$ | 0.8\% | O20 |  |  | ${ }^{0.1 \%}$ | 1009 | ${ }^{3.9 \%}$ |  | ${ }^{60}$ |  | 0.0\% | 20\% |  |  |
|  | ${ }^{\text {Road }}$ | ${ }^{1.909}$ |  |  |  | ${ }^{0.33^{\circ} \%}$ | ${ }^{0.79 \%}$ | ${ }^{0.00 \%}$ |  |  | ${ }_{0}^{0.1 \%}$ |  |  |  |  |  |  |  |  |  |
| $\frac{17}{18}$ | dod | $\frac{2.190}{1000}$ |  | ${ }_{\text {I4, }}^{13,0 \%}$ | ${ }^{0.505}$ | ${ }^{0.48}$ | $\frac{0.8 \%}{0.08}$ | $\frac{0.0 \% 8}{000 \%}$ | 0.0 |  | ${ }^{0.190}$ |  |  | ${ }^{\frac{3}{3}, 0.06}$ | ${ }^{5} \frac{5.98}{729}$ |  | O.0.0\% | ${ }^{0.008}$ | ${ }^{1.10}$ |  |
| 19 | Sham Wester | ${ }^{2,218}$ | ${ }_{56,6 \%}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Sham Western Highay | ${ }^{2.1 \%}$ | 59,2\% | ${ }_{15.4 \%}^{15}$ |  | ${ }^{0.446}$ | ${ }^{0.89 \%}$ | ${ }^{0.0 \%}$ | 0.0\% |  | ${ }_{0}^{0.1 \%}$ | ${ }^{7}{ }^{\text {74\% }}$ | ${ }^{2,7 \%}$ | ${ }^{23^{3 / 6}}$ | ${ }^{4.60^{\circ}}$ |  | 0.1\% | ${ }^{3.0 \%}$ | ${ }^{\text {0.0\%\% }}$ |  |
| $\begin{array}{r}\text { 23 } \\ \hline 24 \\ \hline 24 \\ \hline\end{array}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Appendix 3.4 Traffic Data

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe

| Link No. | Road Name | $\left\lvert\, \begin{gathered} 16- \\ \text { Motoryc } \\ \text { Mes (MC) } \end{gathered}\right.$ | $\left(\left.\begin{array}{c} \text { O1- } \\ \text { Private } \\ \text { cars (PC) } \end{array} \right\rvert\,\right.$ | 02 - Taxi |  | $\begin{array}{\|c\|} \hline \begin{array}{c} 12-\text { Non- } \\ \text { franchise } \\ \text { d Bus } 6.4 \\ 155 \end{array} \end{array}$ |  | $\begin{gathered} \begin{array}{c} 18 \text { - Non- } \\ \text { tranchise } \\ \text { d Bus } \\ >24 t \end{array} \\ \hline \end{gathered}$ | $\left\lvert\, \begin{gathered} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 \mathrm{t} \end{gathered}\right.$ |  | $03-$ Light <br> Goods <br> Vehicess <br> in <br> 2.5t | $\left.\begin{array}{\|c\|} \hline 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Gehicies } \\ 2.5-3.5 \mathrm{t} \end{array} \right\rvert\,$ |  | $\begin{array}{\|c} \hline 06- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ =15 t \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline 07- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ 15 t-24 t \\ \hline \end{array}$ |  | $\begin{array}{\|c\|} \hline 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ |  | $\left\|\begin{array}{c} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{array}\right\|$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road P1 | 2300-2400 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2 | Kong Sham Western Highway | 2.1\% | 54.5\% | 14.0\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 8.7\% | 3.1\% | 2.8\% | 5.5\% | 1.4\% | 0.2\% | 5.5\% | 0.0\% | 100.0\% |
| 3 | Kong Sham Western Highway | 2.1\% | 55.6\% | 14.2\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 7.6\% | 2.7\% | 2.4\% | 4.8\% | 1.3\% | 0.2\% | 6.8\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 1.9\% | 49.8\% | 12.8\% | 0.6\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 11.2\% | 4.0\% | 3.6\% | 7.1\% | 1.8\% | 0.0\% | 0.0\% | 5.7\% | 100.0\% |
| 5 | Road P1 | 2.2\% | 56.6\% | 14.5\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 9.6\% | ${ }^{3.4 \%}$ | 3.1\% | 6.1\% | 1.6\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 11 | Road P1 | 2.1\% | 54.1\% | 13.9\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 10.7\% | 3.8\% | 3.4\% | 6.8\% | 1.8\% | 0.0\% | 0.0\% | 1.2\% | 100.0\% |
| 12 | Kong Sham Wester Highway | 2.3\% | 60.4\% | 15.5\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 7.8\% | 2.8\% | 2.5\% | 4.9\% | 1.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 2.0\% | 52.6\% | 13.5\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 12.0\% | 4.3\% | 3.9\% | 7.6\% | 2.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 1.9\% | 49.9\% | 12.8\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 13.0\% | 4.7\% | 4.2\% | 8.2\% | 2.1\% | 0.0\% | 0.0\% | 1.2\% | 100.0\% |
| 17 | Road D5 | 2.1\% | 54.2\% | 13.9\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 10.7\% | 3.8\% | 3.4\% | 6.7\% | 1.8\% | 0.0\% | 0.0\% | 1.1.1/ | 100.0\% |
| 18 | Road D5 | 1.9\% | 50.3\% | 12.9\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 12.8\% | 4.6\% | 4.1\% | 8.1\% | 2.1\% | 0.0\% | 0.0\% | 1.1\% | 100.0\% |
| 19 | Kong Sham Western Highway | 2.1\% | 54.4\% | 14.0\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 9.3\% | 3.3\% | 3.0\% | 5.9\% | 1.5\% | 0.1\% | 4.2\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 2.2\% | 57.2\% | 14.7\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 8.3\% | 3.0\% | 2.7\% | 5.2\% | 1.4\% | 0.1\% | 3.0\% | 0.0\% | 100.0\% |
| ${ }^{23}$ | Road D1 | 2.1\% | 54.5\% | 14.0\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 11.0\% | 3.9\% | 3.5\% | 6.9\% | 1.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 2.5\% | 66.5\% | 17.1\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.2\% | 0.0\% | 4.5\% | 1.6\% | 1.5\% | 2.9\% | 0.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

24 Hours Speed


| Link No. | Road Name | Road Type | $\begin{aligned} & \text { Speed } \\ & \text { Limit } \\ & \hline \text { Litite } \end{aligned}$ | $\begin{aligned} & \text { Speee } \\ & (\mathrm{tkph}) \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & \text { (kph) } \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & \text { (kph) } \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & \left({ }^{(k p h)}\right) \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & (1 \text { ckph } \end{aligned}$ | $\begin{aligned} & \text { Speee } \\ & \text { (kph) } \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & \text { (kph) } \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & \text { sph) } \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & \text { (kph) } \\ & \text { (kpho } \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & \text { (kph) } \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & \text { (kph) } \\ & \hline \text { (kp) } \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & \text { (kph) } \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & (\mathrm{kph}) \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & (\mathrm{kph}) \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & \text { (kph) } \end{aligned}$ | $\begin{array}{\|l\|l} \hline \text { Speed } \\ \text { (kph) } \end{array}$ | $\begin{aligned} & \text { speed } \\ & \text { sph) } \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & \text { (kph) } \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & \text { (kph) } \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & \text { (kph) } \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & (0) \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & (\mathrm{ckph}) \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & (k y p h) \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & \text { (kph) } \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | km/hr | 00000000 | 010000200 | 0200.0300 | 0300.0400 | 00400.5500 | 0500.0600 | 06000.070 | 0700.0800 | 08800.090 | 0900-1000 | 1000-1100 |  | ${ }^{1200-1300}$ | $1300-1400$ | ${ }^{1400-1500}$ | ${ }^{1500.1600}$ | $1600 \cdot 1700$ | 1700-1800 | 1800-1900 | 1900-2000 |  |  |  |  |
| 1 | Road P1 | District Distributor | 50 | 50 | 50 | 50 | 50 | ${ }_{50} 5$ | 50 | 50 | 49 | 49 | 49 | 49 | 49 | 49 80 | 49 <br> 80 | 49 <br> 80 | 49 80 | 49 <br> 80 | 49 <br> 80 | 49 80 | 49 80 | 49 | 49 <br> 80 | 49 80 | 50 <br> 80 |
| 3 | Kong Sham Western Highway | ${ }_{\text {Expressway }}^{\text {Expessway }}$ | 80 80 | 80 <br> 80 | 80 <br> 80 | 80 <br> 80 | 80 80 | 80 80 | 80 80 8 | 80 80 | 80 80 | 80 80 | $\stackrel{80}{80}$ | 80 <br> 80 | 80 80 | 80 <br> 80 | 80 80 | 80 <br> 80 | 80 80 | 80 <br> 80 | 80 <br> 80 | 80 <br> 80 | $\stackrel{80}{80}$ | 80 | 80 80 | 80 80 |  |
| 4 | Road P1 | District Distributor | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 49 | 49 | 48 | 48 | 48 | 48 | 49 | 49 | 49 | 49 | 49 | 49 | 49 | 49 | 49 | 49 | 49 |  |
| 5 | Road P1 | District Distributor | 50 | 48 | 49 | 49 | 49 | 49 | 49 | 47 | 43 | 42 | 42 | 42 | 43 | 42 | 42 | 41 | 41 | 41 | 40 | 42 | 44 | 45 | 46 | 46 | 47 |
| 11 | Road P1 | District Distributor | 50 | 49 | 50 | 50 | 50 | 50 | 50 | 49 | 47 | 47 | 47 | 47 | 47 | 45 | 45 | ${ }^{44}$ | ${ }^{44}$ | 44 | 44 | 45 | 46 | 47 | 47 | 48 | ${ }^{48}$ |
| 12 | Kong Sham Western Highway | Expressway | 50 | 48 | 49 | 49 | 49 | 49 | 49 | 47 | 42 | 41 | 40 | 40 | 40 | 39 | 39 | 38 | 38 | 38 | 38 | 38 | 40 | 43 | 43 | 44 | 45 |
| 13 | Kong Sham Westerr Highway | Expressway | 50 | 47 | 48 | 49 | 49 | 49 | 48 | 45 | 39 | 39 | 39 | 39 | 39 | 40 | 40 | 40 | 40 | 40 | 40 | 41 | 44 | 45 | 46 | 46 |  |
| 14 | Road P1 | District Distributor | 50 | 49 | 49 | 50 | 50 | 50 | 49 | 48 | 46 | 45 | 45 | 45 | 46 | 44 | 44 | 43 | 43 | 43 | 43 | 45 | 46 | 47 | 47 | 48 | 48 |
| 17 | Road D5 | District Distributor | 50 | 37 | 38 | 39 | 39 | 39 | 38 | 34 | 30 | 29 | 29 | 29 | 29 | 29 | 29 | 28 | 28 | 28 | 28 | 29 | 29 | 30 | 30 | 30 | 32 |
| 18 | Road D5 | District Distributor | 50 | 36 | 37 | 38 | 38 | 38 | 37 | 32 | 29 | 29 | 29 | 29 | 29 | ${ }^{28}$ | 28 | ${ }^{28}$ | 28 | 28 | 28 | 29 | 29 | 30 | 30 | 30 |  |
| 19 | Kong Sham Western Highway | Expressway | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 |  |
| 20 | Kong Sham Western Highway | Expressway | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 |
| 23 | Road D1 | District Distributor | 50 | 34 | 36 | 37 | 38 | 38 | 37 | 31 | 29 | 29 | 29 | 29 | 29 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 33 | 33 | 34 | 35 |
| 24 | Road D1 | District Distributor | 50 | 37 | 38 | 38 | 39 | 39 | 38 | 34 | 30 | 30 | 30 | 30 | 30 | 30 | 29 | 29 | 29 | 29 | 29 | 29 | 30 | 30 | 30 | 30 | 32 |

## Appendix 3.4 Traffic Data

## Year 2031

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes

| Link No. | Road Name | Road Type | $\begin{aligned} & \text { Speed } \\ & \text { Limit } \end{aligned}$ | $\begin{aligned} & \text { Total } \\ & \text { vehice } \end{aligned}$ | $\begin{gathered} \text { Total } \\ \text { vehicle } \end{gathered}$ | $\begin{gathered} \text { Total } \\ \text { Vehicle } \end{gathered}$ | Total <br> vehicle | $\begin{gathered} \text { Total } \\ \text { vehice } \end{gathered}$ | $\begin{aligned} & \text { Total } \\ & \text { vehice } \end{aligned}$ | $\begin{gathered} \text { Total } \\ \text { vehice } \end{gathered}$ | $\begin{aligned} & \text { Total } \\ & \text { vehice } \end{aligned}$ | $\begin{gathered} \text { Total } \\ \text { vehicle } \end{gathered}$ | $\begin{gathered} \text { Total } \\ \text { Vehicle } \end{gathered}$ | $\begin{gathered} \text { Total } \\ \text { vehicle } \end{gathered}$ | $\begin{gathered} \text { Total } \\ \text { Vehicle } \end{gathered}$ | Total | $\begin{gathered} \text { Total } \\ \text { vehicle } \end{gathered}$ | $\begin{gathered} \text { Total } \\ \text { veheicte } \end{gathered}$ | $\begin{gathered} \text { Total } \\ \text { vehicle } \end{gathered}$ | $\begin{gathered} \text { Total } \\ \text { Vehicle } \end{gathered}$ | $\begin{gathered} \text { Total } \\ \text { Vehicle } \end{gathered}$ | $\begin{gathered} \text { Total } \\ \text { Vohicle } \end{gathered}$ | $\begin{gathered} \text { Total } \\ \text { vehicle } \end{gathered}$ | $\begin{gathered} \text { Total } \\ \text { vehicle } \end{gathered}$ | $\begin{gathered} \text { Total } \\ \text { vehice } \end{gathered}$ | $\begin{gathered} \text { Total } \\ \text { vehice } \end{gathered}$ | Total Vehicle |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | km/hr | 0000.0100 | 00000200 | 02000300 | 0300.0400 | 0400.550 | 0500.0600 | 0600.0700 | 0700.0800 | 0800.090 | 0900-1000 | 100-1100 | 1100:1200 | 1200-1300 | 1300-1200 | 1400-1500 | 150-1600 | 1600:1700 | 1700:1800 | 1800-1900 | 1900-2000 | 2000-2100 | $2100 \cdot 2200$ | $2200-330$ | 2300.0000 |
| 1 | Road P1 | District Distributor | 50 | 22 | 15 | 11 | 8 | 9 | 13 | 33 | 78 | 86 | 75 | 69 | 67 | 166 | 172 | 183 | 188 | 194 | 210 | 204 | 159 | 122 | 112 | 107 | 82 |
| 2 | Kong Sham Western Highway | Expressway | 80 | 86 | 58 | ${ }^{41}$ | 33 | 33 | 48 | 125 | 295 | 327 | 278 | 250 | 242 | 465 | 481 | 515 | 526 | 548 | 594 | 579 | 453 | 350 | 319 | 307 | 235 |
| 3 | Kong Sham Western Highway | Expressway | 80 | 118 | 82 | 59 | 48 | 50 | 74 | 198 | 478 | 521 | 506 | 486 | 456 | 402 | 415 | 442 | 455 | 476 | 521 | 519 | 409 | 317 | 290 | 280 | 214 |
| 4 | Road P1 | District Distributor | 50 | 39 | 27 | 20 | 16 | 16 | 24 | 65 | 157 | 172 | 166 | 159 | 150 | 105 | 109 | 117 | 119 | 122 | 131 | 125 | 97 | 74 | 68 | 64 | 49 |
| 5 | Road P1 | District Distributor | 50 | 191 | 130 | 93 | 74 | 75 | 111 | 291 | 693 | 797 | 692 | 638 | 612 | 511 | 528 | 559 | 579 | 608 | 692 | 688 | 546 | 423 | 386 | 373 | 283 |
| 6 | Road P1 | District Distributor | 50 | 96 | 67 | 49 | 40 | 42 | 63 | 168 | 409 | 472 | 450 | 438 | 410 | 453 | 471 | 509 | 515 | 528 | 579 | 518 | 395 | 301 | 275 | 260 | 201 |
| 7 | Road D5 | District Distributor | 50 | 102 | 72 | 53 | 43 | 45 | 69 | 185 | 450 | 491 | 499 | 489 | 455 | 465 | 483 | 522 | 529 | 542 | 575 | 534 | 408 | 311 | 283 | 268 | 207 |
| 8 | Road D5 | District Distributor | 50 | 76 | 54 | 40 | 32 | 34 | 51 | 138 | 337 | 367 | 373 | 366 | 341 | 267 | 277 | 298 | 303 | 313 | 335 | 318 | 246 | 188 | 172 | 163 | 125 |
| 11 | Road Pl | District Distributor | 50 | 54 | 37 | 26 | 21 | 21 | 31 | 81 | 191 | 225 | 187 | 171 | 165 | 233 | 240 | 253 | 263 | 277 | 317 | 318 | 254 | 197 | 180 | 174 | 132 |
| 12 | Kong Sham W estern Highway | Expressway | 50 | 76 | 52 | 38 | 30 | 31 | 46 | 121 | 288 | 333 | 296 | 277 | 264 | 286 | 292 | 301 | 323 | 349 | 416 | 462 | 380 | 298 | 271 | 268 | 200 |
| 13 | Kong Sham W estern Highway | Expressway | 50 | 173 | 116 | 82 | 64 | 65 | 95 | 245 | 574 | 661 | 537 | 475 | 465 | 235 | 243 | 257 | 267 | 280 | 321 | 320 | 254 | 197 | 179 | 174 | 132 |
| 14 | Road P1 | District Distributor | 50 | 87 | 60 | 43 | 34 | 35 | 53 | 139 | 333 | 380 | 344 | 324 | 308 | 239 | 248 | 265 | 271 | 281 | 315 | 298 | 233 | 180 | 164 | 157 | 120 |
| 15 | Road P1 | District Distributor | 50 | 64 | 46 | 34 | 28 | 30 | 46 | 126 | 310 | 335 | 359 | 360 | 331 | 330 | 345 | 380 | 376 | 378 | 384 | 316 | 229 | 171 | 156 | 143 | 113 |
| 16 | Road P1 | District Distributor | 50 | 38 | 28 | 21 | 18 | 19 | 30 | 82 | 203 | 219 | 246 | 251 | 229 | 309 | 322 | 351 | 352 | 357 | 371 | 326 | 243 | 183 | 167 | 156 | 122 |
| 17 | Road D5 | District Distributor | 50 | 67 | 46 | 34 | 28 | 29 | 43 | 116 | 280 | 324 | 310 | 300 | 282 | 358 | 372 | 401 | 407 | 417 | 452 | 411 | 314 | 240 | 219 | 207 | 160 |
| 18 | Road D5 | District Distributor | 50 | 74 | 52 | 38 | 31 | 32 | 49 | 130 | 317 | 363 | 353 | 345 | 322 | 343 | 356 | 384 | 390 | 401 | 437 | 401 | 307 | 235 | 214 | 203 | 156 |
| 19 | Kong Sham Western Highway | Expressway | 80 | 290 | 198 | 141 | 112 | 115 | 169 | 442 | 1052 | 1181 | 1043 | 962 | 921 | 638 | 658 | 700 | 722 | 756 | 842 | 839 | 664 | 514 | 469 | 454 | 345 |
| 20 | Kong Sham Western Highway | Expressway | 80 | 163 | 111 | 79 | 63 | 64 | 94 | 246 | 583 | 661 | 575 | 528 | 506 | 751 | 773 | 816 | 849 | 896 | 1010 | 1041 | 833 | 648 | 591 | 575 | 435 |
| 21 | Road D3 | District Distributor | 50 | 85 | 60 | 44 | 37 | 38 | 59 | 158 | 388 | 422 | 438 | 433 | 402 | 353 | 368 | 402 | 402 | 407 | 422 | 369 | 274 | 206 | 188 | 175 | 137 |
| 22 | Road D3 | District Distributor | 50 | 48 | 34 | 26 | 21 | 23 | 35 | 96 | 238 | 257 | 280 | 283 | 260 | 328 | 341 | 370 | 374 | 381 | 402 | 368 | 278 | 211 | 193 | 182 | 141 |
| 23 | Road D1 | District Distributor | 50 | 208 | 141 | 100 | 79 | 80 | 118 | 307 | 727 | 814 | 700 | 635 | 614 | 372 | 386 | 416 | 423 | 435 | 465 | 439 | 338 | 258 | 236 | 224 | 173 |
| 24 | Road D1 | District Distributor | 50 | 98 | 68 | 49 | 40 | 41 | 61 | 162 | 390 | 430 | 408 | 389 | 367 | 357 | 367 | 384 | 404 | 430 | 487 | 527 | 426 | 332 | 302 | 296 | 223 |
| 25 | Road D1 | Local Road | 50 | 54 | 37 | 26 | 21 | 21 | 30 | 79 | 187 | 210 | 178 | 161 | 156 | 93 | 97 | 105 | 106 | 109 | 116 | 109 | 84 | 64 | 58 | 55 | 43 |
| 26 | Road D1 | Local Road | 50 | 26 | 18 | 13 | 11 | 11 | 16 | 43 | 105 | 116 | 111 | 106 | 100 | 126 | 130 | 136 | ${ }^{143}$ | 152 | 173 | 187 | 151 | 118 | 107 | 105 | 79 |
| 27 | Road D1 | Local Road | 50 | 37 | 25 | 18 | 14 | 14 | 21 | 54 | 127 | 143 | 121 | 109 | 106 | 64 | 66 | 71 | 72 | 74 | 79 | 74 | 57 | 43 | 40 | 38 | 29 |
| 28 | Road D1 | Local Road | 50 | 18 | 12 | 9 | 7 | 7 | 11 | 30 | 71 | 79 | 75 | 72 | 68 | 86 | 88 | 92 | 97 | 104 | 117 | 127 | 103 | 80 | 73 | 72 | 54 |
| 29 | Road D1 | District Distributor | 50 | 131 | 90 | 65 | 52 | 53 | 79 | 209 | 501 | 554 | 514 | 484 | 459 | 462 | 476 | 501 | 524 | 554 | 620 | 655 | 525 | 408 | 372 | 362 | 274 |
| 30 | Road D1 | District Distributor | 50 | 133 | 91 | 65 | 52 | 53 | 78 | 206 | 491 | 547 | 492 | 457 | 436 | 316 | 326 | 346 | 359 | 377 | 417 | 430 | 342 | 264 | 241 | 234 | 177 |
| 33 | Road D5 | Local Road | 50 | 10 | 7 | 6 | 5 | 5 | 8 | 21 | 51 | 55 | 60 | 60 | 55 | 68 | 71 | 75 | 77 | 80 | 87 | 86 | 67 | 52 | 47 | 45 | 35 |
| 34 | Road D5 | Local Road | 50 | 9 | 6 | 5 | 4 | 4 | 6 | 16 | 38 | 42 | 41 | 39 | 37 | 27 | 28 | 30 | 31 | 32 | 35 | 34 | 26 | 20 | 18 | 18 | 14 |
| 35 | Road D5 | Local Road | 50 | 11 | 8 | 6 | 5 | 5 | 7 | 19 | 47 | 51 | 51 | 50 | 46 | 50 | 51 | 55 | 56 | 58 | 62 | 59 | 46 | 35 | 32 | 30 |  |
| 36 | Road D5 | Local Road | 50 | 13 | 9 | 7 | 6 | 6 | 10 | 27 | 67 | 72 | 81 | 83 | 75 | 23 | 24 | 26 | 26 | 27 | 28 | 24 | 18 | 14 | 12 | 12 | 9 |
| 37 | Road D5 | District Distributor | 50 | 44 | 31 | 23 | 19 | 20 | 31 | 85 | 210 | 226 | 240 | 240 | 222 | 266 | 276 | 295 | 302 | 312 | 337 | 327 | 254 | 195 | 178 | 170 | 130 |
| 38 | Road D5 | District Distributor | 50 | 90 | 63 | 46 | 37 | 39 | 59 | 157 | 382 | 418 | 415 | 403 | 377 | 244 | 253 | 273 | 277 | 285 | 305 | 289 | 222 | 170 | 155 | 147 | 113 |
| 40 | Road D5 | District Distributor | 50 | 89 | 62 | 45 | 37 | 38 | 57 | 153 | 369 | 405 | 396 | 382 | 358 | 204 | 211 | 227 | 231 | 237 | 252 | 236 | 181 | 139 | 127 | 120 | 92 |
| 41 | Road D5 | District Distributor | 50 | 53 | 38 | 28 | 23 | 25 | 38 | 104 | 258 | 277 | 299 | 301 | 277 | 282 | 292 | 313 | 319 | 330 | 355 | 341 | 264 | 203 | 185 | 176 | 135 |
| 42 | Road D5 | District Distributor | 50 | 96 | 67 | 49 | 39 | 41 | 62 | 164 | 397 | 436 | 425 | 410 | 385 | 245 | 254 | 274 | 278 | 286 | 304 | 286 | 219 | 168 | 153 | 145 | 112 |

## Appendix 3.4 Traffic Data

## Year 2031

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes


## Appendix 3.4 Traffic Data

## Year 2031

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes

| Link No. | Road Name | $\begin{array}{\|c\|} \hline 16- \\ \text { Motoryc } \\ \text { les (MC) } \end{array}$ | $\left(\begin{array}{c} \text { P1- } \\ \text { Private } \\ \text { Cars (PC) } \end{array}\right)$ | 02 - Taxi | 11 - Nonfranchis <br> Bus<=6.4 $\qquad$ | 12 - Non- franchise d Bus 6.4 $15 t$ $15 t$ | $\left.\begin{gathered} \text { 13 - Non- } \\ \text { franchise } \\ \text { fd Bus 15t } \\ 24 t \end{gathered} \right\rvert\,$ | $\begin{gathered} \text { 18-Non- } \\ \text { franchise } \\ \text { d Bus } \\ >24 t \end{gathered}$ | $\begin{array}{\|c} 9- \\ \begin{array}{c} 9 \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 t \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline 10- \\ \text { Private } \\ \text { Pight Bus } \\ >3.5 t \end{array}$ | $\left\|\begin{array}{c} 03-\text { Light } \\ \text { Goods } \\ \text { Vehicles } \\ =2.5 t \end{array}\right\|$ | 04-Lt Goods 2.5-3.5t | $05-$ Light Goods Vehicles> 3.5 t | $\square$ | $07-$ <br> Heavy <br> Goods <br> Vehicles <br> $15 t-24 t$ |  | $\begin{array}{\|c\|} \hline 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | $\begin{array}{\|c\|} \text { 15- } \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) } \end{array}$ | 8-Public Light Buses | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road 1 | 0100-0200 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2 | Kong Sham Westerer Highway | ${ }^{2.45 \%}$ | 56.4\% | ${ }^{14.14 \%}$ | 0.9\% | 0.6\% | ${ }^{1.3 \%}$ | 0.0\% | 0.0\% | 0.3\% | ${ }^{0.1 \%}$ | ${ }^{7.2 \%}$ | 2.6\% | 2.4.8\% | ${ }^{\text {4.7.9\% }}$ | ${ }^{1.2 \%}$ | 0.0\% | -0.0\% | 5.9\% | 1000.0\% |
| 3 | Kong Sham Western Highway | 1.9\% | 43.9\% | 10.9\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.0\% | 0.3\% | 0.1\% | 13.3\% | 4.8\% | 4.4\% | 8.6\% | 2.3\% | 0.2\% | 7.1\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 2.0\% | 47.1\% | 11.7\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.3\% | 0.1\% | 13.2\% | 4.7\% | 4.4\% | 8.6\% | 2.2\% | 0.0\% | 0.0\% | 3.2\% | 100.0\% |
| 5 | Road P1 | 2.4\% | 58.0\% | 14.5\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.0\% | 0.3\% | 0.1\% | 8.2\% | 3.0\% | 2.7\% | 5.4\% | 1.4\% | 0.0\% | 0.4\% | 0.7\% | 100.0\% |
| 6 | Road P1 | 1.8\% | 43.2\% | 10.8\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 15.7\% | 5.6\% | 5.2\% | 10.3\% | 2.7\% | 0.0\% | 0.8\% | 1.3\% | 100.0\% |
| 7 | Road D5 | 1.7\% | 40.5\% | 10.1\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.0\% | 0.2\% | 0.2\% | 17.5\% | 6.3\% | 5.8\% | 11.4\% | 3.0\% | 0.0\% | 0.0\% | 1.2\% | 100.0\% |
| 8 | Road D5 | 1.7\% | 40.1\% | 10.0\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.0\% | 0.2\% | 0.2\% | 17.6\% | 6.3\% | 5.8\% | 11.5\% | 3.0\% | 0.0\% | 0.0\% | 1.6\% | 100.0\% |
| 11 | Road P1 | 2.5\% | 59.5\% | 14.8\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.0\% | 0.3\% | 0.1\% | 6.9\% | 2.5\% | 2.3\% | 4.5\% | 1.2\% | 0.0\% | 0.0\% | 2.4\% | 100.0\% |
| 12 | Kong Sham Western Highway | 2.3\% | 55.4\% | 13.8\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.0\% | 0.3\% | 0.1\% | 10.0\% | 3.6\% | 3.3\% | 6.5\% | 1.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 2.8\% | 65.8\% | 16.4\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.0\% | 0.4\% | 0.0\% | 4.5\% | 1.6\% | 1.5\% | 2.9\% | 0.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 2.2\% | 51.9\% | 12.9\% | 0.8\% | 0.6\% | 1.2\% | 0.0\% | 0.0\% | 0.3\% | 0.1\% | 10.6\% | 3.8\% | 3.5\% | 6.9\% | 1.8\% | 0.0\% | 1.8\% | 1.5\% | 100.0\% |
| 15 | Road P1 | 1.3\% | 30.5\% | 7.6\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.2\% | 0.2\% | 22.4\% | 8.0\% | 7.4\% | 14.6\% | 3.8\% | 0.1\% | 2.3\% | 0.0\% | 100.0\% |
| 16 | Road P1 | 0.9\% | 21.8\% | 5.4\% | 0.3\% | 0.2\% | 0.5\% | 0.0\% | 0.0\% | 0.1\% | 0.3\% | 28.0\% | 10.1\% | 9.3\% | 18.3\% | 4.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 17 | Road D5 | 1.9\% | 44.8\% | 11.2\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 15.0\% | 5.4\% | 5.0\% | 9.8\% | 2.6\% | 0.0\% | 0.0\% | 1.9\% | 100.0\% |
| 18 | Road D5 | 1.8\% | 42.8\% | 10.7\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.0\% | 0.2\% | 0.2\% | 16.1\% | 5.8\% | 5.3\% | 10.5\% | 2.7\% | 0.0\% | 0.0\% | 1.7\% | 100.0\% |
| 19 | Kong Sham Western Highway | 2.4\% | 56.8\% | 14.2\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.0\% | 0.3\% | 0.1\% | 8.1\% | 2.9\% | 2.7\% | 5.3\% | 1.4\% | 0.1\% | 2.9\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 2.4\% | 57.2\% | 14.3\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.0\% | 0.3\% | 0.1\% | 7.5\% | 2.7\% | 2.5\% | 4.9\% | 1.3\% | 0.1\% | 3.7\% | 0.0\% | 100.0\% |
| 21 | Road D3 | 1.6\% | 37.8\% | 9.4\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.2\% | 0.2\% | 19.5\% | 7.0\% | 6.5\% | 12.7\% | 3.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 22 | Road D3 | 1.2\% | 28.3\% | 7.0\% | 0.4\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.2\% | 0.3\% | 24.5\% | 8.8\% | 8.1\% | 16.0\% | 4.2\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 2.6\% | 61.4\% | 15.3\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.0\% | 0.4\% | 0.1\% | 6.5\% | 2.3\% | 2.2\% | 4.2\% | 1.1\% | 0.0\% | 0.8\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 2.2\% | 51.0\% | 12.7\% | 0.8\% | 0.6\% | 1.2\% | 0.0\% | 0.0\% | 0.3\% | 0.1\% | 12.4\% | 4.4\% | 4.1\% | 8.1\% | 2.1\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 25 | Road D1 | 2.7\% | 63.0\% | 15.7\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.0\% | 0.4\% | 0.1\% | 6.0\% | 2.1\% | 2.0\% | 3.9\% | 1.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 26 | Road D1 | 2.1\% | 49.6\% | 12.4\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.0\% | 0.3\% | 0.1\% | 13.1\% | 4.7\% | 4.4\% | 8.6\% | 2.2\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 27 | Road D1 | 2.7\% | 63.0\% | 15.7\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.0\% | 0.4\% | 0.1\% | 6.0\% | 2.1\% | 2.0\% | 3.9\% | 1.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 28 | Road D1 | 2.1\% | 49.6\% | 12.4\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.0\% | 0.3\% | 0.1\% | 13.1\% | 4.7\% | 4.4\% | 8.6\% | 2.2\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 29 | Road D1 | 2.2\% | 53.1\% | 13.2\% | 0.8\% | 0.6\% | 1.3\% | 0.0\% | 0.0\% | 0.3\% | 0.1\% | 10.8\% | 3.9\% | 3.6\% | 7.0\% | 1.8\% | 0.0\% | 1.2\% | 0.0\% | 100.0\% |
| 30 | Road D1 | 2.4\% | 57.3\% | 14.3\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.0\% | 0.3\% | 0.1\% | 9.0\% | 3.2\% | 3.0\% | 5.9\% | 1.5\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 33 | Road D5 | 1.2\% | 29.4\% | 7.3\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.2\% | 0.2\% | 23.9\% | 8.6\% | 7.9\% | 15.6\% | 4.1\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 34 | Road D5 | 2.0\% | 47.9\% | 11.9\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.3\% | 0.1\% | 14.0\% | 5.0\% | 4.7\% | 9.2\% | 2.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 35 | Road D5 | 1.9\% | 44.0\% | 11.0\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 16.1\% | 5.8\% | 5.3\% | 10.5\% | 2.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 36 | Road D5 | 0.9\% | 21.3\% | 5.3\% | 0.3\% | 0.2\% | 0.5\% | 0.0\% | 0.0\% | 0.1\% | 0.3\% | 28.3\% | 10.1\% | 9.4\% | 18.4\% | 4.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 37 | Road D5 | 1.4\% | 32.0\% | 8.0\% | 0.5\% | 0.3\% | 0.8\% | 0.0\% | 0.0\% | 0.2\% | 0.2\% | 21.4\% | 7.7\% | 7.1\% | 14.0\% | 3.7\% | 0.0\% | 0.0\% | 2.8\% | 100.0\% |
| 38 | Road D5 | 1.9\% | 44.0\% | 11.0\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 15.5\% | 5.6\% | 5.2\% | 10.1\% | 2.6\% | 0.0\% | 0.0\% | 1.4\% | 100.0\% |
| 40 | Road D5 | 2.0\% | 46.2\% | 11.5\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 14.4\% | 5.2\% | 4.8\% | 9.4\% | 2.5\% | 0.0\% | 0.0\% | 1.4\% | 100.0\% |
| 41 | Road D5 | 1.2\% | 29.2\% | 7.3\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.2\% | 0.2\% | 23.1\% | 8.3\% | 7.7\% | 15.1\% | 3.9\% | 0.0\% | 0.0\% | 2.3\% | 100.0\% |
| 42 | Road D5 | 2.0\% | 46.5\% | 11.6\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.3\% | 0.1\% | 14.3\% | 5.1\% | 4.7\% | 9.3\% | 2.4\% | 0.0\% | 0.0\% | 1.3\% | 100.0\% |

## Appendix 3.4 Traffic Data

## Year 2031

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes


## Appendix 3.4 Traffic Data

## Year 2031

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes


## Appendix 3.4 Traffic Data

## Year 2031

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes

| Link No. | Road Name | $\left\|\begin{array}{c} 16- \\ \text { Motoryc } \\ \text { les (MC) } \end{array}\right\|$ | $\left(\begin{array}{c} \text { 01- } \\ \text { Private } \\ \text { Cars (PC) } \end{array}\right)$ | 02 - Taxi | $\begin{gathered} 11-\text { Non- } \\ \text { franchise } \\ \mathrm{d} \\ \text { Bus }<6.4 \\ \mathrm{t} \end{gathered}$ | 12 - Nonfranchise d Bus 15 t | $\begin{array}{\|c\|c\|} \hline 13-\text { Non- } \\ \text { eranchise } \\ \text { fras } \\ \text { d Bus } 15 t \end{array}$ | 18 - Non- franchise d Bus $>24 t$ | $\begin{array}{\|c} \left\lvert\, \begin{array}{c} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 t \end{array}\right. \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline 10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 t \end{array}$ | $\left\lvert\, \begin{gathered} 03-\text { Light } \\ \text { Goods } \\ \text { Vehicles } \\ =2.5 t \end{gathered}\right.$ | $\begin{gathered} 04-\text { Lt } \\ \text { Gooods } \\ \text { Vehicles } \\ 2.5-3.5 \mathrm{t} \end{gathered}$ | $\left\lvert\, \begin{gathered}\text { 05-Light } \\ \text { Goods } \\ \text { vehicles> } \\ 3.5 t\end{gathered}\right.$ |  | O7- Heavy Goods Vehicles 15t-24t | $17-$17 <br> Heavy <br> Geods <br> vehicles <br> $>24 t$$>20$ | $\begin{gathered} 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{gathered}$ | $\begin{array}{\|c} \text { 15- } \\ \begin{array}{c} \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) } \end{array} \\ \hline \end{array}$ | $8-$ Public Light Buses | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 0400-0500 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1 | Road P1 |  | 51.2\% | 12.1\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 9.2\% | 3.3\% | 3.1\% | 6.2\% | 1.6\% | 0.0\% | 0.0\% | 6.1\% | 100.0\% |
| 2 | Kong Sham Western Highway | 2.7\% | 54.7\% | 13.0\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 6.9\% | 2.5\% | 2.4\% | 4.7\% | 1.2\% | 0.2\% | 6.9\% | 0.0\% | 100.0\% |
| 3 | Kong Sham Western Highway | 1.9\% | 37.9\% | 9.0\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 16.1\% | 5.8\% | 5.5\% | 10.8\% | 2.8\% | 0.1\% | 6.5\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 2.0\% | 40.6\% | 9.6\% | 1.0\% | 0.7\% | 1.4\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 16.0\% | 5.8\% | 5.5\% | 10.8\% | 2.8\% | 0.0\% | 0.0\% | 3.2\% | 100.0\% |
| 5 | Road P1 | 2.6\% | 52.4\% | 12.4\% | 1.2\% | 0.9\% | 1.9\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 10.5\% | 3.8\% | 3.6\% | 7.1\% | 1.8\% | 0.0\% | 0.4\% | 0.7\% | 100.0\% |
| 6 | Road P1 | 1.8\% | 36.4\% | 8.6\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 18.7\% | 6.7\% | 6.4\% | 12.6\% | 3.3\% | 0.0\% | 0.7\% | 1.3\% | 100.0\% |
| 7 | Road D5 | 1.7\% | 33,7\% | 8.0\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 20.5\% | 7.4\% | 7.0\% | 13.8\% | 3.6\% | 0.0\% | 0.0\% | 1.2\% | 100.0\% |
| 8 | Road D5 | 1.6\% | 33.3\% | 7.9\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 20.6\% | 7.4\% | 7.0\% | 13.8\% | 3.6\% | 0.0\% | 0.0\% | 1.5\% | 100.0\% |
| 11 | Road P1 | 2.7\% | 54.4\% | 12.9\% | 1.3\% | 0.9\% | 1.9\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 8.9\% | 3.2\% | 3.0\% | 6.0\% | 1.6\% | 0.0\% | 0.0\% | 2.5\% | 100.0\% |
| 12 | Kong Sham Western Highway | 2.4\% | 49.3\% | 11.7\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 12.6\% | 4.5\% | 4.3\% | 8.5\% | 2.2\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 3.1\% | 61.8\% | 14.6\% | 1.4\% | 1.0\% | 2.2\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 5.9\% | 2.1\% | 2.0\% | 4.0\% | 1.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 2.3\% | 45.8\% | 10.9\% | 1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 13.2\% | 4.7\% | 4.5\% | 8.9\% | 2.3\% | 0.0\% | 1.7\% | 1.5\% | 100.0\% |
| 15 | Road P1 | 1.2\% | 24.4\% | 5.8\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.3\% | 0.3\% | 25.2\% | 9.0\% | 8.6\% | 16.9\% | 4.4\% | 0.0\% | 2.0\% | 0.0\% | 100.0\% |
| 16 | Road P1 | 0.8\% | 16.6\% | 3.9\% | 0.4\% | 0.3\% | 0.6\% | 0.0\% | 0.0\% | 0.2\% | 0.3\% | 30.2\% | 10.8\% | 10.3\% | 20.3\% | 5.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 17 | Road D5 | 1.9\% | 38.0\% | 9.0\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 17.9\% | 6.4\% | 6.1\% | 12.1\% | 3.2\% | 0.0\% | 0.0\% | 1.8\% | 100.0\% |
| 18 | Road D5 | 1.8\% | 36.0\% | 8.5\% | 0.8\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 19.1\% | 6.9\% | 6.5\% | 12.8\% | 3.4\% | 0.0\% | 0.0\% | 1.6\% | 100.0\% |
| 19 | Kong Sham Western Highway | 2.5\% | 51.4\% | 12.2\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 10.3\% | 3.7\% | 3.5\% | 6.9\% | 1.8\% | 0.1\% | 2.8\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 2.6\% | 52.1\% | 12.3\% | 1.2\% | 0.8\% | 1.9\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 9.7\% | 3.5\% | 3.3\% | 6.5\% | 1.7\% | 0.1\% | 3.6\% | 0.0\% | 100.0\% |
| 21 | Road D3 | 1.5\% | 30.9\% | 7.3\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 22.5\% | 8.1\% | 7.7\% | 15.1\% | 3.9\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 22 | Road D3 | 1.1\% | 22.2\% | 5.3\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.2\% | 0.3\% | 27.2\% | 9.8\% | 9.3\% | 18.3\% | 4.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 2.8\% | 56.5\% | 13.4\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 8.4\% | 3.0\% | 2.9\% | 5.7\% | 1.5\% | 0.0\% | 0.7\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 2.2\% | 44.4\% | 10.5\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 15.2\% | 5.5\% | 5.2\% | 10.2\% | 2.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 25 | Road D1 | 2.9\% | 58.3\% | 13.8\% | 1.4\% | 0.9\% | 2.1\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 7.8\% | 2.8\% | 2.7\% | 5.2\% | 1.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 26 | Road D1 | 2.1\% | 42.9\% | 10.2\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 16.0\% | 5.8\% | 5.5\% | 10.8\% | 2.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 27 | Road D1 | 2.9\% | 58.3\% | 13.8\% | 1.4\% | 0.9\% | 2.1\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 7.8\% | 2.8\% | 2.7\% | 5.2\% | 1.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 28 | Road D1 | 2.1\% | 42.9\% | 10.2\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 16.0\% | 5.8\% | 5.5\% | 10.8\% | 2.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 29 | Road D1 | 2.3\% | 46.9\% | 11.1\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 13.4\% | 4.8\% | 4.6\% | 9.0\% | 2.4\% | 0.0\% | 1.1\% | 0.0\% | 100.0\% |
| 30 | Road D1 | 2.6\% | 51.5\% | 12.2\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 11.4\% | 4.1\% | 3.9\% | 7.7\% | 2.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 33 | Road D5 | 1.1\% | 23.2\% | 5.5\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.3\% | 0.3\% | 26.6\% | 9.6\% | 9.1\% | 17.9\% | 4.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 34 | Road D5 | 2.0\% | 41.1\% | 9.7\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 17.0\% | 6.1\% | 5.8\% | 11.4\% | 3.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 35 | Road D5 | 1.8\% | 37.1\% | 8.8\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 19.1\% | 6.9\% | 6.5\% | 12.9\% | 3.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 36 | Road D5 | 0.8\% | 16.2\% | 3.8\% | 0.4\% | 0.3\% | 0.6\% | 0.0\% | 0.0\% | 0.2\% | 0.3\% | 30.4\% | 10.9\% | 10.4\% | 20.4\% | 5.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 37 | Road D5 | 1.3\% | 25.7\% | 6.1\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.3\% | 0.3\% | 24.3\% | 8.7\% | 8.3\% | 16.3\% | 4.3\% | 0.0\% | 0.0\% | 2.5\% | 100.0\% |
| 38 | Road D5 | 1.8\% | 37.3\% | 8.8\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 18.6\% | 6.7\% | 6.3\% | 12.5\% | 3.3\% | 0.0\% | 0.0\% | 1.3\% | 100.0\% |
| 40 | Road D5 | 2.0\% | 39.5\% | 9.3\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 17.3\% | 6.2\% | 5.9\% | 11.7\% | 3.0\% | 0.0\% | 0.0\% | 1.4\% | 100.0\% |
| ${ }^{41}$ | Road D5 | 1.1\% | 23.2\% | 5.5\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.3\% | 0.3\% | 25.8\% | 9.3\% | 8.8\% | 17.3\% | 4.5\% | 0.0\% | 0.0\% | 2.1\% | 100.0\% |
| 42 | Road D5 | 2.0\% | 39.8\% | 9.4\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 17.2\% | 6.2\% | 5.9\% | 11.6\% | 3.0\% | 0.0\% | 0.0\% | 1.3\% | 100.0\% |

## Appendix 3.4 Traffic Data

## Year 2031

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes


## Appendix 3.4 Traffic Data

## Year 2031

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classe


## Appendix 3.4 Traffic Data

## Year 2031

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes

| Link No. | Road Name | $\begin{array}{\|c\|} \hline 16- \\ \text { Motorcyc } \\ \text { les (MC) } \end{array}$ | $: \left.\begin{gathered} 01- \\ \text { Private } \\ \text { Cars (PC) } \end{gathered} \right\rvert\,$ | 02- Taxi | $\begin{array}{\|c} \hline \begin{array}{c} \text { 1- Non } \\ \text { franchise } \\ \mathrm{d} \\ \text { Bus<6.4 } \\ \mathrm{t} \end{array} \\ \hline \end{array}$ | 12 - Non- franchise d Bus 6.4 d Bus 6. $15 t$ | $\begin{gathered} \text { 13- } \left.\begin{array}{c} \text { Non- } \\ \text { franchise } \\ \text { fors } \\ \text { d Bus } 15 t \end{array} \right\rvert\, \\ 24 t \end{gathered}$ | 18 - Non- franchise d Bus $>24 t$ | $\begin{gathered} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 t \end{gathered}$ | $\begin{array}{\|c\|} \hline 10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 t \end{array}$ | $\left\lvert\, \begin{gathered} 03-\text { Light } \\ \text { Goods } \\ \text { Vehicles }< \\ =2.5 t \end{gathered}\right.$ | $\begin{gathered} \text { 04-Lt } \\ \text { Goods } \\ \text { Gehicles } \\ 2.5-3.5 \mathrm{t} \end{gathered}$ | $; \begin{gathered} 05-\text { Light } \\ \text { Goods } \\ \text { vehicles } \\ 3.5 t \end{gathered}$ | $06-$ Heavy Gooods Venicleses $=15 t$ | $07-$ <br> Heavy <br> Goods <br> Vehicles <br> $15 t-24 t$ |  | $\begin{array}{\|c} 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | $\begin{gathered} 15- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) } \end{gathered}$ | $8-$ Public Light Buses | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | Road P1 | 0700-0800 | 45.9\% | 10.1\% | 1.5\% | 1.1\% | 2.3\% | 0.0\% | 0.1\% | 0.8\% | 0.1\% | 11.3\% | 4.0\% | 3.9\% | 7.7\% | 2.0\% |  |  |  |  |
|  | Kong Sham Western Highway | 2.9\% | 50.3\% | 11.1\% | 1.7\% | 1.2\% | 2.5\% | 0.0\% | 0.1\% | 0.9\% | 0.1\% | 8.7\% | 3.1\% | 3.0\% | 5.9\% | 1.6\% | 0.1\% | 6.8\% | 0.0\% | 100.0\% |
| 3 | Kong Sham Western Highway | 1.9\% | 32.3\% | 7.1\% | 1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 18.8\% | 6.7\% | 6.5\% | 12.9\% | 3.4\% | 0.1\% | 5.9\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 2.0\% | 34.7\% | 7.7\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 18.6\% | 6.7\% | 6.5\% | 12.8\% | 3.3\% | 0.0\% | 0.0\% | 3.2\% | 100.0\% |
| 5 | Road P1 | 2.7\% | 46.9\% | 10.4\% | 1.6\% | 1.1\% | 2.4\% | 0.0\% | 0.1\% | 0.8\% | 0.1\% | 12.8\% | 4.6\% | 4.5\% | 8.8\% | 2.3\% | 0.0\% | 0.4\% | 0.7\% | 100.0\% |
| 6 | Road P1 | 1.8\% | 30.5\% | 6.7\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 21.4\% | 7.7\% | 7.4\% | 14.6\% | 3.8\% | 0.0\% | 0.6\% | 1.2\% | 100.0\% |
| 7 | Road D5 | 1.6\% | 27.9\% | 6.2\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 23.1\% | 8.3\% | 8.1\% | 15.8\% | 4.1\% | 0.0\% | 0.0\% | 1.1\% | 100.0\% |
| 8 | Road D5 | 1.6\% | 27.5\% | 6.1\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 23.2\% | 8.3\% | 8.1\% | 15.9\% | 4.1\% | 0.0\% | 0.0\% | 1.5\% | 100.0\% |
| 11 | Road P1 | 2.9\% | 49.2\% | 10.9\% | 1.6\% | 1.1\% | 2.5\% | 0.0\% | 0.1\% | 0.9\% | 0.1\% | 10.9\% | 3.9\% | 3.8\% | 7.5\% | 2.0\% | 0.0\% | 0.0\% | 2.6\% | 100.0\% |
| 12 | Kong Sham Western Highway | 2.5\% | 43.4\% | 9.6\% | 1.4\% | 1.0\% | 2.2\% | 0.0\% | 0.1\% | 0.8\% | 0.2\% | 15.1\% | 5.4\% | 5.3\% | 10.3\% | 2.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 3.4\% | 57.4\% | 12.7\% | 1.9\% | 1.3\% | 2.9\% | 0.0\% | 0.1\% | 1.0\% | 0.1\% | 7.5\% | 2.7\% | 2.6\% | 5.1\% | 1.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 2.3\% | 40.0\% | 8.9\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.1\% | 0.7\% | 0.2\% | 15.7\% | 5.6\% | 5.5\% | 10.8\% | 2.8\% | 0.0\% | 1.6\% | 1.5\% | 100.0\% |
| 15 | Road P1 | 1.1\% | 19.5\% | 4.3\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.0\% | 0.3\% | 0.3\% | 27.4\% | 9.9\% | 9.6\% | 18.8\% | 4.9\% | 0.0\% | 1.7\% | 0.0\% | 100.0\% |
| 16 | Road P1 | 0.8\% | 12.8\% | 2.8\% | 0.4\% | 0.3\% | 0.6\% | 0.0\% | 0.0\% | 0.2\% | 0.3\% | 31.8\% | 11.4\% | 11.1\% | 21.7\% | 5.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 17 | Road D5 | 1.9\% | 32.0\% | 7.1\% | 1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 20.6\% | 7.4\% | 7.2\% | 14.1\% | 3.7\% | 0.0\% | 0.0\% | 1.8\% | 100.0\% |
| 18 | Road D5 | 1.8\% | 30.0\% | 6.6\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 21.8\% | 7.8\% | 7.6\% | 14.9\% | 3.9\% | 0.0\% | 0.0\% | 1.6\% | 100.0\% |
| 19 | Kong Sham Western Highway | 2.7\% | 46.0\% | 10.2\% | 1.5\% | 1.1\% | 2.3\% | 0.0\% | 0.1\% | 0.8\% | 0.1\% | 12.6\% | 4.5\% | 4.4\% | 8.6\% | 2.3\% | 0.1\% | 2.7\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 2.7\% | 46.9\% | 10.4\% | 1.6\% | 1.1\% | 2.4\% | 0.0\% | 0.1\% | 0.8\% | 0.1\% | 11.9\% | 4.3\% | 4.1\% | 8.1\% | 2.1\% | 0.1\% | 3.4\% | 0.0\% | 100.0\% |
| 21 | Road D3 | 1.5\% | 25.2\% | 5.6\% | 0.8\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.4\% | 0.3\% | 25.0\% | 9.0\% | 8.7\% | 17.1\% | 4.5\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 22 | Road D3 | 1.0\% | 17.5\% | 3.9\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.3\% | 0.3\% | 29.2\% | 10.5\% | 10.2\% | 20.0\% | 5.2\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 3.0\% | 51.4\% | 11.4\% | 1.7\% | 1.2\% | 2.6\% | 0.0\% | 0.1\% | 0.9\% | 0.1\% | 10.4\% | 3.8\% | 3.6\% | 7.1\% | 1.9\% | 0.0\% | 0.7\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 2.2\% | 38.3\% | 8.5\% | 1.3\% | 0.9\% | 1.9\% | 0.0\% | 0.1\% | 0.7\% | 0.2\% | 17.9\% | 6.4\% | 6.2\% | 12.2\% | 3.2\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 25 | Road D1 | 3.1\% | 53.3\% | 11.8\% | 1.8\% | 1.2\% | 2.7\% | 0.0\% | 0.1\% | 0.9\% | 0.1\% | 9.7\% | 3.5\% | 3.4\% | 6.6\% | 1.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 26 | Road D1 | 2.2\% | 36.8\% | 8.1\% | 1.2\% | 0.8\% | 1.9\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 18.7\% | 6.7\% | 6.5\% | 12.8\% | 3.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 27 | Road D1 | 3.1\% | 53.3\% | 11.8\% | 1.8\% | 1.2\% | 2.7\% | 0.0\% | 0.1\% | 0.9\% | 0.1\% | 9.7\% | 3.5\% | 3.4\% | 6.6\% | 1.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 28 | Road D1 | 2.2\% | 36.8\% | 8.1\% | 1.2\% | 0.8\% | 1.9\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 18.7\% | 6.7\% | 6.5\% | 12.8\% | 3.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 29 | Road D1 | 2.4\% | 41.0\% | 9.1\% | 1.4\% | 0.9\% | 2.1\% | 0.0\% | 0.1\% | 0.7\% | 0.2\% | 16.0\% | 5.7\% | 5.6\% | 10.9\% | 2.9\% | 0.0\% | 1.1\% | 0.0\% | 100.0\% |
| 30 | Road D1 | 2.7\% | 45.8\% | 10.1\% | 1.5\% | 1.1\% | 2.3\% | 0.0\% | 0.1\% | 0.8\% | 0.1\% | 13.8\% | 5.0\% | 4.8\% | 9.4\% | 2.5\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 33 | Road D5 | 1.1\% | 18.4\% | 4.1\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.3\% | 0.3\% | 28.7\% | 10.3\% | 10.0\% | 19.7\% | 5.1\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 34 | Road D5 | 2.0\% | 35.0\% | 7.7\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 19.7\% | 7.1\% | 6.9\% | 13.5\% | 3.5\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 35 | Road D5 | 1.8\% | 31.1\% | 6.9\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 21.8\% | 7.8\% | 7.6\% | 14.9\% | 3.9\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 36 | Road D5 | 0.7\% | 12.5\% | 2.8\% | 0.4\% | 0.3\% | 0.6\% | 0.0\% | 0.0\% | 0.2\% | 0.3\% | 31.9\% | 11.5\% | 11.1\% | 21.9\% | 5.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 37 | Road D5 | 1.2\% | 20.6\% | 4.6\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.0\% | 0.4\% | 0.3\% | 26.6\% | 9.5\% | 9.3\% | 18.2\% | 4.8\% | 0.0\% | 0.0\% | 2.4\% | 100.0\% |
| 38 | Road D5 | 1.8\% | 31.3\% | 6.9\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 21.2\% | 7.6\% | 7.4\% | 14.5\% | 3.8\% | 0.0\% | 0.0\% | 1.3\% | 100.0\% |
| 40 | Road D5 | 2.0\% | 33.4\% | 7.4\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 20.0\% | 7.2\% | 7.0\% | 13.7\% | 3.6\% | 0.0\% | 0.0\% | 1.3\% | 100.0\% |
| 41 | Road D5 | 1.1\% | 18.4\% | 4.1\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.3\% | 0.3\% | 28.0\% | 10.0\% | 9.7\% | 19.1\% | 5.0\% | 0.0\% | 0.0\% | 1.9\% | 100.0\% |
| 42 | Road D5 | 2.0\% | 33.7\% | 7.4\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 19.9\% | 7.1\% | 6.9\% | 13.6\% | 3.6\% | 0.0\% | 0.0\% | 1.3\% | 100.0\% |

## Appendix 3.4 Traffic Data

## Year 2031

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes

| Link No. | Road Name | $\begin{array}{\|c\|} \hline 16- \\ \text { Motorcyc } \\ \text { les (MC) } \end{array}$ | $: \left.\begin{gathered} 01- \\ \text { Private } \\ \text { Cars (PC) } \end{gathered} \right\rvert\,$ | 02- Taxi | $\begin{array}{\|c} \hline \begin{array}{c} \text { 1- Non } \\ \text { franchise } \\ \mathrm{d} \\ \text { Bus<6.4 } \\ \mathrm{t} \end{array} \\ \hline \end{array}$ | 12 - Non- franchise d Bus 6.4 d Bus 6. $15 t$ | $\begin{gathered} \text { 13- } \left.\begin{array}{c} \text { Non- } \\ \text { franchise } \\ \text { fors } \\ \text { d Bus } 15 t \end{array} \right\rvert\, \\ 24 t \end{gathered}$ | 18 - Non- franchise d Bus $>24 t$ | $\begin{gathered} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 t \end{gathered}$ | $\begin{array}{\|c\|} \hline 10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 t \end{array}$ | $\left\lvert\, \begin{gathered} 03-\text { Light } \\ \text { Goods } \\ \text { Vehicles }< \\ =2.5 t \end{gathered}\right.$ | $\begin{gathered} \text { 04-Lt } \\ \text { Goods } \\ \text { Gehicles } \\ 2.5-3.5 \mathrm{t} \end{gathered}$ | $; \begin{gathered} 05-\text { Light } \\ \text { Goods } \\ \text { vehicles } \\ 3.5 t \end{gathered}$ | $06-$ Heavy Gooods Venicleses $=15 t$ | $07-$ <br> Heavy <br> Goods <br> Vehicles <br> $15 t-24 t$ | $17-$ Heavy Goods Vehicles $>24 \mathrm{t}$ | $\begin{array}{\|c\|} \hline 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | $\begin{gathered} 15- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) } \end{gathered}$ | $8-$ Public Light Buses | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | Road P1 | 0800-0900 | 52.7\% | 8.1\% | 1.2\% | 0.9\% | 1.9\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 10.7\% | 3.9\% | 3.8\% | 7.5\% | 2.0\% |  |  |  |  |
|  | Kong Sham Western Highway | 2.1\% | 57.0\% | 8.8\% | 1.3\% | 0.9\% | 2.1\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 8.2\% | 2.9\% | 2.9\% | 5.7\% | 1.5\% | 0.1\% | 5.7\% | 0.0\% | 100.0\% |
| 3 | Kong Sham Western Highway | 1.4\% | 37.4\% | 5.8\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 18.0\% | 6.5\% | 6.4\% | 12.7\% | 3.3\% | 0.1\% | 5.1\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 1.4\% | 40.0\% | 6.2\% | 0.9\% | 0.7\% | 1.4\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 17.8\% | 6.4\% | 6.4\% | 12.5\% | 3.3\% | 0.0\% | 0.0\% | 2.3\% | 100.0\% |
| 5 | Road P1 | 1.9\% | 53.8\% | 7.9\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 11.6\% | 4.2\% | 4.2\% | 8.2\% | 2.9\% | 0.0\% | 0.3\% | 0.5\% | 100.0\% |
| 6 | Road P1 | 1.2\% | 37.5\% | 5.1\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 19.4\% | 7.0\% | 6.9\% | 13.6\% | 4.8\% | 0.0\% | 0.5\% | 0.8\% | 100.0\% |
| 7 | Road D5 | 1.2\% | 32.2\% | 5.0\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 22.2\% | 8.0\% | 7.9\% | 15.6\% | 4.1\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| 8 | Road D5 | 1.2\% | 31.9\% | 4.9\% | 0.8\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 22.3\% | 8.0\% | 8.0\% | 15.6\% | 4.1\% | 0.0\% | 0.0\% | 1.1\% | 100.0\% |
| 11 | Road P1 | 1.9\% | 57.0\% | 8.1\% | 1.2\% | 0.9\% | 1.9\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 9.7\% | 3.5\% | 3.5\% | 6.8\% | 3.1\% | 0.0\% | 0.0\% | 1.8\% | 100.0\% |
| 12 | Kong Sham Western Highway | 1.7\% | 50.3\% | 7.3\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 13.7\% | 4.9\% | 4.9\% | 9.6\% | 3.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 2.3\% | 64.3\% | 9.7\% | 1.5\% | 1.0\% | 2.3\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 6.8\% | 2.4\% | 2.4\% | 4.8\% | 1.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 1.6\% | 46.9\% | 6.8\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 14.4\% | 5.2\% | 5.2\% | 10.1\% | 3.4\% | 0.0\% | 1.3\% | 1.1\% | 100.0\% |
| 15 | Road P1 | 0.8\% | 22.7\% | 3.5\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.2\% | 0.3\% | 26.6\% | 9.5\% | 9.5\% | 18.7\% | 4.9\% | 0.0\% | 1.5\% | 0.0\% | 100.0\% |
| 16 | Road P1 | 0.5\% | 15.0\% | 2.3\% | 0.4\% | 0.2\% | 0.5\% | 0.0\% | 0.0\% | 0.2\% | 0.3\% | 30.9\% | 12.1\% | 11.0\% | 21.7\% | 5.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 17 | Road D5 | 1.3\% | 37.9\% | 5.4\% | 0.8\% | 0.6\% | 1.3\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 18.6\% | 6.7\% | 6.7\% | 13.1\% | 5.9\% | 0.0\% | 0.0\% | 1.2\% | 100.0\% |
| 18 | Road D5 | 1.2\% | 35.7\% | 5.1\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 19.8\% | 7.1\% | 7.1\% | 13.9\% | 5.8\% | 0.0\% | 0.0\% | 1.1\% | 100.0\% |
| 19 | Kong Sham Western Highway | 1.9\% | 52.5\% | 8.0\% | 1.2\% | 0.8\% | 1.9\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 11.7\% | 4.2\% | 4.2\% | 8.2\% | 2.4\% | 0.0\% | 2.3\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 1.9\% | 53.6\% | 8.0\% | 1.2\% | 0.9\% | 1.9\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 11.0\% | 3.9\% | 3.9\% | 7.7\% | 2.5\% | 0.0\% | 2.8\% | 0.0\% | 100.0\% |
| 21 | Road D3 | 1.1\% | 29.2\% | 4.5\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.3\% | 0.3\% | 24.0\% | 8.6\% | 8.6\% | 16.9\% | 4.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 22 | Road D3 | 0.7\% | 20.4\% | 3.1\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.2\% | 0.3\% | 28.3\% | 10.2\% | 10.1\% | 19.9\% | 5.2\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 2.1\% | 57.8\% | 8.9\% | 1.4\% | 0.9\% | 2.1\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 9.8\% | 3.5\% | 3.5\% | 6.9\% | 1.8\% | 0.0\% | 0.6\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 1.6\% | 43.6\% | 6.7\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 16.9\% | 6.1\% | 6.0\% | 11.9\% | 3.1\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 25 | Road D1 | 2.2\% | 59.8\% | 9.2\% | 1.4\% | 1.0\% | 2.2\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 9.0\% | 3.2\% | 3.2\% | 6.3\% | 1.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 26 | Road D1 | 1.5\% | 42.0\% | 6.5\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 17.8\% | 6.4\% | 6.3\% | 12.5\% | 3.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 27 | Road D1 | 2.2\% | 59.8\% | 9.2\% | 1.4\% | 1.0\% | 2.2\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 9.0\% | 3.2\% | 3.2\% | 6.3\% | 1.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 28 | Road D1 | 1.5\% | 42.0\% | 6.5\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 17.8\% | 6.4\% | 6.3\% | 12.5\% | 3.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 29 | Road D1 | 1.7\% | 46.6\% | 7.2\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 15.1\% | 5.4\% | 5.4\% | 10.6\% | 2.8\% | 0.0\% | 0.9\% | 0.0\% | 100.0\% |
| 30 | Road D1 | 1.9\% | 51.8\% | 8.0\% | 1.2\% | 0.8\% | 1.9\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 13.0\% | 4.7\% | 4.6\% | 9.1\% | 2.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 33 | Road D5 | 0.8\% | 21.4\% | 3.3\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.2\% | 0.3\% | 27.8\% | 10.0\% | 9.9\% | 19.5\% | 5.1\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 34 | Road D5 | 1.4\% | 40.0\% | 6.2\% | 0.9\% | 0.7\% | 1.4\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 18.7\% | 6.7\% | 6.7\% | 13.1\% | 3.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 35 | Road D5 | 1.3\% | 35.7\% | 5.5\% | 0.8\% | 0.6\% | 1.3\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 20.8\% | 7.5\% | 7.4\% | 14.6\% | 3.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 36 | Road D5 | 0.5\% | 14.7\% | 2.3\% | 0.3\% | 0.2\% | 0.5\% | 0.0\% | 0.0\% | 0.1\% | 0.3\% | 31.1\% | 11.2\% | 11.1\% | 21.8\% | 5.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 37 | Road D5 | 0.9\% | 24.1\% | 3.7\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.2\% | 0.3\% | 25.8\% | 9.3\% | 9.2\% | 18.1\% | 4.7\% | 0.0\% | 0.0\% | 1.8\% | 100.0\% |
| 38 | Road D5 | 1.3\% | 36.0\% | 5.5\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 20.3\% | 7.3\% | 7.2\% | 14.3\% | 3.7\% | 0.0\% | 0.0\% | 1.0\% | 100.0\% |
| 40 | Road D5 | 1.4\% | 38.4\% | 5.9\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 19.1\% | 6.9\% | 6.8\% | 13.4\% | 3.5\% | 0.0\% | 0.0\% | 1.0\% | 100.0\% |
| 41 | Road D5 | 0.8\% | 21.6\% | 3.3\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.2\% | 0.3\% | 27.2\% | 9.8\% | 9.7\% | 19.1\% | 5.0\% | 0.0\% | 0.0\% | 1.4\% | 100.0\% |
| 42 | Road D5 | 1.4\% | 38.7\% | 6.0\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 19.0\% | 6.8\% | 6.8\% | 13.3\% | 3.5\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |

## Appendix 3.4 Traffic Data

## Year 2031

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes

| Link No. | Road Name | $\begin{array}{\|c\|} \hline 16- \\ \text { Motorcyc } \\ \text { les (MC) } \end{array}$ | $=\begin{gathered} 01- \\ \text { Private } \\ \text { Cars (PC) } \end{gathered}$ | 02 - Taxi |  | $\left\lvert\, \begin{gathered} 12 \text { - Non- } \\ \text { franchise } \\ \text { d Bus } 6.4 \\ 15 t \end{gathered}\right.$ | $\left.\begin{gathered} \text { 13 - Non- } \\ \text { franchise } \\ \text { fd Bus 15t } \\ 24 t \end{gathered} \right\rvert\,$ | $18-$ Non- franchise d Bus >24t | $\left\|\begin{array}{c} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 \mathrm{t} \end{array}\right\|$ | $\begin{array}{\|c\|} \hline 10- \\ \text { Private } \\ \text { Pight Bus } \\ >3.5 t \end{array}$ | $\left\|\begin{array}{c} 03-\text { Light } \\ \text { Goods } \\ \text { Vehicles } \\ =2.5 t \end{array}\right\|$ | 04-Lt Goods 2.5-3.5t |  | $\square$ | $07-$ <br> Heavy <br> Goods <br> Vehicles <br> $15 t-24 t$ |  | $\begin{array}{\|c\|} \hline 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | $\begin{array}{\|c\|} \text { 15- } \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) } \end{array}$ | $\left\lvert\, \begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}\right.$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Rad P1 | 0900-1000 |  |  |  |  |  |  |  |  | 02 | 146\% | 53 |  |  |  |  |  |  |  |
| 2 | ${ }_{\text {Kong Sham Weestern Highway }}$ | 1.5\% | 43.0\% | ${ }^{8.56 \%}$ | 0.9\% | 0.7\% | 1.5\% | 0.0\% | ${ }^{0.1 \%}$ | 0.5\% | 0.2\% | 14.6\% | 5.1.1\% | 5.42\% | ${ }^{10.3 \%}$ | ${ }^{2.82 \%}$ | ${ }^{0.0 \%}$ | ${ }^{0.0 \%}$ | 0.0\% | 1000.0\% |
| 3 | Kong Sham Western Highway | 1.0\% | 27.6\% | 5.5\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 22.3\% | 8.0\% | 8.2\% | 16.0\% | 4.2\% | 0.1\% | 4.8\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 1.0\% | 29.8\% | 5.9\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 22.2\% | 8.0\% | 8.1\% | 16.0\% | 4.2\% | 0.0\% | 0.0\% | 2.2\% | 100.0\% |
| 5 | Road P1 | 1.5\% | 42.5\% | 8.4\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 16.1\% | 5.8\% | 5.9\% | 11.6\% | 3.9\% | 0.0\% | 0.3\% | 0.5\% | 100.0\% |
| 6 | Road P1 | 0.9\% | 25.1\% | 5.0\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.3\% | 0.3\% | 24.4\% | 8.8\% | 8.9\% | 17.6\% | 5.9\% | 0.0\% | 0.5\% | 0.8\% | 100.0\% |
| 7 | Road D5 | 0.8\% | 22.8\% | 4.5\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.2\% | 0.3\% | 26.2\% | 9.4\% | 9.6\% | 18.9\% | 4.9\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 8 | Road D5 | 0.8\% | 22.5\% | 4.5\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.2\% | 0.3\% | 26.3\% | 9.4\% | ${ }^{\text {9.6\% }}$ | 18.9\% | 4.9\% | 0.0\% | 0.0\% | 1.0\% | 100.0\% |
| 11 | Road P1 | 1.6\% | 45.4\% | 9.0\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 14.0\% | 5.0\% | 5.1\% | 10.1\% | 4.2\% | 0.0\% | 0.0\% | 2.0\% | 100.0\% |
| 12 | Kong Sham Western Highway | 1.3\% | 38.2\% | 7.6\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 18.5\% | 6.6\% | 6.8\% | 13.3\% | 4.5\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 1.9\% | 55.6\% | 11.0\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 10.0\% | 3.6\% | 3.7\% | 7.2\% | 2.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 1.2\% | 35.2\% | 7.0\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 19.1\% | 6.9\% | 7.0\% | 13.8\% | 4.5\% | 0.0\% | 1.3\% | 1.1\% | 100.0\% |
| 15 | Road P1 | 0.5\% | 15.2\% | 3.0\% | 0.3\% | 0.2\% | 0.5\% | 0.0\% | 0.0\% | 0.2\% | 0.3\% | 29.8\% | 10.7\% | 10.9\% | 21.4\% | 5.6\% | 0.0\% | 1.3\% | 0.0\% | 100.0\% |
| 16 | Road P1 | 0.3\% | 9.6\% | 1.9\% | 0.2\% | 0.1\% | 0.3\% | 0.0\% | 0.0\% | 0.1\% | 0.3\% | 33.0\% | 11.9\% | 12.1\% | 23.8\% | 6.2\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 17 | Road D5 | 0.9\% | 26.2\% | 5.2\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 23.4\% | 8.4\% | 8.6\% | 16.9\% | 7.0\% | 0.0\% | 0.0\% | 1.2\% | 100.0\% |
| 18 | Road D5 | 0.8\% | 24.4\% | 4.8\% | 0.5\% | 0.3\% | 0.8\% | 0.0\% | 0.0\% | 0.3\% | 0.3\% | 24.5 | 8.8\% | 9.0\% | 17.6\% | 6.9\% | 0.0\% | 0.0\% | 1.0\% | 100.0\% |
| 19 | Kong Sham Western Highway | 1.4\% | 42.0\% | 8.3\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 16.0\% | 5.7\% | 5.9\% | 11.5\% | 3.3\% | 0.0\% | 2.3\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 1.5\% | 43.0\% | 8.5\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 15.1\% | 5.4\% | 5.5\% | 10.9\% | 3.4\% | 0.1\% | 3.0\% | 0.0\% | 100.0\% |
| 21 | Road D3 | 0.7\% | 20.2\% | 4.0\% | 0.4\% | 0.3\% | 0.6\% | 0.0\% | 0.0\% | 0.2\% | 0.3\% | 27.8\% | 10.0\% | 10.2\% | 20.0\% | 5.2\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 22 | Road D3 | 0.5\% | 13.5\% | 2.7\% | 0.3\% | 0.2\% | 0.4\% | 0.0\% | 0.0\% | 0.1\% | 0.3\% | 31.1\% | 11.2\% | 11.4\% | 22.4\% | 5.9\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 1.7\% | 48.3\% | 9.6\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 13.2\% | 4.9\% | 5.0\% | 9.8\% | 2.6\% | 0.0\% | 0.6\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 1.1\% | 33.1\% | 6.6\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 21.4\% | 7.7\% | 7.8\% | 15.4\% | 4.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 25 | Road D1 | 1.7\% | 50.5\% | 10.0\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 12.8\% | 4.6\% | 4.7\% | 9.2\% | 2.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 26 | Road D1 | 1.1\% | 31.5\% | 6.2\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 22.2\% | 8.0\% | 8.1\% | 16.0\% | 4.2\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 27 | Road D1 | 1.7\% | 50.5\% | 10.0\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 12.8\% | 4.6\% | 4.7\% | 9.2\% | 2.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 28 | Road D1 | 1.1\% | 31.5\% | 6.2\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 22.2\% | 8.0\% | 8.1\% | 16.0\% | 4.2\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 29 | Road D1 | 1.2\% | 36.1\% | 7.2\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 19.6\% | 7.0\% | 7.2\% | 14.1\% | 3.7\% | 0.0\% | 0.9\% | 0.0\% | 100.0\% |
| 30 | Road D1 | 1.4\% | 41.4\% | 8.2\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 17.3\% | 6.2\% | 6.3\% | 12.5\% | 3.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 33 | Road D5 | 0.5\% | 14.2\% | 2.8\% | 0.3\% | 0.2\% | 0.4\% | 0.0\% | 0.0\% | 0.1\% | 0.3\% | 30.8\% | 11.1\% | 11.3\% | 22.2\% | 5.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 34 | Road D5 | 1.0\% | 29.6\% | 5.9\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 23.1\% | 8.3\% | 8.5\% | 16.7\% | 4.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 35 | Road D5 | 0.9\% | 25.7\% | 5.1\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.3\% | 0.3\% | 25.1\% | 9.0\% | 9.2\% | 18.1\% | 4.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 36 | Road D5 | 0.3\% | ${ }^{\text {9.4\% }}$ | 1.9\% | 0.2\% | 0.1\% | 0.3\% | 0.0\% | 0.0\% | 0.1\% | 0.3\% | 33.2\% | 11.9\% | 12.2\% | 23.9\% | 6.2\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 37 | Road D5 | 0.6\% | 16.3\% | 3.2\% | 0.3\% | 0.2\% | 0.5\% | 0.0\% | 0.0\% | 0.2\% | 0.3\% | 29.2\% | 10.5\% | 10.7\% | 21.0\% | 5.5\% | 0.0\% | 0.0\% | 1.5\% | 100.0\% |
| 38 | Road D5 | 0.9\% | 26.1\% | 5.2\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.3\% | 0.3\% | 24.6\% | 8.8\% | 9.0\% | 17.7\% | 4.6\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |
| 40 | Road D5 | 1.0\% | 28.2\% | 5.6\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 23.5\% | 8.4\% | 8.6\% | 16.9\% | 4.4\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |
| 41 | Road D5 | 0.5\% | 14.4\% | 2.9\% | 0.3\% | 0.2\% | 0.5\% | 0.0\% | 0.0\% | 0.2\% | 0.3\% | 30.2\% | 10.9\% | 11.1\% | 21.8\% | 5.7\% | 0.0\% | 0.0\% | 1.2\% | 100.0\% |
| 42 | Road D5 | 1.0\% | 28.5\% | 5.7\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 23.4\% | 8.4\% | 8.6\% | 16.8\% | 4.4\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |

## Appendix 3.4 Traffic Data

## Year 2031

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes


## Appendix 3.4 Traffic Data

## Year 2031

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes

| Link No. | Road Name | $\left\|\begin{array}{c} 16- \\ \text { Motoryc } \\ \text { les (MC) } \end{array}\right\|$ | $\left(\begin{array}{c} \text { 01- } \\ \text { Private } \\ \text { Cars (PC) } \end{array}\right)$ | 02 - Taxi | $\begin{gathered} 11-\text { Non- } \\ \text { franchise } \\ \mathrm{d} \\ \text { Bus }<6.4 \\ \mathrm{t} \end{gathered}$ | $\begin{gathered} 12-\text { Non- } \\ \text { franchise } \\ \text { d Bus } 6.4- \\ 15 t \end{gathered}$ | $\begin{array}{\|c\|c\|} \hline 13-\text { Non- } \\ \text { eranchise } \\ \text { fras } \\ \text { d Bus } 15 t \end{array}$ | 18 - Non- franchise d Bus $>24 t$ | $\begin{array}{\|c} \left\lvert\, \begin{array}{c} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 t \end{array}\right. \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline 10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 t \end{array}$ | $\left\lvert\, \begin{gathered} 03-\text { Light } \\ \text { Goods } \\ \text { Vehicles } \\ =2.5 t \end{gathered}\right.$ | $=\begin{gathered} 04-\text { Lt } \\ \text { Goods } \\ \text { Vehicles } \\ 2.5-3.5 \mathrm{t} \end{gathered}$ | $\left\lvert\, \begin{gathered}\text { 05-Light } \\ \text { Goods } \\ \text { vehicles> } \\ 3.5 t\end{gathered}\right.$ |  | O7- Heavy Goods Vehicles 15t-24t |  | $\begin{array}{\|c\|} \text { 14- } \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | $\begin{array}{\|c} \text { 15- } \\ \begin{array}{c} \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) } \end{array} \\ \hline \end{array}$ | $8-$ Public Light Buses | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 1100-1200 | 40,9\% | 88\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 15.2\% | 5.4\% | 6.0\% | 11.7\% | 3.1\% | 0.0\% |  | 5.0\% |  |
| 2 | Kong Sham Western Highway | 1.1\% | 46.4\% | 10.0\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 12.1\% | 4.4\% | 4.8\% | 9.4\% | 2.5\% | 0.1\% | 5.9\% | 0.0\% | 100.0\% |
| 3 | Kong Sham Western Highway | 0.6\% | 25.7\% | 5.5\% | 0.4\% | 0.3\% | 0.6\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 22.6\% | 8.1\% | 8.9\% | 17.5\% | 4.6\% | 0.1\% | 4.5\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 0.7\% | 27.7\% | 5.9\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 22.5\% | 8.1\% | 8.8\% | 17.4\% | 4.5\% | 0.0\% | 0.0\% | 2.2\% | 100.0\% |
| 5 | Road P1 | 1.0\% | 40.3\% | 8.7\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 16.6\% | 6.0\% | 6.5\% | 12.8\% | 4.3\% | 0.0\% | 0.3\% | 0.5\% | 100.0\% |
| 6 | Road P1 | 0.6\% | 23.1\% | 5.0\% | 0.4\% | 0.3\% | 0.6\% | 0.0\% | 0.0\% | 0.3\% | 0.3\% | 24.5\% | 8.8\% | 9.6\% | 18.9\% | 6.4\% | 0.0\% | 0.5\% | 0.8\% | 100.0\% |
| 7 | Road D5 | 0.5\% | 20.9\% | 4.5\% | 0.3\% | 0.2\% | 0.5\% | 0.0\% | 0.0\% | 0.3\% | 0.3\% | 26.2\% | 9.4\% | 10.3\% | 20.3\% | 5.3\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 8 | Road D5 | 0.5\% | 20.7\% | 4.4\% | 0.3\% | 0.2\% | 0.5\% | 0.0\% | 0.0\% | 0.3\% | 0.3\% | 26.3\% | 9.4\% | 10.3\% | 20.3\% | 5.3\% | 0.0\% | 0.0\% | 1.0\% | 100.0\% |
| 11 | Road P1 | 1.1\% | 43.2\% | 9.3\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 14.5\% | 5.2\% | 5.7\% | 11.2\% | 4.7\% | 0.0\% | 0.0\% | 2.0\% | 100.0\% |
| 12 | Kong Sham Western Highway | 0.9\% | 36.0\% | 7.7\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 18.9\% | 6.8\% | 7.4\% | 14.6\% | 5.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 1.3\% | 53.8\% | 11.6\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.8\% | 0.1\% | 10.6\% | 3.8\% | 4.2\% | 8.2\% | 2.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 0.8\% | 33.0\% | 7.1\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 19.6\% | 7.0\% | 7.7\% | 15.1\% | 4.9\% | 0.0\% | 1.2\% | 1.1\% | 100.0\% |
| 15 | Road P1 | 0.3\% | 13.9\% | 3.0\% | 0.2\% | 0.2\% | 0.3\% | 0.0\% | 0.0\% | 0.2\% | 0.3\% | 29.5\% | 10.6\% | 11.6\% | 22.8\% | 6.0\% | 0.0\% | 1.1\% | 0.0\% | 100.0\% |
| 16 | Road P1 | 0.2\% | 8.7\% | 1.9\% | 0.1\% | 0.1\% | 0.2\% | 0.0\% | 0.0\% | 0.1\% | 0.3\% | 32.4\% | 11.6\% | 12.7\% | 25.1\% | 6.5\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 17 | Road D5 | 0.6\% | 24.2\% | 5.2\% | 0.4\% | 0.3\% | 0.6\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 23.5\% | 8.4\% | 9.2\% | 18.2\% | 7.6\% | 0.0\% | 0.0\% | 1.2\% | 100.0\% |
| 18 | Road D5 | 0.6\% | 22.4\% | 4.8\% | 0.4\% | 0.3\% | 0.6\% | 0.0\% | 0.0\% | 0.3\% | 0.3\% | 24.5\% | 8.8\% | 9.7\% | 19.0\% | 7.4\% | 0.0\% | 0.0\% | 1.0\% | 100.0\% |
| 19 | Kong Sham Western Highway | 1.0\% | 39.9\% | 8.6\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 16.5\% | 5.9\% | 6.5\% | 12.8\% | 3.7\% | 0.0\% | 2.2\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 1.0\% | 41.0\% | 8.8\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 15.7\% | 5.6\% | 6.2\% | 12.1\% | 3.8\% | 0.1\% | 2.8\% | 0.0\% | 100.0\% |
| 21 | Road D3 | 0.5\% | 18.5\% | 4.0\% | 0.3\% | 0.2\% | 0.5\% | 0.0\% | 0.0\% | 0.3\% | 0.3\% | 27.7\% | 9.9\% | 10.9\% | 21.4\% | 5.6\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 22 | Road D3 | 0.3\% | 12.2\% | 2.6\% | 0.2\% | 0.1\% | 0.3\% | 0.0\% | 0.0\% | 0.2\% | 0.3\% | 30.7\% | 11.0\% | 12.1\% | 23.8\% | 6.2\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 1.1\% | 46.3\% | 9.9\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 14.2\% | 5.1\% | 5.6\% | 11.0\% | 2.9\% | 0.0\% | 0.6\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 0.8\% | 30.9\% | 6.6\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 21.8\% | 7.8\% | 8.6\% | 16.9\% | 4.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 25 | Road D1 | 1.2\% | 48.5\% | 10.4\% | 0.8\% | 0.6\% | 1.2\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 13.3\% | 4.8\% | 5.3\% | 10.3\% | 2.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 26 | Road D1 | 0.7\% | 29.3\% | 6.3\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 22.5\% | 8.1\% | 8.9\% | 17.4\% | 4.6\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 27 | Road D1 | 1.2\% | 48.5\% | 10.4\% | 0.8\% | 0.6\% | 1.2\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 13.3\% | 4.8\% | 5.3\% | 10.3\% | 2.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 28 | Road D1 | 0.7\% | 29.3\% | 6.3\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 22.5\% | 8.1\% | 8.9\% | 17.4\% | 4.6\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 29 | Road D1 | 0.8\% | 33.9\% | 7.3\% | 0.6\% | 0.4\% | 0.8\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 20.0\% | 7.2\% | 7.9\% | 15.5\% | 4.0\% | 0.0\% | 0.8\% | 0.0\% | 100.0\% |
| 30 | Road D1 | 1.0\% | 39.1\% | 8.4\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 17.8\% | 6.4\% | 7.0\% | 13.8\% | 3.6\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 33 | Road D5 | 0.3\% | 12.9\% | 2.8\% | 0.2\% | 0.1\% | 0.3\% | 0.0\% | 0.0\% | 0.2\% | 0.3\% | 30.4\% | 10.9\% | 12.0\% | 23.5\% | 6.1\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 34 | Road D5 | 0.7\% | 27.5\% | 5.9\% | 0.4\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 23.4\% | 8.4\% | 9.2\% | 18.1\% | 4.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 35 | Road D5 | 0.6\% | 23.7\% | 5.1\% | 0.4\% | 0.3\% | 0.6\% | 0.0\% | 0.0\% | 0.3\% | 0.3\% | 25.2\% | 9.0\% | 9.9\% | 19.5\% | 5.1\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 36 | Road D5 | 0.2\% | 8.4\% | 1.8\% | 0.1\% | 0.1\% | 0.2\% | 0.0\% | 0.0\% | 0.1\% | 0.3\% | 32.5\% | 11.7\% | 12.8\% | 25.1\% | 6.6\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 37 | Road D5 | 0.4\% | 14.8\% | 3.2\% | 0.2\% | 0.2\% | 0.4\% | 0.0\% | 0.0\% | 0.2\% | 0.3\% | 28.9\% | 10.4\% | 11.4\% | 22.4\% | 5.8\% | 0.0\% | 0.0\% | 1.5\% | 100.0\% |
| 38 | Road D5 | 0.6\% | 24.1\% | 5.2\% | 0.4\% | 0.3\% | 0.6\% | 0.0\% | 0.0\% | 0.3\% | 0.3\% | 24.7\% | 8.9\% | 9.7\% | 19.1\% | 5.0\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |
| 40 | Road D5 | 0.6\% | 26.2\% | 5.6\% | 0.4\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 23.7\% | 8.5\% | 9.3\% | 18.3\% | 4.8\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |
| 41 | Road D5 | 0.3\% | 13.0\% | 2.8\% | 0.2\% | 0.1\% | 0.3\% | 0.0\% | 0.0\% | 0.2\% | 0.3\% | 29.8\% | 10.7\% | 11.8\% | 23.1\% | 6.0\% | 0.0\% | 0.0\% | 1.2\% | 100.0\% |
| 42 | Road D5 | 0.7\% | 26.4\% | 5.7\% | 0.4\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 23.6\% | 8.5\% | 9.3\% | 18.2\% | 4.8\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |

## Appendix 3.4 Traffic Data

## Year 2031

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes

| Link No. | Road Name | $\left\lvert\, \begin{gathered} 16- \\ \text { Motorcyc } \\ \text { les (MC) } \end{gathered}\right.$ | $: \begin{gathered} 01- \\ \text { Private } \\ \text { Cars (PC) } \end{gathered}$ | 02 - Taxi |  | $\begin{gathered} 12 \text { - Non- } \\ \text { franchise } \\ \text { d Bus } 6.4 \end{gathered}$ $15 t$ |  | 18 - Non- franchise d Bus $>24 t$ | $\begin{array}{\|c} \left\lvert\, \begin{array}{c} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 t \end{array}\right. \\ \hline \end{array}$ | $\begin{array}{\|c\|} 10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 t \end{array}$ | $\begin{gathered} \text { 03-Light } \\ \text { Gooods } \\ \text { Vehiclese }< \\ =2.5 t \\ \hline \end{gathered}$ | $=\begin{gathered} \text { 04-Lt } \\ \text { Goods } \\ \text { Vehicles } \\ 2.5-3.5 \mathrm{t} \end{gathered}$ | $\left\|\begin{array}{c}05-\text { Light } \\ \text { Goods } \\ \text { Vehicles> } \\ 3.5 t\end{array}\right\|$ | $06-$ Heavy Gooods Vehicles< $=15 t$ |  |  | $\begin{array}{\|c} 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | $\begin{array}{\|c\|} \hline 15- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) } \end{array}$ | $\begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | $1_{1200-1300}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1 | Road P1 | 0.8\% | 33.1\% | 6.3\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 19.1\% | 6.8\% | 8.2\% | 16.2\% | 4.2\% | 0.0\% | 0.0\% | 2.0\% | 100.0\% |
| 2 | Kong Sham Western Highway | 0.8\% | 32.7\% | 6.2\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 18.5\% | 6.6\% | 8.0\% | 15.7\% | 4.1\% | 0.1\% | 4.2\% | 0.0\% | 100.0\% |
| 3 | Kong Sham Western Highway | 0.9\% | 35.1\% | 6.7\% | 0.8\% | 0.6\% | 1.2\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 17.1\% | 6.1\% | 7.4\% | 14.5\% | 3.8\% | 0.1\% | 5.0\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 0.8\% | 30.0\% | 5.7\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 20.0\% | 7.2\% | 8.7\% | 17.0\% | 4.5\% | 0.0\% | 0.0\% | 3.2\% | 100.0\% |
| 5 | Road P1 | 1.0\% | 40.7\% | 7.7\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 16.0\% | 5.7\% | 6.9\% | 13.6\% | 3.5\% | 0.0\% | 0.3\% | 0.7\% | 100.0\% |
| 6 | Road Pl | 0.7\% | 27.6\% | 5.2\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 21.8\% | 7.8\% | 9.4\% | 18.6\% | 4.9\% | 0.0\% | 0.4\% | 0.7\% | 100.0\% |
| 7 | Road D5 | 0.7\% | 28.1\% | 5.3\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 21.8\% | 7.8\% | 9.4\% | 18.5\% | 4.8\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 8 | Road D5 | 0.8\% | 30.7\% | 5.8\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 20.4\% | 7.3\% | 8.8\% | 17.3\% | 4.5\% | 0.0\% | 0.0\% | 1.3\% | 100.0\% |
| 11 | Road P1 | 1.1\% | 42.1\% | 8.0\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 15.2\% | 5.5\% | 6.6\% | 12.9\% | 3.4\% | 0.0\% | 0.0\% | 1.4\% | 100.0\% |
| 12 | Kong Sham Western Highway | 1.5\% | 58.6\% | 11.1\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.1\% | 0.9\% | 0.1\% | 8.2\% | 2.9\% | 3.5\% | 7.0\% | 1.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 1.1\% | 42.0\% | 8.0\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 15.7\% | 5.7\% | 6.8\% | 13.4\% | 3.5\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 0.8\% | 33.5\% | 6.4\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 18.6\% | 6.7\% | 8.0\% | 15.8\% | 4.1\% | 0.0\% | 1.5\% | 1.4\% | 100.0\% |
| 15 | Road P1 | 0.4\% | 15.8\% | 3.0\% | 0.4\% | 0.3\% | 0.6\% | 0.0\% | 0.0\% | 0.2\% | 0.3\% | 27.3\% | 9.8\% | 11.8\% | 23.2\% | 6.1\% | 0.0\% | 1.1\% | 0.0\% | 100.0\% |
| 16 | Road P1 | 0.6\% | 22.5\% | 4.3\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.3\% | 0.3\% | 24.6\% | 8.8\% | 10.6\% | 20.9\% | 5.5\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 17 | Road D5 | 0.7\% | 28.2\% | 5.3\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 21.7\% | 7.8\% | 9.4\% | 18.4\% | 4.8\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |
| 18 | Road D5 | 0.7\% | 29.3\% | 5.6\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 21.2\% | 7.6\% | 9.1\% | 18.0\% | 4.7\% | 0.0\% | 0.0\% | 1.0\% | 100.0\% |
| 19 | Kong Sham Western Highway | 0.9\% | 37.6\% | 7.1\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 16.6\% | 6.0\% | 7.2\% | 14.1\% | 3.7\% | 0.1\% | 3.2\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 1.1\% | 42.5\% | 8.1\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 14.5\% | 5.2\% | 6.3\% | 12.4\% | 3.2\% | 0.1\% | 2.6\% | 0.0\% | 100.0\% |
| 21 | Road D3 | 0.6\% | 21.9\% | 4.2\% | 0.5\% | 0.3\% | 0.8\% | 0.0\% | 0.0\% | 0.3\% | 0.3\% | 24.8\% | 8.9\% | 10.7\% | 21.1\% | 5.5\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 22 | Road D3 | 0.7\% | 26.6\% | 5.0\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 22.7\% | 8.2\% | 9.8\% | 19.3\% | 5.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 0.8\% | 30.1\% | 5.7\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 20.8\% | 7.5\% | 9.0\% | 17.7\% | 4.6\% | 0.0\% | 0.9\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 1.2\% | 49.5\% | 9.4\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 12.3\% | 4.4\% | 5.3\% | 10.5\% | 2.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 25 | Road D1 | 0.7\% | 29.7\% | 5.6\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 21.3\% | 7.7\% | 9.2\% | 18.1\% | 4.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 26 | Road D1 | 1.3\% | 49.9\% | 9.5\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 12.2\% | 4.4\% | 5.3\% | 10.3\% | 2.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 27 | Road D1 | 0.7\% | 29.7\% | 5.6\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 21.3\% | 7.7\% | 9.2\% | 18.1\% | 4.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 28 | Road D1 | 1.3\% | 49.9\% | 9.5\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 12.2\% | 4.4\% | 5.3\% | 10.3\% | 2.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 29 | Road D1 | 1.1\% | 45.3\% | 8.6\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 14.0\% | 5.0\% | 6.0\% | 11.9\% | 3.1\% | 0.0\% | 0.8\% | 0.0\% | 100.0\% |
| 30 | Road D1 | 1.1\% | 42.0\% | 8.0\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 15.7\% | 5.6\% | 6.8\% | 13.4\% | 3.5\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 33 | Road D5 | 0.9\% | 35.9\% | 6.8\% | 0.8\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 18.5\% | 6.6\% | 8.0\% | 15.7\% | 4.1\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 34 | Road D5 | 0.9\% | 34.6\% | 6.6\% | 0.8\% | 0.6\% | 1.2\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 19.1\% | 6.8\% | 8.2\% | 16.2\% | 4.2\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 35 | Road D5 | 0.8\% | 31.3\% | 5.9\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 20.6\% | 7.4\% | 8.9\% | 17.5\% | 4.6\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 36 | Road D5 | 0.6\% | 22.0\% | 4.2\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.3\% | 0.3\% | 24.8\% | 8.9\% | 10.7\% | 21.1\% | 5.5\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 37 | Road D5 | 0.8\% | 33.1\% | 6.3\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 19.3\% | 6.9\% | 8.4\% | 16.4\% | 4.3\% | 0.0\% | 0.0\% | 1.3\% | 100.0\% |
| 38 | Road D5 | 0.8\% | 30.1\% | 5.7\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 20.6\% | 7.4\% | 8.9\% | 17.6\% | 4.6\% | 0.0\% | 0.0\% | 1.4\% | 100.0\% |
| 40 | Road D5 | 0.7\% | 28.8\% | 5.5\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 21.2\% | 7.6\% | 9.1\% | 18.0\% | 4.7\% | 0.0\% | 0.0\% | 1.7\% | 100.0\% |
| 41 | Road D5 | 0.8\% | 32.1\% | 6.1\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 19.8\% | 7.1\% | 8.6\% | 16.8\% | 4.4\% | 0.0\% | 0.0\% | 1.2\% | 100.0\% |
| 42 | Road D5 | 0.7\% | 29.0\% | 5.5\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 21.1\% | 7.6\% | 9.1\% | 18.0\% | 4.7\% | 0.0\% | 0.0\% | 1.4\% | 100.0\% |

## Appendix 3.4 Traffic Data

## Year 2031

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes


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## Year 2031

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes


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24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes


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24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes


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## Year 2031

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes

| Link No. | Road Name | $\begin{array}{\|c\|} 16- \\ \text { Motorcyc } \\ \text { les (MC) } \end{array}$ | $\begin{gathered} \text { 01- } \\ \text { Private } \\ \text { Cars (PC) } \end{gathered}$ | 02 - Taxi | $\begin{gathered} 11-\text { Non- } \\ \text { franchise } \\ \mathrm{d} \\ \text { Bus }<6.4 \\ \mathrm{t} \end{gathered}$ | 12 - Nonfranchise d Bus 15 t | $\begin{array}{\|c\|c\|} \hline 13-\text { Non- } \\ \text { eranchise } \\ \text { fras } \\ \text { d Bus } 15 t \end{array}$ | 18 - Non- franchise d Bus $>24 t$ | $\begin{array}{\|c} \left\lvert\, \begin{array}{c} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 t \end{array}\right. \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline 10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 t \end{array}$ | $\left\lvert\, \begin{gathered} 03-\text { Light } \\ \text { Goods } \\ \text { Vehicles } \\ =2.5 t \end{gathered}\right.$ | $=\begin{gathered} 04-\text { Lt } \\ \text { Goods } \\ \text { Vehicles } \\ 2.5-3.5 \mathrm{t} \end{gathered}$ | $\left\lvert\, \begin{gathered}\text { 05-Light } \\ \text { Goods } \\ \text { vehicles> } \\ 3.5 t\end{gathered}\right.$ |  | O7- Heavy Goods Vehicles 15t-24t | $17-$17 <br> Heavy <br> Geods <br> vehicles <br> $>24 t$$>20$ | $\begin{gathered} 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{gathered}$ | $\begin{array}{\|c} \text { 15- } \\ \begin{array}{c} \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) } \end{array} \\ \hline \end{array}$ | $8-$ Public Light Buses | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 1700-1800 | 390\% | $67 \%$ | 08 | $05 \%$ | 120 | $0{ }^{0}$ | $0.1 \%$ | $00^{\circ}$ | 026 | 193\% | 69 |  | 11.0\% |  |  |  |  |  |
| 2 | Kong Sham Western Highway | 2.3\% | 38.9\% | 6.6\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.1\% | 0.8\% | 0.2\% | 18.6\% | 6.7\% | 5.4\% | 10.6\% | 2.8\% | 0.1\% | 4.6\% | 0.0\% | 100.0\% |
| 3 | Kong Sham Western Highway | 2.4\% | 41.2\% | 7.0\% | 0.8\% | 0.6\% | 1.2\% | 0.0\% | 0.1\% | 0.9\% | 0.2\% | 16.9\% | 6.1\% | 4.9\% | 9.6\% | 2.5\% | 0.2\% | 5.4\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 2.2\% | 36.5\% | 6.2\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.8\% | 0.2\% | 20.6\% | 7.4\% | 6.0\% | 11.8\% | 3.1\% | 0.0\% | 0.0\% | 2.9\% | 100.0\% |
| 5 | Road P1 | 2.7\% | 48.6\% | 7.7\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.1\% | 1.0\% | 0.2\% | 15.2\% | 5.4\% | 4.4\% | 8.6\% | 2.3\% | 0.0\% | 0.4\% | 0.6\% | 100.0\% |
| 6 | Road P1 | 1.9\% | 36.3\% | 5.6\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.1\% | 0.7\% | 0.2\% | 22.0\% | 7.9\% | 6.4\% | 12.5\% | 3.3\% | 0.0\% | 0.4\% | 0.7\% | 100.0\% |
| 7 | Road D5 | 2.0\% | 34.6\% | 5.9\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.1\% | 0.7\% | 0.2\% | 22.6\% | 8.1\% | 6.6\% | 12.9\% | 3.4\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 8 | Road D5 | 2.2\% | 37.3\% | 6.3\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.8\% | 0.2\% | 20.9\% | 7.5\% | 6.1\% | 11.9\% | 3.1\% | 0.0\% | 0.0\% | 1.2\% | 100.0\% |
| 11 | Road P1 | 2.8\% | 50.0\% | 7.9\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.1\% | 1.0\% | 0.1\% | 14.3\% | 5.1\% | 4.1\% | 8.1\% | 2.1\% | 0.0\% | 0.0\% | 1.2\% | 100.0\% |
| 12 | Kong Sham Western Highway | 3.6\% | 63.5\% | 10.3\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.2\% | 1.3\% | 0.1\% | 7.2\% | 2.6\% | 2.1\% | 4.1\% | 1.1\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 2.8\% | 49.9\% | 7.9\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.1\% | 1.0\% | 0.2\% | 14.9\% | 5.3\% | 4.3\% | 8.5\% | 2.2\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 2.3\% | 41.8\% | 6.5\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.1\% | 0.8\% | 0.2\% | 18.1\% | 6.5\% | 5.3\% | 10.3\% | 2.7\% | 0.0\% | 1.6\% | 1.2\% | 100.0\% |
| 15 | Road P1 | 1.2\% | 20.6\% | 3.5\% | 0.4\% | 0.3\% | 0.6\% | 0.0\% | 0.1\% | 0.4\% | 0.3\% | 30.1\% | 10.8\% | 8.7\% | 17.2\% | 4.5\% | 0.0\% | 1.3\% | 0.0\% | 100.0\% |
| 16 | Road P1 | 1.7\% | 28.4\% | 4.8\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.1\% | 0.6\% | 0.3\% | 26.3\% | 9.4\% | 7.6\% | 15.0\% | 3.9\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 17 | Road D5 | 2.0\% | 36.0\% | 5.7\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.1\% | 0.7\% | 0.2\% | 22.0\% | 7.9\% | 6.4\% | 12.6\% | 3.3\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |
| 18 | Road D5 | 2.1\% | 37.3\% | 5.9\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.7\% | 0.2\% | 21.4\% | 7.7\% | 6.2\% | 12.2\% | 3.2\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |
| 19 | Kong Sham Western Highway | 2.6\% | 44.5\% | 7.3\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.9\% | 0.2\% | 16.1\% | 5.8\% | 4.7\% | 9.2\% | 2.4\% | 0.1\% | 3.4\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 2.8\% | 49.0\% | 8.1\% | 1.0\% | 0.7\% | 1.4\% | 0.0\% | 0.1\% | 1.0\% | 0.1\% | 13.9\% | 5.0\% | 4.0\% | 7.9\% | 2.1\% | 0.1\% | 2.7\% | 0.0\% | 100.0\% |
| 21 | Road D3 | 1.6\% | 27.8\% | 4.7\% | 0.6\% | 0.4\% | 0.8\% | 0.0\% | 0.1\% | 0.6\% | 0.3\% | 26.7\% | 9.6\% | 7.7\% | 15.2\% | 4.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 22 | Road D3 | 1.9\% | 33.0\% | 5.6\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.1\% | 0.7\% | 0.2\% | 23.8\% | 8.5\% | 6.9\% | 13.6\% | 3.5\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 2.2\% | 36.6\% | 6.2\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.8\% | 0.2\% | 21.4\% | 7.7\% | 6.2\% | 12.2\% | 3.2\% | 0.0\% | 1.1\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 3.2\% | 55.0\% | 9.3\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.2\% | 1.2\% | 0.1\% | 11.6\% | 4.2\% | 3.4\% | 6.6\% | 1.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 25 | Road D1 | 2.1\% | 36.2\% | 6.1\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.8\% | 0.2\% | 22.0\% | 7.9\% | 6.4\% | 12.5\% | 3.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 26 | Road D1 | 3.3\% | 55.4\% | 9.4\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.2\% | 1.2\% | 0.1\% | 11.4\% | 4.1\% | 3.3\% | 6.5\% | 1.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 27 | Road D1 | 2.1\% | 36.2\% | 6.1\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.8\% | 0.2\% | 22.0\% | 7.9\% | 6.4\% | 12.5\% | 3.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 28 | Road D1 | 3.3\% | 55.4\% | 9.4\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.2\% | 1.2\% | 0.1\% | 11.4\% | 4.1\% | 3.3\% | 6.5\% | 1.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 29 | Road D1 | 3.0\% | 51.2\% | 8.7\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 1.1\% | 0.1\% | 13.4\% | 4.8\% | 3.9\% | 7.6\% | 2.0\% | 0.0\% | 0.8\% | 0.0\% | 100.0\% |
| 30 | Road D1 | 2.9\% | 48.3\% | 8.2\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 1.0\% | 0.2\% | 15.3\% | 5.5\% | 4.4\% | 8.7\% | 2.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 33 | Road D5 | 2.5\% | 42.5\% | 7.2\% | 0.8\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.9\% | 0.2\% | 18.5\% | 6.7\% | 5.4\% | 10.6\% | 2.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 34 | Road D5 | 2.4\% | 41.3\% | 7.0\% | 0.8\% | 0.6\% | 1.2\% | 0.0\% | 0.1\% | 0.9\% | 0.2\% | 19.2\% | 6.9\% | 5.6\% | 10.9\% | 2.9\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 35 | Road D5 | 2.2\% | 37.9\% | 6.4\% | 0.8\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.8\% | 0.2\% | 21.1\% | 7.6\% | 6.1\% | 12.0\% | 3.1\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 36 | Road D5 | 1.6\% | 27.9\% | 4.7\% | 0.6\% | 0.4\% | 0.8\% | 0.0\% | 0.1\% | 0.6\% | 0.3\% | 26.6\% | 9.5\% | 7.7\% | 15.2\% | 4.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 37 | Road D5 | 2.3\% | 39.7\% | 6.7\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.1\% | 0.8\% | 0.2\% | 19.6\% | 7.0\% | 5.7\% | 11.2\% | 2.9\% | 0.0\% | 0.0\% | 1.1\% | 100.0\% |
| 38 | Road D5 | 2.2\% | 36.6\% | 6.2\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.8\% | 0.2\% | 21.3\% | 7.6\% | 6.2\% | 12.1\% | 3.2\% | 0.0\% | 0.0\% | 1.3\% | 100.0\% |
| 40 | Road D5 | 2.1\% | 35.2\% | 6.0\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.8\% | 0.2\% | 21.9\% | 7.9\% | 6.4\% | 12.5\% | 3.3\% | 0.0\% | 0.0\% | 1.5\% | 100.0\% |
| 41 | Road D5 | 2.3\% | 38.7\% | 6.5\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.1\% | 0.8\% | 0.2\% | 20.2\% | 7.3\% | 5.9\% | 11.5\% | 3.0\% | 0.0\% | 0.0\% | 1.1\% | 100.0\% |
| 42 | Road D5 | 2.1\% | 35.5\% | 6.0\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.8\% | 0.2\% | 21.9\% | 7.8\% | 6.3\% | 12.5\% | 3.3\% | 0.0\% | 0.0\% | 1.3\% | 100.0\% |

## Appendix 3.4 Traffic Data

## Year 2031

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes


## Appendix 3.4 Traffic Data

## Year 2031

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes

| Link No. | Road Name | $\left\|\begin{array}{c} 16- \\ \text { Motoryc } \\ \text { les (MC) } \end{array}\right\|$ | $=\begin{gathered} 01- \\ \text { Private } \\ \text { Cars (PC) } \end{gathered}$ | 02 - Taxi | $\begin{gathered} 11-\text { Non- } \\ \text { franchise } \\ \mathrm{d} \\ \text { Bus }<6.4 \\ t \\ \hline \end{gathered}$ | $\begin{gathered} 12-\text { Non- } \\ \text { franchise } \\ \text { d Bus } 6.4 \\ 15 t \end{gathered}$ | 13 - Non- franchise d Bus $15 t$ $24 t$ | $\begin{array}{\|c\|c} 18 \text { - Non- } \\ \text { franchise } \\ \text { d Bus } \\ >24 t \end{array}$ | $\left\|\begin{array}{c} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 \mathrm{t} \end{array}\right\|$ | $\left\lvert\, \begin{gathered} 10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 \mathrm{t} \\ \hline \end{gathered}\right.$ | $\begin{gathered} \text { O3-Light } \\ \text { Goods } \\ \text { Vehicless } \\ =2.5 \mathrm{~s} \end{gathered}$ | $\begin{gathered} 04-\text { Lt } \\ \text { Goods } \\ \text { Vehicles } \\ 2.5-3.5 \mathrm{t} \\ \hline \end{gathered}$ | $05-$ Light <br> Goods <br> vehicles> <br> $3.5 t$ | $06-$ Heavy Goods Vehicless $=15 t$ |  |  | $\begin{array}{\|c} \text { 14- } \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | $\begin{gathered} \text { 15- } \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) } \end{gathered}$ | $8-$ Public Light Buses | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 1900-2000 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1 | Road Pl | 1.5\% | 58.8\% | 8.1\% | ${ }^{1.1 .1 \%}$ | 0.8\% | 1.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 10.8\% | 3.9\% | ${ }^{3.1 \%}$ | ${ }^{6.1 \%}$ | 1.6\% | 0.0\% | 0.0\% | 2.3\% | 100.0\% |
| 2 | Kong Sham Western Highway | 1.5\% | 57.1\% | 7.9\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 10.3\% | 3.7\% | 3.0\% | 5.8\% | 1.5\% | 0.1\% | 5.4\% | 0.0\% |  |
| 3 | Kong Sham Western Highway | 1.5\% | 58.7\% | 8.1\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 9.1\% | 3.3\% | 2.6\% | 5.2\% | 1.3\% | 0.1\% | 6.2\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 1.4\% | 55.5\% | 7.7\% | 1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 11.8\% | 4.2\% | 3.4\% | 6.7\% | 1.8\% | 0.0\% | 0.0\% | 3.8\% | 100.0\% |
| 5 | Road P1 | 1.7\% | 64.9\% | 9.0\% | 1.3\% | 0.9\% | 1.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 8.1\% | 2.9\% | 2.3\% | 4.6\% | 1.2\% | 0.0\% | 0.4\% | 0.7\% | 100.0\% |
| 6 | Road P1 | 1.4\% | 54.0\% | 7.5\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 13.6\% | 4.9\% | 3.9\% | 7.7\% | 2.0\% | 0.0\% | 0.6\% | 0.9\% | 100.0\% |
| 7 | Road D5 | 1.4\% | 54.7\% | 7.6\% | 1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 13.5\% | 4.8\% | 3.9\% | 7.7\% | 2.0\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |
| 8 | Road D5 | 1.5\% | 57.0\% | 7.9\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 12.0\% | 4.3\% | 3.5\% | 6.8\% | 1.8\% | 0.0\% | 0.0\% | 1.5\% | 100.0\% |
| 11 | Road P1 | 1.7\% | 65.7\% | 9.1\% | 1.3\% | 0.9\% | 1.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 7.5\% | 2.7\% | 2.2\% | 4.3\% | 1.1\% | 0.0\% | 0.0\% | 1.4\% | 100.0\% |
| 12 | Kong Sham Western Highway | 1.9\% | 75.0\% | 10.4\% | 1.4\% | 1.0\% | 2.2\% | 0.0\% | 0.0\% | 0.1\% | 0.0\% | 3.3\% | 1.2\% | 1.0\% | 1.9\% | 0.5\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 1.7\% | 66.1\% | 9.2\% | 1.3\% | 0.9\% | 1.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 7.9\% | 2.8\% | 2.3\% | 4.5\% | 1.2\% | 0.0\% | 0.0\% | 0.0\% |  |
| 14 | Road P1 | 1.5\% | 58.6\% | 8.1\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 10.3\% | 3.7\% | 3.0\% | 5.9\% | 1.5\% | 0.0\% | 1.9\% | 1.6\% | 100.0\% |
| 15 | Road P1 | 1.0\% | 38.7\% | 5.4\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.1\% | 0.2\% | 21.3\% | 7.6\% | 6.2\% | 12.1\% | 3.2\% | 0.0\% | 1.9\% | 0.0\% | 100.0\% |
| 16 | Road P1 | 1.3\% | 48.7\% | 6.7\% | 0.9\% | 0.7\% | 1.4\% | 0.0\% | 0.0\% | 0.1\% | 0.2\% | 16.9\% | 6.1\% | 4.9\% | 9.6\% | 2.5\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 17 | Road D5 | 1.4\% | 54.6\% | 7.6\% | 1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 13.4\% | 4.8\% | 3.9\% | 7.6\% | 2.0\% | 0.0\% | 0.0\% | 1.2\% | 100.0\% |
| 18 | Road D5 | 1.4\% | 55.7\% | 7.7\% | 1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 12.8\% | 4.6\% | 3.7\% | 7.3\% | 1.9\% | 0.0\% | 0.0\% | 1.2\% | 100.0\% |
| 19 | Kong Sham Western Highway | 1.6\% | 61.6\% | 8.5\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 8.6\% | 3.1\% | 2.5\% | 4.9\% | 1.3\% | 0.1\% | 3.8\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 1.7\% | 65.3\% | 9.0\% | 1.3\% | 0.9\% | 1.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 7.1\% | 2.5\% | 2.1\% | 4.0\% | 1.1\% | 0.0\% | 2.9\% | 0.0\% | 100.0\% |
| 21 | Road D3 | 1.2\% | 47.9\% | 6.6\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.0\% | 0.1\% | 0.2\% | 17.3\% | 6.2\% | 5.0\% | 9.8\% | 2.6\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 22 | Road D3 | 1.4\% | 53.4\% | 7.4\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.0\% | 0.1\% | 0.2\% | 14.5\% | 5.2\% | 4.2\% | 8.2\% | 2.2\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 1.5\% | 56.4\% | 7.8\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 12.4\% | 4.4\% | 3.6\% | 7.0\% | 1.8\% | 0.0\% | 1.3\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 1.8\% | 70.6\% | 9.8\% | 1.4\% | 0.9\% | 2.1\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 5.6\% | 2.0\% | 1.6\% | 3.2\% | 0.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 25 | Road D1 | 1.5\% | 56.5\% | 7.8\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 12.9\% | 4.6\% | 3.7\% | 7.3\% | 1.9\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 26 | Road D1 | 1.8\% | 70.8\% | 9.8\% | 1.4\% | 0.9\% | 2.1\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 5.5\% | 2.0\% | 1.6\% | 3.1\% | 0.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 27 | Road D1 | 1.5\% | 56.5\% | 7.8\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 12.9\% | 4.6\% | 3.7\% | 7.3\% | 1.9\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 28 | Road D1 | 1.8\% | 70.8\% | 9.8\% | 1.4\% | 0.9\% | 2.1\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 5.5\% | 2.0\% | 1.6\% | 3.1\% | 0.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 29 | Road D1 | 1.7\% | 67.8\% | 9.4\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 6.7\% | 2.4\% | 1.9\% | 3.8\% | 1.0\% | 0.0\% | 0.8\% | 0.0\% | 100.0\% |
| 30 | Road D1 | 1.7\% | 66.2\% | 9.2\% | 1.3\% | 0.9\% | 1.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 7.9\% | 2.8\% | 2.3\% | 4.5\% | 1.2\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 33 | Road D5 | 1.6\% | 61.8\% | 8.6\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 10.1\% | 3.6\% | 2.9\% | 5.8\% | 1.5\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 34 | Road D5 | 1.6\% | 60.8\% | 8.4\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 10.6\% | 3.8\% | 3.1\% | 6.1\% | 1.6\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 35 | Road D5 | 1.5\% | 57.9\% | 8.0\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 12.1\% | 4.4\% | 3.5\% | 6.9\% | 1.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 36 | Road D5 | 1.2\% | 48.1\% | 6.7\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.0\% | 0.1\% | 0.2\% | 17.2\% | 6.2\% | 5.0\% | 9.8\% | 2.6\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 37 | Road D5 | 1.5\% | 59.0\% | 8.2\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 11.0\% | 3.9\% | 3.2\% | 6.2\% | 1.6\% | 0.0\% | 0.0\% | 1.4\% | 100.0\% |
| 38 | Road D5 | 1.4\% | 56.3\% | 7.8\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 12.3\% | 4.4\% | 3.6\% | 7.0\% | 1.8\% | 0.0\% | 0.0\% | 1.6\% | 100.0\% |
| 40 | Road D5 | 1.4\% | 54.9\% | 7.6\% | 1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 12.8\% | 4.6\% | 3.7\% | 7.3\% | 1.9\% | 0.0\% | 0.0\% | 2.0\% | 100.0\% |
| 41 | Road D5 | 1.5\% | 58.2\% | 8.1\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 11.4\% | 4.1\% | 3.3\% | 6.5\% | 1.7\% | 0.0\% | 0.0\% | 1.4\% | 100.0\% |
| 42 | Road D5 | 1.4\% | 55.3\% | 7.7\% | 1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 12.8\% | 4.6\% | 3.7\% | 7.3\% | 1.9\% | 0.0\% | 0.0\% | 1.7\% | 100.0\% |

## Appendix 3.4 Traffic Data

## Year 2031

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes

| Link No. | Road Name | $\left\|\begin{array}{c} 16- \\ \text { Motoryc } \\ \text { les (MC) } \end{array}\right\|$ | $=\begin{gathered} 01- \\ \text { Private } \\ \text { Cars (PC) } \end{gathered}$ | 02 - Taxi | $\begin{gathered} \text { 11-Non- } \\ \text { franchise } \\ \text { fus=6.4 } \\ \mathrm{t} \\ \hline \end{gathered}$ | $\begin{gathered} 12-\text { Non- } \\ \text { franchise } \\ \text { d Bus } 6.4 \\ 15 \end{gathered}$ | $13-$ Non- <br> franchise <br> d Bus $15 t$ <br> $24 t$$\|$ | $\begin{array}{\|c\|} \hline \begin{array}{c} 18-\text { Non- } \\ \text { franchise } \\ \text { d Bus } \\ \text { > } \\ \hline 24 t \end{array} \\ \hline \end{array}$ | $\left\|\begin{array}{c} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 \mathrm{t} \end{array}\right\|$ | $\begin{array}{\|c\|} 10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 \mathrm{t} \end{array}$ | O3-Light Goods Vehicles $=2.5 \mathrm{t}$ | $04-\mathrm{Lt}$ <br> Goods <br> Vehicles <br> $2.5-3.5 \mathrm{t}$ |  |  |  |  | $\begin{array}{\|c\|} \hline 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | $\begin{array}{\|c\|} \hline 15- \\ \hline \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) } \end{array}$ | $8-$ Public Light Buses | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 2000-2100 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1 | Road Pl | 1.7\% | 57.2\% | ${ }^{11.7 \%}$ | ${ }^{1.1 .1 \%}$ | 0.8\% | 1.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 9.5\% | ${ }^{3.4 \%}$ | 2.9\% | ${ }_{5}^{5.7 \%}$ | 1.5\% | 0.0\% | 0.0\% | 2.6\% | 100.0\% |
| 2 | Kong Sham Western Highway | 1.6\% | 55.3\% | 11.4\% | 1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 9.0\% | 3.2\% | 2.8\% | 5.4\% | 1.4\% | 0.1\% | 6.0\% | 0.0\% |  |
| 3 | Kong Sham Western Highway | 1.7\% | 56.7\% | 11.6\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 8.0\% | 2.9\% | 2.4\% | 4.8\% | 1.3\% | 0.2\% | 6.8\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 1.6\% | 54.1\% | 11.1\% | 1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 10.5\% | 3.8\% | 3.2\% | 6.3\% | 1.6\% | 0.0\% | 0.0\% | 4.2\% | 100.0\% |
| 5 | Road P1 | 1.9\% | 62.7\% | 12.9\% | 1.2\% | 0.8\% | 1.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 7.1\% | 2.6\% | 2.2\% | 4.3\% | 1.1\% | 0.0\% | 0.4\% | 0.7\% | 100.0\% |
| 6 | Road P1 | 1.6\% | 53.0\% | 10.9\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 12.1\% | 4.4\% | 3.7\% | 7.3\% | 1.9\% | 0.0\% | 0.6\% | 1.0\% | 100.0\% |
| 7 | Road D5 | 1.6\% | 53.7\% | 11.0\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 12.0\% | 4.3\% | 3.7\% | 7.2\% | 1.9\% | 0.0\% | 0.0\% | 1.0\% | 100.0\% |
| 8 | Road D5 | 1.6\% | 55.7\% | 11.4\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 10.7\% | 3.8\% | 3.3\% | 6.4\% | 1.7\% | 0.0\% | 0.0\% | 1.7\% | 100.0\% |
| 11 | Road P1 | 1.9\% | 63.3\% | 13.0\% | 1.2\% | 0.9\% | 1.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 6.6\% | 2.4\% | 2.0\% | 4.0\% | 1.0\% | 0.0\% | 0.0\% | 1.6\% | 100.0\% |
| 12 | Kong Sham Western Highway | 2.1\% | 71.5\% | 14.7\% | 1.4\% | 1.0\% | 2.1\% | 0.0\% | 0.0\% | 0.1\% | 0.0\% | 2.9\% | 1.0\% | 0.9\% | 1.7\% | 0.5\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 1.9\% | 64.0\% | 13.1\% | 1.2\% | 0.9\% | 1.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 7.0\% | 2.5\% | 2.1\% | 4.2\% | 1.1\% | 0.0\% | 0.0\% | 0.0\% |  |
| 14 | Road P1 | 1.7\% | 56.9\% | 11.7\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 9.1\% | 3.3\% | 2.8\% | 5.5\% | 1.4\% | 0.0\% | 2.1\% | 1.7\% | 100.0\% |
| 15 | Road P1 | 1.1\% | 38.8\% | 8.0\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.0\% | 0.1\% | 0.2\% | 19.4\% | 7.0\% | 5.9\% | 11.7\% | 3.1\% | 0.0\% | 2.2\% | 0.0\% | 100.0\% |
| 16 | Road P1 | 1.4\% | 48.3\% | 9.9\% | 0.9\% | 0.7\% | 1.4\% | 0.0\% | 0.0\% | 0.1\% | 0.2\% | 15.3\% | 5.5\% | 4.7\% | 9.2\% | 2.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 17 | Road D5 | 1.6\% | 53.6\% | 11.0\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 11.9\% | 4.3\% | 3.7\% | 7.2\% | 1.9\% | 0.0\% | 0.0\% | 1.3\% | 100.0\% |
| 18 | Road D5 | 1.6\% | 54.6\% | 11.2\% | 1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 11.4\% | 4.1\% | 3.5\% | 6.9\% | 1.8\% | 0.0\% | 0.0\% | 1.3\% | 100.0\% |
| 19 | Kong Sham Western Highway | 1.8\% | 59.5\% | 12.2\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 7.6\% | 2.7\% | 2.3\% | 4.6\% | 1.2\% | 0.1\% | 4.2\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 1.9\% | 62.8\% | 12.9\% | 1.2\% | 0.8\% | 1.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 6.2\% | 2.2\% | 1.9\% | 3.7\% | 1.0\% | 0.1\% | 3.2\% | 0.0\% | 100.0\% |
| 21 | Road D3 | 1.4\% | 47.7\% | 9.8\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.0\% | 0.1\% | 0.2\% | 15.7\% | 5.6\% | 4.8\% | 9.4\% | 2.5\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 22 | Road D3 | 1.6\% | 52.6\% | 10.8\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 13.0\% | 4.7\% | 4.0\% | 7.8\% | 2.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 1.6\% | 55.2\% | 11.3\% | 1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 11.0\% | 4.0\% | 3.4\% | 6.6\% | 1.7\% | 0.0\% | 1.4\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 2.0\% | 67.8\% | 13.9\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 4.9\% | 1.8\% | 1.5\% | 2.9\% | 0.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 25 | Road D1 | 1.6\% | 55.4\% | 11.4\% | 1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 11.5\% | 4.1\% | 3.5\% | 6.9\% | 1.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 26 | Road D1 | 2.0\% | 68.0\% | 13.9\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 4.8\% | 1.7\% | 1.5\% | 2.9\% | 0.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 27 | Road D1 | 1.6\% | 55.4\% | 11.4\% | 1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 11.5\% | 4.1\% | 3.5\% | 6.9\% | 1.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 28 | Road D1 | 2.0\% | 68.0\% | 13.9\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 4.8\% | 1.7\% | 1.5\% | 2.9\% | 0.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 29 | Road D1 | 1.9\% | 65.3\% | 13.4\% | 1.3\% | 0.9\% | 1.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 5.8\% | 2.1\% | 1.8\% | 3.5\% | 0.9\% | 0.0\% | 0.9\% | 0.0\% | 100.0\% |
| 30 | Road D1 | 1.9\% | 64.0\% | 13.1\% | 1.2\% | 0.9\% | 1.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 6.9\% | 2.5\% | 2.1\% | 4.2\% | 1.1\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 33 | Road D5 | 1.8\% | 60.1\% | 12.3\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 9.0\% | 3.2\% | 2.7\% | 5.4\% | 1.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 34 | Road D5 | 1.8\% | 59.3\% | 12.2\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 9.4\% | 3.4\% | 2.9\% | 5.7\% | 1.5\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 35 | Road D5 | 1.7\% | 56.7\% | 11.6\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 10.8\% | 3.9\% | 3.3\% | 6.5\% | 1.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 36 | Road D5 | 1.4\% | 47.8\% | 9.8\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.0\% | 0.1\% | 0.2\% | 15.6\% | 5.6\% | 4.8\% | 9.4\% | 2.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 37 | Road D5 | 1.7\% | 57.5\% | 11.8\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 9.7\% | 3.5\% | 3.0\% | 5.8\% | 1.5\% | 0.0\% | 0.0\% | 1.6\% | 100.0\% |
| 38 | Road D5 | 1.6\% | 55.1\% | 11.3\% | 1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 10.9\% | 3.9\% | 3.3\% | 6.6\% | 1.7\% | 0.0\% | 0.0\% | 1.8\% | 100.0\% |
| 40 | Road D5 | 1.6\% | 53.8\% | 11.0\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 11.5\% | 4.1\% | 3.5\% | 6.9\% | 1.8\% | 0.0\% | 0.0\% | 2.3\% | 100.0\% |
| 41 | Road D5 | 1.7\% | 56.8\% | 11.6\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 10.2\% | 3.6\% | 3.1\% | 6.1\% | 1.6\% | 0.0\% | 0.0\% | 1.5\% | 100.0\% |
| 42 | Road D5 | 1.6\% | 54.2\% | 11.1\% | 1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 11.4\% | 4.1\% | 3.5\% | 6.9\% | 1.8\% | 0.0\% | 0.0\% | 1.9\% | 100.0\% |

## Appendix 3.4 Traffic Data

## Year 2031

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes


## Appendix 3.4 Traffic Data

## Year 2031

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes


## Appendix 3.4 Traffic Data

## Year 2031

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes

| Link No. | Road Name | $\begin{array}{\|c\|} 16- \\ \text { Motorcyc } \\ \text { les (MC) } \end{array}$ | $\begin{gathered} \text { 01- } \\ \text { Private } \\ \text { Cars (PC) } \end{gathered}$ | 02 - Taxi | $\begin{gathered} 11-\text { Non- } \\ \text { franchise } \\ \mathrm{d} \\ \text { Bus }<6.4 \\ \mathrm{t} \end{gathered}$ | $\begin{gathered} 12-\text { Non- } \\ \text { franchise } \\ \text { d Bus } 6.4- \\ 15 t \end{gathered}$ | $\begin{array}{\|c\|c\|} \hline 13-\text { Non- } \\ \text { eranchise } \\ \text { fras } \\ \text { d Bus } 15 t \end{array}$ | 18 - Non- franchise d Bus $>24 t$ | $\begin{array}{\|c} \left\lvert\, \begin{array}{c} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 t \end{array}\right. \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline 10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 t \end{array}$ | $\left\lvert\, \begin{gathered} 03-\text { Light } \\ \text { Goods } \\ \text { Vehicles } \\ =2.5 t \end{gathered}\right.$ | $\begin{gathered} 04-\text { Lt } \\ \text { Gooods } \\ \text { Vehicles } \\ 2.5-3.5 \mathrm{t} \end{gathered}$ | $\left\lvert\, \begin{gathered}\text { 05-Light } \\ \text { Goods } \\ \text { vehicles> } \\ 3.5 t\end{gathered}\right.$ |  | O7- Heavy Goods Vehicles 15t-24t |  | $\begin{gathered} 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{gathered}$ | $\begin{array}{\|c} \text { 15- } \\ \begin{array}{c} \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) } \end{array} \\ \hline \end{array}$ | $8-$ Public Light Buses | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 2300-2400 | 563\% | 14 | $00^{6}$ | $00^{\circ}$ | $10 \%$ | $0{ }^{0}$ | $00^{\circ}$ | $02 \%$ | $0{ }^{10}$ |  |  |  |  |  |  |  |  |  |
| 2 | Kong Sham Western Highway | 2.1\% | 54.2\% | 13.9\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 8.5\% | 3.1\% | 2.7\% | 5.4\% | 1.4\% | 0.2\% | 6.4\% | 0.0\% | 100.0\% |
| 3 | Kong Sham Western Highway | 2.1\% | 55.4\% | 14.2\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 7.5\% | 2.7\% | 2.4\% | 4.7\% | 1.2\% | 0.2\% | 7.3\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 2.0\% | 53.5\% | 13.7\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 10.0\% | 3.6\% | 3.2\% | 6.3\% | 1.6\% | 0.0\% | 0.0\% | 3.9\% | 100.0\% |
| 5 | Road P1 | 2.3\% | 61.5\% | 15.8\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 6.7\% | 2.4\% | 2.2\% | 4.3\% | 1.1\% | 0.0\% | 0.5\% | 0.7\% | 100.0\% |
| 6 | Road P1 | 2.0\% | 52.3\% | 13.4\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 11.5\% | 4.1\% | 3.7\% | 7.3\% | 1.9\% | 0.0\% | 0.7\% | 1.0\% | 100.0\% |
| 7 | Road D5 | 2.0\% | 53.0\% | 13.6\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 11.4\% | 4.1\% | 3.7\% | 7.2\% | 1.9\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |
| 8 | Road D5 | 2.1\% | 54.9\% | 14.1\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 10.2\% | 3.6\% | 3.3\% | 6.4\% | 1.7\% | 0.0\% | 0.0\% | 1.5\% | 100.0\% |
| 11 | Road P1 | 2.4\% | 62.2\% | 16.0\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 6.3\% | 2.2\% | 2.0\% | 4.0\% | 1.0\% | 0.0\% | 0.0\% | 1.5\% | 100.0\% |
| 12 | Kong Sham Western Highway | 2.7\% | 69.9\% | 17.9\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.0\% | 0.2\% | 0.0\% | 2.7\% | 1.0\% | 0.9\% | 1.7\% | 0.5\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 2.4\% | 62.7\% | 16.1\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 6.6\% | 2.4\% | 2.1\% | 4.1\% | 1.1\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 2.1\% | 55.9\% | 14.3\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 8.6\% | 3.1\% | 2.8\% | 5.5\% | 1.4\% | 0.1\% | 2.2\% | 1.6\% | 100.0\% |
| 15 | Road P1 | 1.5\% | 38.5\% | 9.9\% | 0.4\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.1\% | 0.2\% | 18.6\% | 6.7\% | 6.0\% | 11.7\% | 3.1\% | 0.1\% | 2.4\% | 0.0\% | 100.0\% |
| 16 | Road P1 | 1.8\% | 47.8\% | 12.3\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.1\% | 0.2\% | 14.6\% | 5.2\% | 4.7\% | 9.2\% | 2.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 17 | Road D5 | 2.0\% | 52.9\% | 13.6\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 11.4\% | 4.1\% | 3.6\% | 7.2\% | 1.9\% | 0.0\% | 0.0\% | 1.2\% | 100.0\% |
| 18 | Road D5 | 2.1\% | 53.8\% | 13.8\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 10.8\% | 3.9\% | 3.5\% | 6.9\% | 1.8\% | 0.0\% | 0.0\% | 1.2\% | 100.0\% |
| 19 | Kong Sham Western Highway | 2.2\% | 58.2\% | 14.9\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 7.1\% | 2.6\% | 2.3\% | 4.5\% | 1.2\% | 0.1\% | 4.5\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Westerr Highway | 2.3\% | 61.4\% | 15.7\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 5.9\% | 2.1\% | 1.9\% | 3.7\% | 1.0\% | 0.1\% | 3.4\% | 0.0\% | 100.0\% |
| 21 | Road D3 | 1.8\% | 47.1\% | 12.1\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.1\% | 0.2\% | 14.9\% | 5.4\% | 4.8\% | 9.4\% | 2.5\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 22 | Road D3 | 2.0\% | 51.9\% | 13.3\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 12.4\% | 4.4\% | 4.0\% | 7.8\% | 2.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 2.1\% | 54.3\% | 13.9\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 10.5\% | 3.8\% | 3.4\% | 6.6\% | 1.7\% | 0.0\% | 1.5\% | 0.0\% | 100.0\% |
| 24 | Road D1 | 2.5\% | 66.4\% | 17.0\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.2\% | 0.0\% | 4.6\% | 1.7\% | 1.5\% | 2.9\% | 0.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 25 | Road D1 | 2.1\% | 54.6\% | 14.0\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 10.9\% | 3.9\% | 3.5\% | 6.9\% | 1.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 26 | Road D1 | 2.5\% | 66.5\% | 17.1\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.2\% | 0.0\% | 4.5\% | 1.6\% | 1.5\% | 2.9\% | 0.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 27 | Road D1 | 2.1\% | 54.6\% | 14.0\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 10.9\% | 3.9\% | 3.5\% | 6.9\% | 1.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 28 | Road D1 | 2.5\% | 66.5\% | 17.1\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.2\% | 0.0\% | 4.5\% | 1.6\% | 1.5\% | 2.9\% | 0.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 29 | Road D1 | 2.4\% | 63.9\% | 16.4\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 5.5\% | 2.0\% | 1.8\% | 3.5\% | 0.9\% | 0.0\% | 1.0\% | 0.0\% | 100.0\% |
| 30 | Road D1 | 2.4\% | 62.8\% | 16.1\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 6.6\% | 2.4\% | 2.1\% | 4.1\% | 1.1\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 33 | Road D5 | 2.3\% | 59.1\% | 15.2\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 8.5\% | 3.1\% | 2.7\% | 5.4\% | 1.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 34 | Road D5 | 2.2\% | 58.3\% | 14.9\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 8.9\% | 3.2\% | 2.9\% | 5.7\% | 1.5\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 35 | Road D5 | 2.1\% | 55.9\% | 14.3\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 10.3\% | 3.7\% | 3.3\% | 6.5\% | 1.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 36 | Road D5 | 1.8\% | 47.3\% | 12.1\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.1\% | 0.2\% | 14.8\% | 5.3\% | 4.8\% | 9.4\% | 2.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 37 | Road D5 | 2.2\% | 56.6\% | 14.5\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 9.2\% | 3.3\% | 3.0\% | 5.8\% | 1.5\% | 0.0\% | 0.0\% | 1.5\% | 100.0\% |
| 38 | Road D5 | 2.1\% | 54.3\% | 13.9\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 10.4\% | 3.7\% | 3.3\% | 6.6\% | 1.7\% | 0.0\% | 0.0\% | 1.7\% | 100.0\% |
| 40 | Road D5 | 2.0\% | 53.1\% | 13.6\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 10.9\% | 3.9\% | 3.5\% | 6.9\% | 1.8\% | 0.0\% | 0.0\% | 2.1\% | 100.0\% |
| 41 | Road D5 | 2.1\% | 55.9\% | 14.3\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 9.6\% | 3.5\% | 3.1\% | 6.1\% | 1.6\% | 0.0\% | 0.0\% | 1.4\% | 100.0\% |
| 42 | Road D5 | 2.0\% | 53.5\% | 13.7\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 10.8\% | 3.9\% | 3.5\% | 6.9\% | 1.8\% | 0.0\% | 0.0\% | 1.7\% | 100.0\% |

## Appendix 3.4 Traffic Data

## Year 2031 24 Hours Speed

| Link No. | Road Name | Road Type | $\begin{aligned} & \text { Speed } \\ & \text { Limit } \\ & \hline \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & \text { (kph) } \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & \text { (kph) } \end{aligned}$ | $\begin{array}{\|l\|l} \hline \text { Speed } \\ \text { (kph) } \end{array}$ | $\begin{array}{\|l\|l} \hline \text { Speed } \\ \text { (kph) } \end{array}$ | $\begin{array}{\|l\|l} \hline \text { Speed } \\ \text { (kph) } \end{array}$ | $\begin{array}{\|l\|l} \hline \text { Speed } \\ \text { (kph) } \end{array}$ | $\begin{array}{\|l\|l} \hline \text { Speed } \\ \text { (kph) } \end{array}$ | $\begin{array}{\|l\|l} \hline \text { Speed } \\ \text { (kph) } \end{array}$ | $\begin{aligned} & \text { Speed } \\ & \text { (kph) } \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & \text { (kph) } \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & \text { (kph) } \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & \text { (kph) } \end{aligned}$ |  | $\begin{aligned} & \begin{array}{l} \text { Speed } \\ \text { (kp) } \end{array} \\ & \hline \end{aligned}$ | $\left.\begin{array}{\|l\|l} \hline \text { Speed } \\ \text { ( } \\ \hline \end{array} \mathrm{kph}\right)$ | $\begin{aligned} & \text { Speed } \\ & \text { (kph) } \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & \text { (kph) } \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & \text { (kph) } \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & \text { (kph) } \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & \text { (kph) } \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & \text { (kph) } \end{aligned}$ | $\begin{aligned} & \text { Speeee } \\ & \text { (kph) } \\ & \hline \end{aligned}$ | $\begin{array}{\|l\|l\|} \hline \text { Speed } \\ (\mathrm{kph}) \end{array}$ | $\begin{aligned} & \hline \begin{array}{l} \text { Speed } \\ \text { (kph) } \end{array} \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | km/hr | 0000-0100 | ${ }^{0100} 0$ | ${ }^{0200.0300}$ | 0300.0400 | 0000-0500 | 0500.0600 | 0600.0700 | 0700-0800 | 0800.0900 | 0900-1000 | 100-1100 | ${ }^{1100-1200}$ | ${ }^{1200-1300}$ | ${ }^{130} \cdot 1 / 1000$ | $1400 \cdot 1500$ | 1500.1600 | $1600 \cdot 1700$ | 1700-1800 | $1800 \cdot 1900$ | 1900-2000 | $200-2100$ | 21002200 | $2200-2300$ | 2300.0000 |
| 1 | Road P1 | District Distributor | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 49 | 49 | 49 | 49 | 49 | 48 | 48 | 47 | 47 | 47 | 47 | 48 | 48 | 49 | 49 | 49 | 49 |
| 2 | Kong Sham Western Highway | Expressway | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 |
| 3 | Kong Sham Western Highway | Expresway | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 |
| 4 | Road P1 | District Distributor | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 49 | 48 | 48 | 48 | 48 | 48 | 48 | 48 | 48 | 48 | 48 | 48 | 48 | 49 | 49 | 49 | 49 | 49 |
| 5 | Road P1 | District Distributor | 50 | 48 | 49 | 49 | 49 | 49 | 49 | 46 | 41 | 40 | 41 | 41 | 42 | 43 | 43 | 42 | 42 | 42 | 41 | 42 | 44 | 45 | 46 | 46 | 47 |
| 6 | Road P1 | District Distributor | 50 | 49 | 49 | 49 | 49 | 49 | 49 | 48 | 44 | 43 | 43 | 43 | 44 | 43 | 43 | 42 | 42 | 42 | 42 | 44 | 45 | 46 | 47 | 47 | 48 |
| 7 | Road D5 | District Distributor | 50 | 34 | 36 | 37 | 37 | 37 | 36 | 30 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 29 | 29 | 30 | 30 | 30 |
| 8 | Road D5 | District Distributor | 50 | 36 | 37 | 38 | 38 | 38 | 37 | 32 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 30 | 31 | 31 | 32 | 34 |
| 11 | Road Pl | District Distributor | 50 | 49 | 50 | 50 | 50 | 50 | 50 | 49 | 48 | 47 | 48 | 48 | 48 | 47 | 47 | 47 | 47 | 46 | 46 | 46 | 47 | 48 | 48 | 48 | 49 |
| 12 | Kong Sham Western Highway | Expresway | 50 | 48 | 49 | 49 | 49 | 49 | 49 | 47 | 43 | 42 | 42 | 42 | 43 | 43 | 43 | 43 | 43 | 42 | 41 | 40 | 42 | 44 | 45 | 45 | 46 |
| 13 | Kong Sham Western Highway | Expressway | 50 | 46 | 48 | 48 | 49 | 49 | 48 | 45 | 38 | 37 | 39 | 39 | 39 | 44 | 44 | 43 | 43 | 43 | 42 | 43 | 44 | 46 | 46 | 46 | 47 |
| 14 | Road P1 | District Distributor | 50 | 49 | 49 | 49 | 50 | 50 | 49 | 48 | 46 | 45 | 45 | 45 | 46 | 47 | 46 | 46 | 46 | 46 | 46 | 46 | 47 | 48 | 48 | 48 | 49 |
| 15 | Road P1 | District Distributor | 50 | 49 | 49 | 50 | 50 | 50 | 49 | 48 | 45 | 45 | 44 | 44 | 45 | 45 | 45 | 44 | 44 | 44 | 44 | 46 | 47 | 48 | 48 | 48 | 48 |
| 16 | Road P1 | District Distributor | 50 | 49 | 50 | 50 | 50 | 50 | 50 | 49 | 47 | 47 | 46 | 46 | 46 | 45 | 45 | 45 | 45 | 45 | 45 | 46 | 47 | 48 | 48 | 48 | 49 |
| 17 | Road D5 | District Distributor | 50 | 36 | 37 | 38 | 38 | 38 | 37 | 33 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 30 | 30 | 30 | 32 |
| 18 | Road D5 | District Distributor | 50 | 36 | 37 | 38 | 38 | 38 | 37 | 32 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 30 | 30 | 30 | 32 |
| 19 | Kong Sham Western Highway | Expresway | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 |  |
| 20 | Kong Sham Western Highway | Expressway | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 |
| 21 | Road D3 | District Distributor | 50 | 35 | 37 | 37 | 38 | 38 | 36 | 30 | 29 | 29 | 28 | 28 | 28 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 30 | 30 | 30 | 31 | 33 |
| 22 | Road D3 | District Distributor | 50 | 37 | 38 | 38 | 39 | 39 | 38 | 34 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 30 | 30 | 30 | 31 | 33 |
| ${ }^{23}$ | Road D1 | District Distributor | 50 | 30 | 33 | 35 | 36 | 36 | 34 | 29 | 28 | 27 | 28 | 28 | 28 | 29 | 29 | 29 | 29 | 29 | 28 | 29 | 29 | 30 | 30 | 30 | 31 |
| 24 | Road D1 | District Distributor | 50 | 35 | 37 | 37 | 38 | 38 | 37 | 31 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 30 | 30 | 30 | 30 |
| 25 | Road D1 | Local Road | 50 | 28 | 28 | 29 | 29 | 29 | 29 | 26 | 24 | 24 | 24 | 24 | 24 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 26 | 27 | 27 | 27 | 28 |
| 26 | Road D1 | Local Road | 50 | 29 | 29 | 29 | 29 | 29 | 29 | 28 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 24 | 24 | 24 | 24 | 25 | 25 | 25 | 25 | 26 |
| 27 | Road D1 | Local Road | 50 | 28 | 29 | 29 | 29 | 29 | 29 | 27 | 25 | 25 | 25 | 25 | 25 | 26 | 26 | 25 | 25 | 25 | 25 | 26 | 27 | 28 | 28 | 28 | 29 |
| 28 | Road D1 | Local Road | 50 | 29 | 29 | 30 | 30 | 30 | 29 | 28 | 26 | 25 | 25 | 25 | 26 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 26 | 27 | 27 | 28 |
| 29 | Road D1 | District Distributor | 50 | 33 | 35 | 37 | 37 | 37 | 36 | 30 | 28 | 28 | 28 | 28 | 28 | 29 | 29 | 28 | 28 | 28 | 28 | 28 | 29 | 29 | 29 | 29 | 30 |
| 30 | Road D1 | District Distributor | 50 | 34 | 36 | 37 | 37 | 37 | 36 | 30 | 29 | 28 | 28 | 28 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 30 | 30 | 30 |  |
| 33 | Road D5 | Local Road | 50 | 29 | 30 | 30 | 30 | 30 | 30 | 29 | 27 | 26 | 26 | 26 | 26 | 26 | 26 | 25 | 25 | 25 | 25 | 26 | 27 | 27 | 28 | 28 | 28 |
| 34 | Road D5 | Local Road | 50 | 30 | 30 | 30 | 30 | 30 | 30 | 29 | 28 | 28 | 27 | 27 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 29 | 29 | 29 | 29 | 29 |
| 35 | Road D5 | Local Road | 50 | 29 | 30 | 30 | 30 | 30 | 30 | 29 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 26 | 26 | 27 | 28 | 28 | 28 | 29 | 29 |
| 36 | Road D5 | Local Road | 50 | 29 | 29 | 30 | 30 | 30 | 29 | 28 | 25 | 25 | 25 | 25 | 25 | 28 | 28 | 28 | 28 | 28 | 28 | 29 | 29 | 29 | 29 | 29 | 30 |
| 37 | Road D5 | District Distributor | 50 | 37 | 38 | 39 | 39 | 39 | 38 | 35 | 30 | 30 | 29 | 29 | 30 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 30 | 30 | 31 | 32 | 34 |
| 38 | Road D5 | District Distributor | 50 | 35 | 37 | 37 | 38 | 38 | 37 | 31 | 29 | 29 | 29 | 29 | 29 | 30 | 29 | 29 | 29 | 29 | 29 | 30 | 30 | 31 | 32 | 33 | 34 |
| 40 | Road D5 | District Distributor | 50 | 35 | 37 | 38 | 38 | 38 | 37 | 31 | 29 | 29 | 29 | 29 | 29 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 31 | 33 | 34 | 34 | 35 |
| 41 | Road D5 | District Distributor | 50 | 37 | 38 | 38 | 39 | 38 | 38 | 33 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 30 | 30 | 31 | 32 | 33 |



## Appendix 3.4 Traffic Data

## year 2036

24 Hours Traffic Flows and Breakdown by 18 vehicle Classes

| Link No. | Road Name | Road Type | $\begin{gathered} \text { Speed } \\ \text { Limit } \end{gathered}$ | $\begin{gathered} \text { Total } \\ \text { vehicte } \end{gathered}$ | $\begin{gathered} \text { Total } \\ \text { vehice } \end{gathered}$ | Total Vehicle | $\begin{aligned} & \text { Total } \\ & \text { vehice } \end{aligned}$ | $\begin{gathered} \text { Totalal } \\ \text { vehict } \end{gathered}$ | $\begin{gathered} \text { Total } \\ \text { Vehicle } \end{gathered}$ | $\begin{aligned} & \text { Total } \\ & \text { vehice } \end{aligned}$ | $\underset{\substack{\text { Total } \\ \text { Vohicle }}}{ }$ | $\begin{gathered} \text { Total } \\ \text { Vehicle } \end{gathered}$ | $\begin{aligned} & \text { Total } \\ & \text { vehice } \end{aligned}$ | Total Vehicle | $\begin{gathered} \text { Total } \\ \text { Vehicle } \end{gathered}$ | $\begin{gathered} \text { Total } \\ \text { vehicl } \end{gathered}$ | Total Vehict Vehicle | $\begin{gathered} \text { Total } \\ \text { Vehici } \end{gathered}$ | $\begin{gathered} \text { Total } \\ \text { vehice } \end{gathered}$ | Total venicle | $\begin{gathered} \text { Total } \\ \text { vehicle } \end{gathered}$ | $\begin{gathered} \text { Total } \\ \text { vehice } \end{gathered}$ | Total Vehicle | $\begin{gathered} \text { Total } \\ \text { Voherich } \end{gathered}$ vehicle | $\begin{gathered} \text { Totalal } \\ \text { vehict } \end{gathered}$ | $\begin{gathered} \text { Total } \\ \text { Vehicle } \end{gathered}$ | $\begin{aligned} & \text { Total } \\ & \text { vehichel } \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | km/hr | 000000100 | 0100.0200 | 02000330 | 03000.000 | 00000.050 | 05000600 | 0600.0700 | 0700.080 | ${ }^{080} 0.0900$ | 0900.1000 | 1000-1100 | $1100 \cdot 1200$ | ${ }^{1200-1300}$ | ${ }^{1300.1400}$ | $1400 \cdot 150$ | ${ }^{1500.1600}$ | 100.1700 | 1700-1800 | 1800.1900 | 1000.2000 | 20002120 | 21002200 | ${ }^{2200 \cdot 2300}$ | 2300.000 |
| 1 | Road P1 | District Distributor | 50 | 29 | 20 | 14 | 11 | 12 | 17 | 44 | 105 | 116 | 102 | 93 | 90 | 197 | 203 | 218 | 223 | 231 | 250 | 243 | 190 | 146 | 133 | 127 | 97 |
| 2 | Kong Sham Western Highway | Expressway | 80 | ${ }_{9}^{93}$ | ${ }^{63}$ | 45 | 35 | 35 | 52 | ${ }^{134}$ | 315 | 350 | 295 | 263 | 256 | 499 | 515 | 551 | 564 | 588 | 641 | 630 | ${ }^{495}$ | 382 | ${ }^{349}$ | 336 | 257 |
| 3 | Kong Sham Western Highway | Expressway | 80 | 117 |  | 59 | 47 | 49 | 73 | 193 | 465 | 508 | 488 | 466 | ${ }_{4}^{438}$ | 386 | 398 | 424 | 436 | 457 | 501 | 500 | 396 | 307 | 280 | 271 | 207 |
| 4 | Road Pl | Districit Distributor | 50 | 59 | 41 | 30 | 24 | 25 | 37 | 99 | 238 | ${ }^{261}$ | 252 | ${ }^{241}$ | ${ }^{227}$ | 171 | 176 | 188 | 193 | 201 | ${ }^{218}$ | 215 | 169 | 130 | 119 | 114 | 87 |
| 5 | Rood P1 | District Distributor | 50 | ${ }^{190}$ | ${ }^{129}$ | 93 | 74 | 75 | 110 | 289 | 686 |  | 681 | 626 | 602 | 526 | 542 | 574 | 596 | 626 | 714 | 717 | 570 | 441 | 402 | 390 | 295 |
| 6 | Road P1 | District Distributor | 50 | 135 | 92 | 66 | 53 | 54 | 79 | 208 | 495 | 576 | 498 | 460 | ${ }^{441}$ | 381 | 392 | 413 | 431 | 455 | 529 | 534 | 427 | 332 | 303 | 294 | 222 |
| 7 | Road D5 | District Distributor | 50 | 176 | 119 | 85 | 67 | 69 | 101 | 263 | 623 | 696 | 605 | 552 | 532 | 471 | 485 | 509 | 533 | 565 | 635 | 675 | 543 | 422 | 385 | 375 | 283 |
| 8 | Road D5 | District Distributor | 50 | 167 | 114 | 81 | 64 | 65 | 96 | 252 | 598 | 667 | 585 | 535 | 515 | ${ }^{414}$ | 426 | 450 | 468 | 493 | 549 | 571 | 456 | 353 | 322 | 313 | 237 |
| 11 | Road P1 | District Distributor | 50 | ${ }^{86}$ | 59 | 42 | ${ }^{33}$ | 34 | 50 | 131 | ${ }_{311}$ | 359 | 308 | ${ }^{283}$ | 272 | 215 | 221 | 233 | ${ }^{243}$ | 257 | ${ }^{297}$ | 301 | ${ }^{241}$ | 187 | 171 | 165 | 125 |
| 12 | Kong Sham Western Highway | Expressway | 50 | 76 | 51 | 37 | 29 | 30 | 44 | 114 | 270 | 315 | 269 | 246 | 237 | 301 | 309 | 321 | 341 | 366 | 430 | 468 | 381 | 298 | 271 | 267 | 200 |
| 13 | Kong Sham Western Highway | Expresway | 50 | 112 | 76 | 53 | 42 | 42 | 61 | 159 | 373 | 434 | 349 | 308 | 302 | 179 | 185 | 195 | ${ }^{203}$ | 214 | 249 | 251 | 201 | 156 | ${ }^{142}$ | 138 | 104 |
| $\begin{array}{r}14 \\ \hline 15 \\ \hline\end{array}$ | ${ }_{\text {Road Pl }}$ | $\frac{\text { District Distributor }}{\text { District istributor }}$ | 50 50 50 | $\stackrel{98}{78}$ | $\stackrel{67}{54}$ | $\stackrel{49}{39}$ | 39 <br> 31 | ${ }^{41}$ | ${ }_{4}^{61}$ | $\stackrel{160}{123}$ | ${ }^{336}$ | ${ }_{3}^{438}$ | ${ }^{406}$ | ${ }^{386}$ | 365 <br> 25 | ${ }^{386}$ | ${ }^{398}$ | ${ }^{422}$ | ${ }_{4}^{437}$ | ${ }^{458}$ | 515 | ${ }_{5}^{516}$ | ${ }_{4}^{409}$ | $\frac{316}{}$ | $\stackrel{288}{144}$ | $\stackrel{279}{ }$ |  |
| 15 | Rood P1 | District Distributor | 50 | 78 | ${ }^{54}$ | 39 | 31 | ${ }^{31}$ | ${ }^{47}$ | ${ }^{123}$ | ${ }^{293}$ | ${ }^{324}$ | 295 | 275 | 262 | 182 | 187 | 198 | 206 | ${ }^{217}$ | 243 | 254 | ${ }^{203}$ | 158 | ${ }^{144}$ | 140 | 106 |
| 16 | Rood P1 | District Distributor | 50 | 56 | ${ }^{38}$ | 27 | ${ }^{21}$ | 21 | 31 | 81 | 192 | ${ }^{216}$ | 184 | ${ }^{166}$ | ${ }^{161}$ | 128 | ${ }^{131}$ | ${ }^{138}$ | ${ }^{145}$ | ${ }^{154}$ | ${ }^{174}$ | 188 | ${ }^{152}$ | ${ }^{118}$ | 108 | 106 | 79 |
| 17 | Road D5 | District Distributor | 50 | 117 | 79 | 57 | 45 | 45 | 67 | 174 | 411 | 476 | 404 | 368 | 356 | 249 | ${ }^{256}$ | 267 | 281 | 299 | ${ }^{348}$ | 363 | 294 | 229 | 209 | 204 | 154 |
| 18 | Road D5 | District Distributor | 50 | 106 | 72 | 52 | ${ }^{41}$ | 42 | 62 | 162 | 386 | 447 | 391 | 361 | ${ }^{347}$ | 365 | 376 | 396 | ${ }^{413}$ | 436 | 498 | 513 | 410 | 319 | 291 | 282 | 214 |
| 19 | Kong Sham Western Highway | Expresway | 80 | 229 | ${ }^{156}$ | 112 | 89 | 91 | ${ }^{134}$ | 352 | ${ }^{838}$ | 942 | ${ }^{836}$ | 775 | 740 | 565 | ${ }^{583}$ | 619 | 639 | 671 | 750 | 752 | 596 | 463 | ${ }^{422}$ | 409 | ${ }^{311}$ |
| 20 | Kong Sham Western Highway | Expressway | 80 | 169 | 114 | 81 | 64 | 65 | 95 | 248 | 585 | 666 | 563 | 510 | 493 | 800 | ${ }^{824}$ | 872 | 906 | 954 | 1071 | 1098 | 876 | 680 | 620 | 604 |  |
| 21 | Road D3 | District Distributor | 50 | 85 | ${ }^{58}$ | 41 | 33 | 33 | 49 | ${ }^{127}$ | 301 | 336 | 293 | 267 | 258 | 244 | 251 | 265 | 276 | 291 | ${ }^{324}$ | 339 | 271 | 210 | 192 | 186 | 141 |
| 22 | Road D3 | District Distributor | 50 | 92 | 62 | 44 | 35 | 35 | 51 | 133 | 314 | 353 | 298 | 267 | 259 | ${ }^{154}$ | 159 | 168 | 174 | 183 | 203 | 210 | 167 | 129 | 118 | 114 | 87 |
| ${ }^{23}$ | Road D1 | District Distributor | 50 | 160 | 108 | 77 | 61 | 62 | 90 | ${ }^{234}$ | ${ }_{5}^{553}$ | 621 | ${ }_{5}^{528}$ | ${ }^{476}$ | ${ }^{462}$ | 364 | ${ }^{377}$ | 405 | ${ }^{414}$ | ${ }^{428}$ | ${ }^{462}$ | 449 | 349 | ${ }^{268}$ | ${ }^{244}$ | ${ }^{234}$ | 179 |
| 24 | Road D1 | District Distributor | 50 | 141 | 96 | 69 | 55 | 55 | 82 | 214 | 508 | 567 | 500 | 459 | 441 | 290 | 299 | 313 | 329 | 349 | 394 | 423 | 341 | 265 | ${ }^{241}$ | 236 |  |
| 25 | Road D1 | Local Road | 50 | ${ }_{5} 5$ | 37 | 26 | 21 | 21 | 30 | 79 | 187 | 210 | 178 | 161 | 156 | 94 | 97 | 105 | 107 | 110 | ${ }_{117}$ | 109 | ${ }^{84}$ | ${ }_{64} 64$ | 58 | 55 |  |
| 26 | Road D1 | Local Road | 50 | 26 | 18 | ${ }^{13}$ | 11 | 11 | 16 | ${ }^{43}$ | 105 | 116 | 111 | 106 | 100 | 126 | 130 | 136 | 143 | 152 | 173 | 187 | 151 | 118 | 107 | 105 | 79 |
| 27 | Road D1 | Local Road | 50 | 37 | 25 | ${ }^{18}$ | 14 | 14 | ${ }^{21}$ | 54 | ${ }^{127}$ | ${ }^{143}$ | ${ }^{121}$ | 109 | 106 | ${ }^{64}$ | ${ }^{66}$ | 72 | 73 | 75 | 79 | 74 | 57 | ${ }^{43}$ | 40 | 38 | ${ }^{29}$ |
| 28 | Road D 1 | ${ }_{\text {Local Road }}^{\text {Litrict istibutor }}$ | 50 <br> 50 | ${ }^{18}$ | 12 | 9 | 7 | 7 | ${ }^{11}$ | 30 <br> 13 | $\stackrel{71}{326}$ | 79 | $\begin{array}{r}75 \\ 312 \\ \hline\end{array}$ | $\stackrel{72}{225}$ | 68 <br> 307 | $\begin{array}{r}86 \\ \hline 54 \\ \hline 1\end{array}$ | 88 <br> 87 | ${ }^{92}$ | 97 <br> 515 <br> 15 | 104 <br> 54 <br> 15 | ${ }_{1}^{117}$ | 127 <br> 65 <br> 1 | $\stackrel{103}{531}$ | 80 | 73 | $\stackrel{72}{371}$ |  |
| $\stackrel{29}{ }$ | Road D1 | District Distributor | 50 <br> 50 | $\frac{83}{191}$ | 57 | ${ }_{9}^{42}$ | ${ }^{33}$ | ${ }^{34}$ | ${ }_{51}^{51}$ | $\stackrel{136}{37}$ | ${ }^{326}$ | ${ }^{361}$ | ${ }^{342}$ | 325 | 307 | ${ }^{454}$ | ${ }_{467}$ | 490 | 515 | 546 | 617 | ${ }^{665}$ | ${ }^{536}$ | 417 | 380 | 371 |  |
| 30 | Road D1 | District Distributor | 50 | 191 | ${ }^{129}$ | 92 | 72 | 73 | 107 | 277 | 653 | ${ }^{735}$ | 620 | 556 | 541 | 232 | ${ }^{241}$ | 259 | 264 | 273 | ${ }^{294}$ | 285 | ${ }^{221}$ | 169 | ${ }^{154}$ | ${ }^{147}$ |  |
| 31 | Road D3 | District Distributor | 50 | ${ }^{271}$ | ${ }^{183}$ | ${ }^{130}$ | 103 | 104 | ${ }^{153}$ | 397 |  | 1052 | 900 |  | 787 | 1022 | ${ }^{1053}$ | 1109 | 1159 | 1224 | ${ }^{1371}$ | 1449 | 1161 | 902 | 821 | 801 |  |
| 32 | Road D3 | District Distributor | 50 | 559 | 378 | 269 | 212 | 215 | 315 | 820 | ${ }^{1937}$ | 2173 | 1858 | 1679 | 1626 | 837 | 861 | 906 | 949 | 1004 | 1129 | ${ }^{1202}$ | 966 | 750 | 684 | 667 | 504 |
| 33 | Road D5 | Local Road | 50 | 89 | 60 | 42 | 33 | 34 | 49 | 128 | 302 | 340 | 286 | 257 | 250 | 309 | 316 | 327 | 350 | 376 | 436 | 493 | 404 | 316 | 288 | 284 | 213 |
| $\begin{array}{r}34 \\ \hline\end{array}$ | $\xrightarrow{\text { Road D5 }}$ | $\frac{\text { Local Road }}{\text { Local }}$ | 50 50 50 | $\frac{142}{54}$ | $\stackrel{96}{36}$ | ${ }^{68}$ | $\stackrel{53}{5}$ | $\stackrel{54}{21}$ |  | $\stackrel{204}{79}$ | $\stackrel{481}{186}$ |  |  |  |  |  |  |  |  |  |  |  | $\stackrel{258}{83}$ | $\frac{201}{64}$ |  |  |  |
| 35 | Road D5 | Local Road | $\begin{array}{r}50 \\ 50 \\ \hline\end{array}$ | 54 | 36 | ${ }^{26}$ | 20 | ${ }^{21}$ | 30 <br> 16 | 79 | ${ }^{186}$ | $\frac{208}{115}$ | ${ }^{177}$ | $\stackrel{160}{105}$ | ${ }^{155}$ | ${ }^{93}$ | $\stackrel{97}{129}$ | $\stackrel{105}{135}$ | $\stackrel{106}{142}$ | $\stackrel{109}{101}$ | $\stackrel{116}{172}$ | ${ }^{109}$ | $\stackrel{83}{151}$ | $\stackrel{64}{117}$ | $\begin{array}{r}58 \\ \hline 107 \\ \hline\end{array}$ | ${ }^{55}$ |  |
| 36 <br> 37 | Road D5 | $\frac{\text { Local Road }}{\text { Distric istributor }}$ | 50 | $\stackrel{26}{161}$ | 18 | 13 | $\stackrel{10}{61}$ | $\frac{11}{62}$ | 16 <br> 91 | $\stackrel{43}{237}$ | 104 <br> 59 | $\frac{115}{626}$ | $\frac{110}{535}$ | 105 <br> 484 <br> 8 | 969 <br> 49 | ${ }_{3}^{126}$ | ${ }_{343}^{129}$ | ${ }_{3}^{135}$ | $\frac{142}{377}$ | ${ }_{402}^{151}$ | $\stackrel{172}{458}$ | 186 499 | 151 404 404 | ${ }_{317}^{117}$ |  | ${ }_{281}^{105}$ | ${ }_{29} 21$ |
| 38 | Road D5 | District Distributor | 50 | 143 | 97 | 70 | 55 | 57 | 84 | 219 | 521 | 580 | 517 | 477 | 458 | 540 | 556 | 583 | 611 | 647 | 729 | 771 | 625 | 486 | ${ }_{4}^{43}$ | 432 | ${ }_{326}$ |
| 40 | Road D5 | District Distributor | 50 | 196 | 133 | 95 | 75 | 77 | 113 | 295 | 700 | 781 | 685 | 627 | 604 | ${ }^{442}$ | 455 | 482 | 500 | 525 | 583 | 602 | 479 | 371 | 338 | 328 | ${ }^{248}$ |
| ${ }^{41}$ | Road D5 | District Distributor | 50 | 85 | 58 | 41 | 33 | 34 | 50 | 130 | 310 | 344 | 307 | 283 | 272 | 292 | 300 | 314 | 330 | 351 | 399 | 432 | 349 | 272 | ${ }^{248}$ | 242 | 183 |
| ${ }^{42}$ | Road D5 | District Distributor | 50 | 147 | 100 | 72 | 57 | 58 | 86 | ${ }^{224}$ | 532 | 593 | 524 | 482 | ${ }^{463}$ | ${ }^{368}$ | 380 | 407 | 417 | 432 | 468 | 457 | 356 | 274 | 250 | 239 |  |
| 43 | Slip road for Kong S Sham Western Highway | District Distributor | 50 | 211 | 143 | 102 | 80 | 81 | 119 | 310 | ${ }^{731}$ | 821 | 700 | 632 | 612 | 817 | ${ }^{843}$ | 892 | 927 | 973 | 1080 | 1118 | 889 | 688 | 627 | 608 | 461 |
| 44 | Slip road for Road D3 | District Distributor | 50 | ${ }_{462}$ | ${ }^{313}$ | ${ }^{223}$ | 177 | 179 | ${ }^{264}$ | 687 | ${ }^{1628}$ | ${ }^{1824}$ | 1581 | 1440 | ${ }^{1389}$ | ${ }^{756}$ | ${ }^{719}$ | ${ }^{819}$ | ${ }^{857}$ | 907 | ${ }^{1019}$ | ${ }^{1083}$ | 869 | ${ }^{675}$ | 615 | 600 | ${ }_{4}^{453}$ |
| 45 | Kong Sham Western Highway | Expressway | 80 | ${ }_{641}^{441}$ | 299 | ${ }^{214}$ | 169 | $\frac{172}{24}$ | ${ }^{253}$ | 662 | ${ }^{1569}$ | ${ }^{1763}$ | $\frac{1536}{215}$ | 1406 | ${ }^{1352}$ | ${ }^{1382}$ | ${ }^{1426}$ | ${ }^{1511}$ | ${ }^{1566}$ | ${ }^{1645}$ | ${ }^{1831}$ | ${ }^{1869}$ | ${ }^{1485}$ | ${ }^{115151}$ | ${ }^{1049}$ | 1018 | 772 |
| 46 | Kong Sham Western Highway | Expresway | 80 | 631 | 427 | 305 | 241 | 24 | 359 | 935 | 2213 | 2489 | 2145 | 1949 | 1882 | 1556 | 1603 | 1691 | 1763 | 1861 | 2090 | 2181 | 1745 | 1356 | 1236 | 1204 | 910 |

## Appendix 3．4 Traffic Data

## Year 2036

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes

| Link No． | Road Name | $\left\|\begin{array}{c} 16- \\ \text { Motorcyl } \\ \text { es (Mc) } \end{array}\right\|$ | $\left.\begin{array}{c} \text { P1- } \\ \text { Private } \\ \text { Cais (PC) } \end{array}\right)$ | 02 －Taxi | $\begin{gathered} 14-\text { Non } \\ \text { franchise } \\ \text { d } \\ \text { Bus }<6.4 \end{gathered}$ | $\begin{array}{\|c\|} \hline \begin{array}{c} 12-\text { Non- } \\ \text { franchise } \\ \text { d Bus } 6.4 \end{array} \\ 15 t \end{array}$ | $\begin{array}{c\|} \hline 13 \text { - Non- } \\ \text { tranchis } \\ \text { d Bus } 5 \text { st } \\ 24 t \end{array}$ | $\begin{gathered} \begin{array}{c} \text { fre Non- } \\ \text { tranchise } \\ \text { d Bus } \\ >24 t \end{array} \\ \hline \end{gathered}$ | $\begin{array}{\|c\|} \hline 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 t \\ \hline \end{array}$ |  | $\begin{array}{\|c\|} \hline 03-\text { Light } \\ \text { Goods } \\ \text { Vehicles< } \\ =2.5 t \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \text { O4-Lt } \\ \text { Goods } \\ \text { Vohics } \\ 2.5-3.55 \\ \hline \end{array}$ | $05-$ Light <br> Goods <br> Vehicles＞ <br> $3.5 t$$\|$ | $\square$ | $\begin{array}{\|c\|} \hline 07- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ \text { 15t-24t } \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline 17- \\ \text { Heavy } \\ \text { Goods } \\ \text { Gehicles } \\ \text { V24t } \end{array}$ | $\begin{array}{\|c\|} \hline \text { 14- } \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | $\begin{array}{\|c} 15- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) } \\ \hline \end{array}$ | $\begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 00－010 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Rood P1 | 2．4\％ | 59．3\％ | 15．0\％ | 0．8\％ | 0．5\％ | 1．2\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | 6．5\％ | 2．3\％ | 2．1\％ | 4．2\％ | 1．1\％ | 0．0\％ | 0．0\％ | 4．3\％ | 100．0\％ |
| $\stackrel{2}{2}$ | Kong Sham Western Highway | 2．5\％ | ${ }^{615.5 \%}$ | ${ }^{15.6 \%}$ | 0．8\％ | 0．6\％ | ${ }^{1.276}$ | 0．0\％ | 0．0\％ | 0．3\％ | 0．0\％ | 4．3\％ | $\frac{1.6 \%}{1.10}$ | ${ }^{1.46 \%}$ | ${ }_{\text {2 }}^{2.8 \%}$ | 0．7\％ | ${ }^{0.2 \%}$ | $\frac{6.5 \%}{.70 \%}$ | 0．0\％ | ${ }^{100.0 \%}$ |
| 3 | Kong Sham Western Highway | 1．9\％ | － $47.7 \%$ | $\frac{12.1 \%}{1270}$ | 0．6\％ | 0．4\％ | － $1.0 \%$ | 0．0\％ | 0．0\％ | ${ }^{0.2 \%}$ | 0．1\％ | －11．4\％ | $\frac{4.1 \%}{4.0}$ | 3．7\％ | 7．3\％ | $\frac{1.9 \%}{2.10}$ | ${ }^{0.2 \%}$ | ${ }^{7} 7.4 \%$ | 0．0\％ | 100．0\％ |
|  | Road P1 | 2．0\％ | 50．1\％ | ${ }^{12.7 \%}$ | 0．7\％ | 0．5\％ | 1．0\％ | 0．0\％ | 0．0\％ | 0．2\％ | 0．1\％ | ${ }^{12.2 \%}$ | 4．4\％ | 4．0\％ | 7．9\％ | 2．1\％ | 0．0\％ | 0．0\％ | 2．1\％ | 100．0\％ |
| 5 | Road P1 | 2．4\％ | ${ }^{60.7 \%}$ | 15．4\％ | 0．8\％ | 0．6\％ | 1．2\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | 7．1\％ | 2．6\％ | 2．3\％ | 4．6\％ | 1．2\％ | 0．0\％ | 0．0\％ | 0．7\％ | 100．0\％ |
| 6 | Road P1 | 2．4\％ | 59．0\％ | 14．9\％ | 0．8\％ | 0．5\％ | 1．2\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | 7．7\％ | 2．8\％ | 2．5\％ | 5．0\％ | 1．3\％ | 0．0\％ | 0．6\％ | 0．9\％ |  |
| 7 | Road D5 | 2．5\％ | 年1．8\％ | 15．6\％ | 0．8\％ | 0．6\％ | － $1.3 \%$ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | ${ }^{6.40^{2} \%}$ | 2．3\％ | ${ }_{2.1 \%}^{2.26}$ | ${ }_{4.1 \%}^{4.1}$ | $\frac{1.1 \%}{1.10}$ | 0．0\％ | ${ }^{0.5 \%}$ | 0．7\％ | ${ }^{\text {1000．0\％}}$ |
| 11 | Road P1 | ${ }^{2.4 \%}$ | 60．3\％ | 15．2\％ | 0．8\％ | 0．6\％ | ${ }_{1}^{1.2}$ | 0．0\％ | 0．0\％ | 0.3 | 0．1\％ | ${ }^{7.1 \%}$ | 2．5\％ | ${ }_{2.3 \%}$ | 4．6\％ | 1．2\％ | 0．0\％ | 0．0\％ | 1．5\％ | ${ }^{10000 \%}$ |
| 12 | Kong Sham Western Highway | 2．5\％ | 61．6\％ | 15．6\％ | 0．8\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | 6．9\％ | 2．5\％ | 2．3\％ | 4．5\％ | 1．2\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 13 | Kong Sham Western Highway | 2．7\％ | 67．3\％ | 17．0\％ | 0．9\％ | 0．6\％ | ${ }^{1.4 \%}$ | 0．0\％ | 0．0\％ | 0．3\％ | 0．0\％ | 3．9\％ | 1．4\％ | 1．3\％ | 2．5\％ | 0．7\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 14 | Road P1 | 2．1\％ | 52．8\％ | 13．4\％ | 0．7\％ | 0．5\％ | 1．1\％ | 0．0\％ | 0．0\％ | 0．2\％ | 0．1\％ | 11．1\％ | 4．0\％ | 3．6\％ | 7．2\％ | 1．9\％ | 0．0\％ | 0.0 | 1．3\％ | 100．0\％ |
| 15 | Road P1 | 2．3\％ | 56．8\％ | 14．4\％ | 0．8\％ | 0．5\％ | 1．2\％ | 0．0\％ | 0．0\％ | 0．2\％ | 0．1\％ | 8．7\％ | 3．1\％ | 2.8 | 5．6\％ | 1．5\％ | 0．1\％ | 2．0\％ | 0．0\％ | 100．0\％ |
| 16 | Road P1 | 2．6\％ | 64．2\％ | 16．3\％ | 0．9\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | 5．5\％ | 2．0\％ | 1．8\％ | 3．6\％ | 0．9\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 17 | Road D5 | 2．5\％ | 61．6\％ | 15．6\％ | 0．8\％ | 0．6\％ | 1．2\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | 6．0\％ | 2．1\％ | 1．9\％ | 3．8\％ | 1．0\％ | 0．0\％ | 1．4\％ | 1．1\％ | 100 |
| 18 | Road D5 | 2．4\％ | 59．5\％ | 15．1\％ | 0．8\％ | 0．5\％ | 1．2\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | 7．6\％ | 2．7\％ | 2．5\％ | 4．9\％ | 1．3\％ | 0．0\％ | 0．0\％ | 1．2\％ | 100．0\％ |
| 19 | Kong Sham Western Highway | 2．3\％ | 57．3\％ | 14．5\％ | 0．8\％ | 0．5\％ | ${ }^{1.2 \%}$ | 0．0\％ | 0．0\％ | 0．2\％ | 0．1\％ | 7．7\％ | 2．8\％ | 2．5\％ | 4．9\％ | 1．3\％ | 0．1\％ | 3．8\％ | 0．0\％ | 100．0\％ |
| ${ }^{20}$ | Kong Sham Western Highway | 2．5\％ | 61．5\％ | 15．6\％ | 0．8\％ | 0．6\％ | 1．2\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | 5．5\％ | 2．0\％ | 1．8\％ | 3．5\％ | 0．9\％ | 0．1\％ | 3．6\％ | 0．0\％ | 100．0\％ |
| 21 | Road D3 | 2．5\％ | 61．1\％ | 15．5\％ | 0．8\％ | 0．6\％ | 1．2\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | 6．4\％ | 2．3\％ | 2．1\％ | 4．1\％ | 1．1\％ | 0．1\％ | 1．9\％ | 0．0\％ | 100．0\％ |
| 22 | Road D3 | 2．6\％ | 65．3\％ | 16．5\％ | 0．9\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | 4．9\％ | 1．8\％ | 1．6\％ | 3．2\％ | 0．8\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| ${ }^{23}$ | Road D1 | 2．6\％ | 64．5\％ | ${ }^{16.3 \%}$ | 0．9\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | 5．4\％ | 1．9\％ | 1．8\％ | 3．5\％ | 0．9\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 24 | Road D1 | 2．5\％ | ${ }^{61.3 \%}$ | 15．5\％ | 0．8\％ | 0．6\％ | 1．2\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | 7．1\％ | 2．6\％ | 2．3\％ | 4．6\％ | 1．2\％ | 0．0\％ | 0．0\％ | 0．0\％ | ${ }^{10000 \%}$ |
| 25 | Road D1 | 2．6\％ | 64．5\％ | ${ }^{16.3 \%}$ | 0．9\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | 5．4\％ | 1．9\％ | 1．8\％ | 3．5\％ | 0．9\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 26 | Road D1 | 2．1\％ | 51．9\％ | 13．1\％ | 0．7\％ | 0．5\％ | 1．1\％ | 0．0\％ | 0．0\％ | 0．2\％ | 0．1\％ | 12．1\％ | 4．3\％ | 4．0\％ | 7．8\％ | 2．0\％ | 0．0\％ | 0．0\％ | 0．0\％ |  |
| 27 | Road D1 | 2．6\％ | 64．5\％ | 16．3\％ | 0．9\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | 5．4\％ | 1．9\％ | 1．8\％ | 3．5\％ | 0．9\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| ${ }^{28}$ | Road D1 | 2．1\％ | 51．9\％ | 13．1\％ | 0．7\％ | 0．5\％ | 1．1\％ | 0．0\％ | 0．0\％ | 0．2\％ | 0．1\％ | 12．1\％ | 4．3\％ | 4．0\％ | 7．8\％ | 2．0\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 29 | Road D1 | 2．1\％ | 53．5\％ | 13．5\％ | 0．7\％ | 0．5\％ | ${ }^{1.1 \%}$ | 0．0\％ | 0．0\％ | 0．2\％ | 0．1\％ | 11．3\％ | 4．1\％ | 3．7\％ | 7．3\％ | 1．9\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 30 | Road D1 | 2．6\％ | 65．2\％ | 16．5\％ | 0．9\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | 5．0\％ | 1．8\％ | 1．6\％ | 3．2\％ | 0．8\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 31 | Road D3 | 2．6\％ | ${ }^{63.7 \%}$ | 16．1\％ | 0．8\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | 5．6\％ | 2．0\％ | 1．8\％ | ${ }^{3.6 \%}$ | 0．9\％ | 0．0\％ | 0．6\％ | 0．0\％ |  |
| 32 | Road D3 | 2．6\％ | 64．1\％ | 16．2\％ | 0．9\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | 5．6\％ | 2．0\％ | 1．8\％ | 3．6\％ | 0．9\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 33 | Road D5 | 2．6\％ | ${ }^{65.3 \%}$ | 16．5\％ | 0．9\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | 5．0\％ | 1．8\％ | 1．6\％ | 3．2\％ | 0．8\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 34 | Road D5 | 2．6\％ | 65．6\％ | 16．6\％ | 0．9\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．3\％ | ${ }^{0.1 \%}$ | 4．8\％ | 1．7\％ | 1．6\％ | ${ }^{3.1 \%}$ | 0．8\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 35 | Road D5 | 2．6\％ | 64．5\％ | 16．3\％ | 0．9\％ | 0．6\％ | ${ }^{1.3 \%}$ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | 5．4\％ | ${ }^{\text {1．9\％}}$ | 1．8\％ | 3．5\％ | 0．9\％ | 0．0\％ | 0．0\％ | 0．0\％ | ${ }^{10000 \%}$ |
| ${ }^{36}$ | Road D5 | ${ }_{2.1 \%}^{2.1 \%}$ | 51．9\％ | 13．1\％ | 0．7\％ | 0．5\％ | 1．1．1\％ | 0．0\％ | 0．0\％ | 0．2\％ | 0．1\％ | ${ }^{12.1 \%}$ | 4．3\％ | 4．0\％ | 7．8\％ | 2．0\％ | 0．0\％ | 0．0\％ | 0．0\％ |  |
| 37 <br> 38 | Road D5 | $\frac{2.6 \%}{2.4 \%}$ |  | $\frac{16.1 \%}{151 \%}$ | 0．8\％ | 0．6\％ 0.6 |  | 年．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | 年．6\％\％ | $\frac{2.0 \%}{27 \%}$ | $\frac{1.8 \%}{25 \%}$ | 等．6\％ | 0．9\％ | 年．0\％ | 0．0\％ | 0．8\％ |  |
| 40 | Road D5 | 2．5\％ | ${ }^{61.4 \%}$ | 15．5\％ | 0．8\％ | 0．6\％ | ${ }^{1.2 \%}$ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | 6．8\％ | ${ }^{2.4 \%}$ | 2．2\％ | 4．4\％ | 1．1\％ | 0．0\％ | 0．0\％ | 0．6\％ | 100．0\％ |
| ${ }^{41}$ | Road D5 | 2．4\％ | 59．2\％ | 15．0\％ | 0．8\％ | 0．5\％ | 1．2\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | 7．6\％ | 2．7\％ | 2．5\％ | 4．9\％ | 1．3\％ | 0．0\％ | 0．0\％ | 1．5\％ | 100．0\％ |
| 42 | Road D5 | 2．4\％ | 60．5\％ | 15．3\％ | 0．8\％ | 0．6\％ | 1．2\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | 7．2\％ | 2．6\％ | 2．4\％ | 4．6\％ | 1．2\％ | 0．0\％ | 0．0\％ | 0．9\％ | 100．0\％ |
| ${ }^{43}$ | Slip road for Kong Sham Western Highway | 2．6\％ | 64．3\％ | 16．3\％ | 0．9\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | 5．5\％ | 2．0\％ | 1．8\％ | 3．5\％ | 0．9\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| $\stackrel{44}{4}$ | Slip road for Road D3 | 2．5\％ | 62．8\％ | 15．9\％ | 0．8\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | 6．3\％ | 2．3\％ | 2．1\％ | 4．1\％ | 1．1\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| $\stackrel{45}{46}$ | Kong Sham Western Highway | 2．4\％ |  | $\frac{15.3 \%}{158 \%}$ | 0．8\％ | 0．6\％ |  | 0．0\％ | －0．0\％ | 0．3\％ | $\frac{0.1 \%}{0.1 \%}$ | $\frac{6.7 \%}{61 \%}$ | $\frac{2.4 \%}{22 \%}$ | $\frac{2.2 \%}{20 \%}$ | $\frac{4.3 \%}{3.9 \%}$ | $\frac{1.10 \%}{1.0 \%}$ | $\frac{0.1 \%}{0.0 \%}$ | $\frac{2.0 \%}{10 \%}$ | 0．0\％ | －100．0\％ |

## Appendix 3.4 Traffic Data

## Year 2036

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes

| Link No. | Road Name | $\left\lvert\, \begin{gathered} \text { 16- } \\ \text { Motorcycl } \\ \text { es (MC) } \end{gathered}\right.$ | $\left.\begin{gathered} 01- \\ \text { Private } \\ \text { Cars (PC) } \end{gathered} \right\rvert\,$ | 02- Taxi | $\begin{gathered} 11-\text { Non- } \\ \text { franchise } \\ \text { d } \\ \text { Bus< }=6.4 \end{gathered}$ | $\begin{gathered} \text { 12- Non- } \\ \text { franchise } \\ \text { d Bus } 6.4 \\ 15 t \end{gathered}$ | $\begin{array}{\|c\|} \hline \text { ch } \begin{array}{c} \text { Non- } \\ \text { franchise } \\ \text { d Bus } 15 t \end{array} \\ 24 \mathrm{t} \end{array}$ | 18 - Non franchise d Bus $>24$ | $9-$ <br> Private <br> Light Bus <br> $<=3.5 \mathrm{t}$$\|$ | $10-$ Private Light Bus $>3.5 \mathrm{t}$$\|$ | $\begin{array}{\|c\|} \hline 03-\text { Light } \\ \text { Goods } \\ \text { Vehicles }< \\ =2.5 \mathrm{t} \end{array}$ | $\begin{gathered} 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Vehicles } \\ 2.5-3.5 \mathrm{t} \\ \hline \end{gathered}$ | $\left.\begin{array}{\|c\|} \hline \begin{array}{c} 05-\text { Light } \\ \text { Goods } \\ \text { venicless } \end{array} \\ \text { 3.5t } \end{array} \right\rvert\,$ |  | $\begin{array}{\|c\|} \hline 07- \\ \text { Heavy } \\ \text { Goods } \\ \text { Gehicles } \\ 15 t-24 t \\ \hline \end{array}$ | $\begin{array}{\|c} 17- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \end{array}$ | $\begin{gathered} 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{gathered}$ | $\begin{array}{\|c\|} \hline 15- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) } \\ \hline \end{array}$ | $\begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 0100-0200 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{1}$ | ${ }_{\text {Sham }}^{\text {Road P1 }}$ | $\frac{2.46}{2.50}$ | 57.5\% | 14.3\% | 0.0\% ${ }^{0.9 \%}$ | $\frac{0.6 \%}{0.70}$ | 1.4\%\% | $\frac{0.0 \%}{0.0 \%}$ | 年.0\% | $\frac{0.3 \%}{0.30}$ | $\frac{0.1 \%}{0.1 \%}$ | $\frac{7.2 \%}{4880}$ | $\frac{2.6 \%}{170}$ | $\frac{2.4 \%}{1.60}$ | $\frac{4.7 \%}{210 \%}$ | 1.2\% | 0.0\% | 0.0\% | 4.3\% | 100.0\% |
| ${ }^{3}$ | Kong Sham Western Highway | 1.9\% | 45.6\% | 11.4\% | 0.7\% | 0.5\% | ${ }^{1.1 \%}$ | 0.0\% | 0.0\% | 0.3\% | 0.1\% | 12.3\% | 4.4\% | 4.1\% | 8.0\% | ${ }^{2.1 \%}$ | 0.2\% | 7.2\% | 0.0\% | ${ }^{1000.0 \%}$ |
| 4 | Road P1 | 2.0\% | 47.8\% | 11.9\% | 0.7\% | 0.5\% | ${ }^{\text {1.1.1\% }}$ | 0.0\% | 0.0\% | 0.3\% | 0.1\% | 13.2\% | 4.8\% | 4.4\% | 8.6\% | 2.3\% | 0.0\% | 0.0\% | 2.1\% | 100.0\% |
| 5 | Road P1 | 2.5\% | 58.9\% | 14.7\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.0\% | 0.3\% | 0.1\% | 7.9\% | 2.8\% | 2.6\% | 5.1\% | 1.3\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 6 | Road P1 | 2.4\% | 57.1\% | ${ }^{14.2 \%}$ | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.0\% | 0.3\% | 0.1\% | 8.5\% | ${ }^{3.1 \%}$ | ${ }^{2.8 \%}$ | 5.6\% | 1.5\% | 0.0\% | 0.6\% | 0.9\% |  |
| 7 | Road D5 | 2.5\% | 60.1\% | 15.0\% | 0.9\% | 0.7\% | 1.4\% | 0.0\% | 0.0\% | 0.3\% | 0.1\% | 7.0\% | 2.5\% | 2.3\% | 4.6\% | 1.2\% | 0.0\% | 0.5\% | 0.7\% | 100.0\% |
| 8 | Road D5 | 2.5\% | 59.6\% | 14.9\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.0\% | 0.3\% | 0.1\% | 7.5\% | 2.7\% | 2.5\% | 4.9\% | 1.3\% | 0.0\% | 0.0\% | 0.8\% | 100.0 |
| 11 | Road P1 | 2.5\% | 58.5\% | 14.6\% | 0.9\% | 0.6\% | ${ }^{1.4 \%}$ | 0.0\% | 0.0\% | 0.3\% | 0.1\% | 7.8\% | 2.8\% | 2.6\% | 51\% | ${ }^{3 \%}$ |  | 0.0\% | 1.5\% |  |
| 12 | Kong Sham Western Highway | 2.5\% | 59.9\% | 14.9\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.0\% | 0.3\% | 0.1\% | 7.6\% | 2.7\% | 2.5\% | 5.0\% | 1.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| ${ }^{13}$ | Kong Sham Western Highway | 2.8\% | 66.1\% | 16.5\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.0\% | 0.4\% | 0.0\% | 4.3\% | 1.6\% | 1.4\% | 2.8\% | 0.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 2.1\% | 50.6\% | ${ }^{12.6 \%}$ | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.0\% | 0.3\% | 0.1\% | ${ }^{12.1 \%}$ | 4.3\% | 4.0\% | 7.9\% | 2.1\% | 0.0\% | 0.0\% | 1.3\% | 100.0\% |
| ${ }^{15}$ | Rood P1 | 2.3\% | 54.9\% | 13.7\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.0\% | 0.3\% | 0.1\% | 9.5\% | 3.4\% | 3.2\% | 6.2\% | 1.6\% | 0.1\% | 2.0\% | 0.0\% | 100.0\% |
| 16 | Road P1 | 2.6\% | 62.7\% | 15.6\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.0\% | 0.4\% | 0.1\% | $6.1 \%$ | 2.2\% | 2.0\% | 4.0\% | 1.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 17 | Road D5 | 2.5\% | 60.0\% | 15.0\% | 0.9\% | 0.6\% | 4\% | 0.0\% | 0.0\% | 0.3\% | 0.1\% | 6.6\% | 2.4\% | 2.2\% | 4.3\% | ${ }^{1 \%}$ |  | ${ }^{1.4 \%}$ | 1.1\% |  |
| 18 | Road D5 | 2.4\% | 57.6\% | ${ }^{14.4 \%}$ | 0.9\% | 0.6\% | 4\% | 0.0\% | 0.0\% | 0.3\% | 0.1\% | 8.4\% | 3.0\% | 2.8\% | 5.4\% | .4\% | 0.0\% | 0.0\% | 1.2\% | 100.0\% |
| 19 | Kong Sham Western Highway | 2.3\% | 55.5\% | 13.8\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.0\% | 0.3\% | 0.1\% | 8.5\% | 3.0\% | 2.8\% | 5.5\% | ${ }^{1.4 \%}$ | 0.1\% | 3.7\% | 0.0\% | 100.0\% |
| ${ }^{20}$ | Kong Sham Western Highway | 2.5\% | 60.0\% | 15.0\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.0\% | 0.3\% | 0.1\% | 6.1\% | 2.2\% | 2.0\% | 4.0\% | 1.0\% | 0.1\% | 3.6\% | 0.0\% | 100.0\% |
| 21 | Road D3 | 2.5\% | 59.5\% | 14.8\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.0\% | 0.3\% | 0.1\% | 7.1\% | 2.5\% | 2.4\% | 4.6\% | 1.2\% | 0.0\% | 1.9\% | 0.0\% | 100.0\% |
| 22 | Road D3 | 2.7\% | 63.9\% | 15.9\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.0\% | 0.4\% | 0.1\% | 5.5\% | 2.0\% | 1.8\% | 3.6\% | 0.9\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 2.7\% | 62.9\% | 15.7\% | 1.0\% | 0.7\% | 5\% | 0.0\% | 0.0\% | 0.4\% | 0.1\% | 6.0\% | 2.2\% | 2.0\% | 3.9\% | 1.0\% | 0.0\% | 0.0\% | 0.0\% |  |
| 24 | Road D1 | 2.5\% | 59.5\% | 14.8\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.0\% | 0.3\% | 0.1\% | 7.8\% | 2.8\% | 2.6\% | 5.1\% | 1.3\% | 0.0\% | 0.0\% | 0.0\% |  |
| 25 | Road D1 | 2.7\% | 63.0\% | 15.7\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.0\% | 0.4\% | 0.1\% | 6.0\% | ${ }^{2.1 \%}$ | 2.0\% | 3.9\% | 1.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 26 | Road D1 | 2.1\% | 49.6\% | ${ }^{12.4 \%}$ | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.0\% | 0.3\% | 0.1\% | 13.1\% | 4.7\% | 4.4\% | 8.6\% | 2.2\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 27 | Road DI | 2.7\% | 63.0\% | ${ }^{15.7 \%}$ | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.0\% | 0.4\% | 0.1\% | 6.0\% | 2.1\% | 2.0\% | 3.9\% | 1.0\% | 0.0\% | 0.0\% | 0.0\% | ${ }^{100.0 \%}$ |
| 28 | Road D1 | 2.1\% | 49.6\% | 12.4\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.0\% | 0.3\% | 0.1\% | 13.1\% | 4.7\% | 4.4\% | 8.6\% | ${ }^{2.2 \%}$ | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 29 | Road D1 | 2.2\% | 51.2\% | 12.8\% | 0.8\% | 0.6\% | 1.2\% | 0.0\% | 0.0\% | 0.3\% | 0.1\% | 12.3\% | 4.4\% | 4.1 | 8.0\% | 2.1\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 30 | Road D1 | 2.7\% | 63.7\% | 15.9\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.0\% | 0.4\% | 0.1\% | 5.6\% | 2.0\% | 1.9\% | 3.6\% | 1.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 31 | Rooa D3 | 2.6\% | 62.1\% | 15.5\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.0\% | 0.4\% | 0.1\% | 6.2\% | 2.2\% | 2.1\% | 4.0\% | ${ }^{1.11 \%}$ | 0.0\% | 0.6\% | 0.0\% | 100.0\% |
| 32 | Road D3 | 2.6\% | 62.5\% | 15.6\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.0\% | 0.4\% | 0.1\% | 6.2\% | 2.2\% | 2.1\% | 4.1\% | 1.1\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 33 | Road D5 | ${ }_{2.7 \%}$ | ${ }^{63.9 \%}$ | 15.9\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.0\% | 0.4\% | 0.1\% | ${ }^{5.5 \%}$ | 2.0\% | 1.8\% | ${ }^{3.6 \%}$ | 0.9\% | 0.0\% | 0.0\% | 0.0\% | ${ }^{100.0 \%}$ |
| 34 | Road D5 | 2.7\% | ${ }^{64.2 \%}$ | 16.0\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.0\% | 0.4\% | 0.1\% | 5.3\% | 1.9\% | 1.8\% | 3.5\% | 0.9\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 35 | Road D5 | 2.7\% | 63.0\% | 15.7\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.0\% | 0.4\% | 0.1\% | 6.0\% | 2.1\% | 2.0\% | 3.9\% | 1.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 36 | Road D5 | 2.1\% | 49.6\% | 12.4\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.0\% | 0.3\% | 0.1\% | 13.1\% | 4.7\% | 4.4\% | 8.6\% | 2.2\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| ${ }^{37}$ | Road D5 | 2.6\% | 62.0\% | ${ }^{15.5 \%}$ | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.0\% | 0.4\% | 0.1\% | 6.2\% | 2.2\% | 2.0\% | 4.0\% | ${ }^{1.11 \%}$ | 0.0\% | 0.0\% | 0.8\% |  |
| 38 <br> 8 | ${ }_{\text {Road D5 }}$ | ${ }^{2.48 \%}$ |  | -14.4\% | 0.9\% | 0.6\% | -1.4\% | ${ }^{\text {0.0\% }}$ | ${ }^{\text {0.0\% }}$ | ${ }_{\text {0, }}^{0.3 \%}$ | ${ }^{0.11 \%}$ | ${ }^{8.4 \% \%}$ | 3.0\% | ${ }^{2.8 \%}$ | 5.5\% | ${ }^{1.496}$ | 0.0\% | ${ }^{0.0 \%}$ | 0.9\% | ${ }^{1000.0 \%}$ |
| 40 | Road D5 | 2.5\% | ${ }^{59.6 \%}$ | 14.9\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.0\% | 0.3\% | 0.1\% | 7.5\% | 2.7\% | 2.5\% | 4.9\% | 1.3\% | 0.0\% | 0.0\% | 0.7\% | ${ }^{10000 \%}$ |
| 41 | Road D5 | ${ }^{2.4 \%}$ | ${ }_{5}^{57.3 \%}$ | 14.3\% | 0.9\% | 0.6\% | ${ }^{1.4 \%}$ | 0.0\% | 0.0\% | 0.3\% | 0.1\% | ${ }_{8.4 \%}^{8.4 \%}$ | ${ }^{3.0 \%}$ | ${ }^{2.8 \%}$ | 5.5\% | ${ }^{1.4 \%}$ | 0.0\% | 0.0\% | ${ }^{1.5 \%}$ | ${ }^{100.0 \%}$ |
| ${ }_{4}^{42}$ | Road D5 | 2.5\% | 58.7\% | ${ }^{14.6 \%}$ | 0.9\% | 0.6\% | ${ }^{1.4 .4 \%}$ | 0.0\% | 0.0\% | 0.3\% | ${ }^{0.1 \%}$ | 7.9\% | ${ }^{2.8 \%}$ | 2.6\% | 5.2\% | ${ }^{1.4 \%}$ | 0.0\% | 0.0\% | 0.9\% | ${ }^{10000 \%}$ |
| 44 | Stip road for Kong S Sam Weatern Highway |  | -62.7\% | -15.5\% | - | - $0.7 \%$ | (1.5\% | -0.0\% | 年.0\%\% | - | - |  | ${ }^{2.22 \%}$ | 2.0\% | 4.0\% | $\frac{1.0 \%}{1.2 \%}$ | -0.0\% | - | 0.0\% | ${ }^{\text {100.0\% }}$ |
| 45 | Kong Sham Western Highway | 2.5\% | 58.9\% | 14.7\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.0\% | 0.3\% | 0.1\% | 7.3\% | 2.6\% | 2.4\% | 4.8\% | 1.3\% | 0.1\% | 1.9\% | 0.0\% | 100.0\% |
| 46 | Kong Sham Western Highway | 2.6\% | 60.8\% | 15.2\% | 0.9\% | 0.7\% | 1.4\% | 0.0\% | 0.0\% | 0.4\% | 0.1\% | 6.7\% | 2.4\% | 2.2\% | 4.4\% | 1.1\% | 0.0\% | 1.0\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

## Year 2036

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes

| Link No. | Road Name | $\left\|\begin{array}{c} 16- \\ \left.\begin{array}{c} 16 \text { otrocycl } \\ \text { es (MC) } \end{array} \right\rvert\, \end{array}\right\|$ | $\begin{gathered} \left.\begin{array}{c} 01 \\ \text { Private } \\ \text { Cars (PC) } \end{array}\right) \end{gathered}$ | 02 - Taxi |  |  | $\begin{gathered} 13 \text { - Non- } \\ \text { franchise } \\ \text { d Bus } 15 t \\ 24 \mathrm{t} \end{gathered}$ | $\begin{gathered} \begin{array}{c} 18-\text { Non- } \\ \text { franchise } \\ \text { d Bus } \\ >24 t \end{array} \end{gathered}$ | $\left\|\begin{array}{c} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 t \end{array}\right\|$ | $10-$ <br> Private <br> Light Bus <br> $>3.5 \mathrm{~s}$$\|$ | $\left.\begin{array}{\|c\|} \hline 03 \text { Light } \\ \text { Goods } \\ \text { Vehicless } \\ =2.5 t \end{array} \right\rvert\,$ | $\begin{gathered} \text { o4- } \begin{array}{c} \text { ct } \\ \text { Goods } \\ \text { vehices } \\ 2.5-3.5 t \end{array} \end{gathered}$ | $\left\|\begin{array}{c}05-\text { Light } \\ \text { Gooos } \\ \text { Vehicles> } \\ 3.5 t\end{array}\right\|$ |  | $\begin{gathered} \hline 07- \\ \begin{array}{c} \text { Heavy } \\ \text { Geoods } \\ \text { Vehicics } \\ 15-24 t \end{array} \\ \hline \end{gathered}$ | $17-$ <br> Heavy <br> Gooos <br> Vehicles <br> $>24 t$$\|$ | $\begin{array}{\|c\|c\|} \hline 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \text { 15- } \\ \begin{array}{c} \text { Franchis } \\ \text { el (Bus } \\ \text { (DD) } \end{array} \\ \hline \end{array}$ | $\left\lvert\, \begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}\right.$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | Road P1 | 0200-0300 | 55.8\% | 13.7\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.4\% | 0.1\% | 7.8\% | 2.8\% | 2.6\% | 52\% | 1.4\% | 0.0\% | 0.0\% | 44\% | 100.0\% |
| 2 | Kong Sham Western Highway | 2.6\% | 58.9\% | 14.5\% | 1.1\% | 0.7\% | ${ }^{1.6 \%}$ | 0.0\% | 0.1\% | 0.4\% | 0.1\% | 5.3\% | 1.9\% | 1.8\% | 3.5\% | 0.9\% | 0.2\% | 6.5\% | 0.0\% | 100.0\% |
| 3 | Kong Sham Western Highway | 1.9\% | 43.6\% | 10.7\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.0\% | 0.3\% | 0.1\% | 13.3\% | 4.8\% | 4.5\% | 8.8\% | 2.3\% | 0.2\% | 7.0\% | 0.0\% | 100.0\% |
|  | Road P1 | 2.0\% | 45.5\% | 11.2\% | 0.8\% | 0.6\% | 1.3\% | 0.0\% | 0.0\% | 0.3\% | 0.1\% | 14.2\% | 5.1\% | 4.8\% | 9.4\% | 2.5\% | 0.0\% | 0.0\% | 2.1\% | 100.0\% |
| 5 | Road P1 | 2.5\% | 57.1\% | 14.0\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.4\% | 0.1\% | 8.6\% | 3.1\% | 2.9\% | 5.7\% | 1.5\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 6 | Road Pl | 2.5\% | 55.2\% | 13.6\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.4\% | 0.1\% | 9.3\% | 3.3\% | 3.1\% | 6.1\% | 1.6\% | 0.0\% | 0.6\% | 1.0\% | 100.0\% |
| 7 | Road D5 | 2.6\% | 58.4\% | 14.3\% | 1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.4\% | 0.1\% | 7.7\% | 2.8\% | 2.6\% | 5.1\% | 1.3\% | 0.0\% | 0.4\% | 0.7\% | 100.0\% |
| 8 | Road D5 | 2.6\% | 57.8\% | 14.2\% | 1.0\% | 0.7\% | ${ }^{1.6 \%}$ | 0.0\% | 0.1\% | 0.4\% | 0.1\% | 8.2\% | 2.9\% | 2.8\% | 5.4\% | ${ }^{1.4 \%}$ | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| ${ }^{11}$ | Road P1 | 2.5\% | 56.7\% | 13.9\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.4\% | 0.1\% | 8.5\% | 3.1\% | 2.9\% | 5.6\% | 1.5\% | 0.0\% | 0.0\% | 1.5\% | 100.0\% |
| 12 | Kong Sham Western Highway | 2.6\% | 58.1\% | 14.3\% | 1.0\% | 0.7\% | ${ }^{1.6 \%}$ | 0.0\% | 0.1\% | 0.4\% | 0.1\% | 8.4\% | 3.0\% | 2.8\% | 5.5\% | 1.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 2.9\% | 64.8\% | 15.9\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.1\% | 0.5\% | 0.0\% | 4.8\% | 1.7\% | 1.6\% | 3.2\% | 0.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 2.2\% | 48.4\% | 11.9\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.0\% | 0.4\% | 0.1\% | 13.1\% | 4.7\% | 4.4\% | 8.6\% | 2.3\% | 0.0\% | 0.0\% | 1.3\% | 100.0\% |
| 15 | Road P1 | 2.4\% | 52.9\% | 13.0\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.4\% | 0.1\% | 10.3\% | 3.7\% | ${ }^{3.5 \%}$ | 6.8\% | 1.8\% | 0.0\% | 2.0\% | 0.0\% | 100.0\% |
| 16 | ${ }_{\text {Road Pl }}$ | 2.7\% | ${ }^{61.1 \%}$ | 15.0\% | 1.11\% | 0.8\% | 1.7\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | ${ }_{6}^{6.7 \%}$ | 2.4\% | 2.3\% | 4.4\% | 1.2\% | 0.0\% |  | 0.0\% |  |
| 17 | Road D5 | 2.6\% | 58.4\% | ${ }^{14.3 .3 \%}$ | ${ }^{1.1 .1 \%}$ | ${ }^{0.7 \%}$ | - 1.68 | ${ }^{0.0 \%}$ | ${ }^{0.1 \%}$ | ${ }^{0.4 \%}$ | ${ }^{0.1 \%}$ | ${ }^{7.2 \%}$ | ${ }^{2.6 \%}$ | ${ }^{2.4 \%}$ | ${ }^{4.8 \%}$ | ${ }^{1.22^{2} \%}$ | ${ }^{\text {0.0\% }}$ | ${ }^{1.3 \%}$ | ${ }^{1.12 \%}$ | ${ }^{100.0 \%}$ |
| 18 | Road D5 | 2.5\% | 55.8\% | 13.7\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.4\% | ${ }^{0.1 \%}$ | ${ }^{\text {9.1\% }}$ | 3.3\% | ${ }^{3.1 \%}$ | ${ }^{6.0 \%}$ | ${ }^{1.6 \%}$ | 0.0\% | 0.0\% | 1.2\% | 100.0\% |
| 19 | Kong Sham Western Highway | 2.4\% | 53.7\% | 13.2\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.4\% | 0.1\% | 9.2\% | 3.3\% | 3.1\% | 6.1\% | 1.6\% | ${ }^{0.1 \%}$ | 3.7\% | 0.0\% | 100.0\% |
| ${ }^{20}$ | Kong Sham Western Highway | 2.6\% | 58.5\% | 14.4\% | 1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.4\% | 0.1\% | 6.7\% | 2.4\% | 2.2\% | 4.4\% | 1.2\% | ${ }^{0.1 \%}$ | 3.6\% | 0.0\% | 100.0\% |
| ${ }^{21}$ | Road D3 | 2.6\% | 57.8\% | 14.2\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.4\% | 0.1\% | 7.8\% | 2.8\% | 2.6\% | 5.1\% | 1.3\% | 0.0\% | 1.8\% | 0.0\% | 100.0\% |
| 22 | Road D3 | 2.8\% | 62.4\% | 15.3\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 6.1\% | 2.2\% | 2.0\% | 4.0\% | 1.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 2.7\% | ${ }^{61.4 \%}$ | ${ }^{15.1 \%}$ | 1.1\% | 0.8\% | ${ }_{\text {1.7\% }}$ | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 6.6\% | 2.4\% | 2.2\% | 4.4\% | 1.1\% | 0.0\% | 0.0\% | 0.0\% |  |
| 24 | Road D1 | 2.6\% | 57.7\% | 14.2\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.4\% | 0.1\% | 8.6\% | 3.1\% | 2.9\% | 5.7\% | 1.5\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 25 | Road D1 | 2.7\% | ${ }^{61.4 \%}$ | 15.1\% | ${ }^{1.1 \%}$ | 0.8\% | 1.7\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | ${ }^{6.6 \%}$ | 2.4\% | 2.2\% | 4.3\% | 1.1\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 26 | Road D1 | 2.1\% | 47.3\% | 11.6\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.0\% | 0.4\% | 0.1\% | ${ }^{14.1 \%}$ | 5.1\% | 4.7\% | 9.3\% | 2.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 27 | Road D1 | 2.7\% | 61.4\% | 15.1\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 6.6\% | 2.4\% | 2.2\% | 4.3\% | 1.1\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 2 | Road D1 | 2.1\% | 47.3\% | 11.6\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.0\% | 0.4\% | 0.1\% | 14.1\% | 5.1\% | 4.7\% | 9.3\% | 2.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 29 | ${ }_{\text {Road D1 }}$ | 2.2\% | $\frac{49.0 \%}{622 \%}$ | 12.0\% | 0.9\% | 0.6\% | 1.3\% | 年.0\% | 0.0\% | 0.4\% | 0.1\% | $\frac{13.2 \%}{6.1 \%}$ | 4.8\% | - $\frac{4.4 \%}{2.1 \%}$ | $\frac{8.7 \%}{4.10}$ | $\frac{2.3 \%}{1.1 \%}$ | -0.0\% | 0.0\% | 0.0\% | ${ }^{10000 \%}$ |
| $\begin{array}{r}30 \\ 31 \\ \hline\end{array}$ | ${ }_{\text {Roaad }{ }^{\text {R3 }} \text { ( }}$ | 2.7\% | 62.0.\% | 14.9\% | ${ }_{\text {1.1.1\% }}$ | 0.8\% | ${ }_{\text {1.7\% }}$ | 0.0\% | 0.1\% | 0.5\% | 0.1\% | ${ }^{6.8 \%}$ | ${ }^{2.4 \%}$ | ${ }^{2.3 \%}$ | 4.5\% | ${ }_{\text {I.1.2\% }}$ | 0.0\% |  |  |  |
|  | Road D3 | 2.7\% | 60.9\% | 15.0\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 6.8\% | 2.5\% | 2.3\% | 4.5\% | 1.2\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 33 | Road D5 | 2.8\% | 62.4\% | 15.3\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 6.1\% | 2.2\% | 2.0\% | 4.0\% | 1.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| ${ }^{34}$ | Road D5 | 2.8\% | 62.7\% | 15.4\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 5.9\% | 2.1\% | 2.0\% | 3.9\% | 1.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 35 | Road D5 | 2.7\% | 61.4\% | 15.1\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 6.6\% | 2.4\% | 2.2\% | 4.3\% | 1.1\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| ${ }^{36}$ | Road D5 | 2.1\% | 47.3\% | 11.6\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.0\% | 0.4\% | 0.1\% | ${ }^{14.1 \%}$ | ${ }_{\text {5.1\% }}$ | 4.7\% | 9.3\% | 2.4\% | 0.0\% | 0.0\% | 0.0\% |  |
| 37 | Road D5 | $\frac{2.7 \%}{2.5 \%}$ | ${ }^{60.5 \%}$ | $\frac{14.8 \%}{137 \%}$ | ${ }_{\text {1.1.1\% }}^{1.10}$ | 0.8\% | $\frac{1.7 \%}{1.5 \%}$ | 0.0\% | ${ }_{0}^{0.1 \%}$ | 0.5\% | 0.1\% | ${ }^{6.8 \%}$ | 2.4\% | 2.3\% | 4.5\% | ${ }^{1.2 \%}$ | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| 38 | Road D5 | 2.5\% | 55.9\% | 13.7\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.4\% | 0.1\% | 9.2\% | 3.3\% | 3.1\% | $\frac{6.1 \%}{51 \%}$ | 1.6\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |
| 40 | Road D5 | 2.6\% | ${ }^{517.9 \%}$ | ${ }^{14.2 \%}$ | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.4\% | 0.1\% | 8.2\% | 3.0\% | 2.8\% | 5.4\% | 1.4\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| $\frac{41}{42}$ | ${ }_{\text {Road D }}$ | 2.5\% | ${ }^{555.5 \%}$ | ${ }^{13.6 \%}$ | 1.0\% | 0.7\% | -1.5\% | 0.0\% | ${ }^{0.1 \%}$ | 0.4\% | 0.1\% | 9.2\% | 3.3\% | 3.1\% | 6.0\% | ${ }^{1.6 \%}$ | 0.0\% | 0.0\% | 1.5\% | 100.0\% |
| ${ }^{42}$ | Road D5 | 2.5\% | 56.9\% | 14.0\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.4\% | 0.1\% | 8.7\% | 3.1\% | 2.9\% | 5.7\% | 1.5\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |
| ${ }^{43}$ | Slip road for Kong Sham Western Highway | 2.7\% | ${ }^{61.2 \%}$ | 15.0\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 6.7\% | 2.4\% | 2.3\% | 4.4\% | 1.2\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| $\stackrel{44}{45}$ | Slip road for Road D3 | 2.2\% | 59.4\% | 14.6\% | 1.1.\% | ${ }^{0.7 \%}$ | 1.1.6\% | 0.0\% | 0.1\% | 0.4\% | 0.1\% | 7.6\% | 2.7\% | 2.2\% | 5.0\% | $\frac{1.3 \%}{1.10}$ | 0.0\% | 0.0\% | 0.0\% | ${ }^{10000 \%}$ |
| 45 46 | Kong Sham Western Highway Kong Sham Western Higwway | 2.5\% $2.6 \%$ | - $57.2 \%$ | 14.0\% | $\frac{1.0 \%}{1.1 \%}$ | - | 1.1.6\% | 0.0\% | 0.1\% | - $0.4 \%$ | $\frac{0.1 \%}{0.1 \%}$ | 8.0\% | $\frac{2.9 \%}{2.7 \%}$ | 2.7.7\% | 5.3\% $4.9 \%$ | 1.4.3\% | 0.0\% | 1.9\% | 0.0\% | 100.0\% <br> $1000 \%$ |

## Appendix 3.4 Traffic Data

## Year 2036

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes

| Link No. | Road Name | $\left\|\begin{array}{c} 16- \\ \left.\begin{array}{c} 16 \text { otrocycl } \\ \text { es (MC) } \end{array} \right\rvert\, \end{array}\right\|$ | $\left.\begin{array}{c} \text { O1- } \\ \text { Private } \\ \text { Cars (PC) } \end{array}\right)$ | 02 - Taxi | $\begin{gathered} 11-\text { Non- } \\ \text { franchise } \\ \text { d } \\ \text { Bus<6. } \end{gathered}$ | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { 12 } \text { - Non- } \\ \text { franchise } \\ \text { d Bus } 6.4 \\ 15 t \end{array} \\ \hline \end{array}$ | 13 - Non- franchise d Bus $15 t$ $24 t$ | 18 - Non- franchise d Bus $>24 t$ | $\begin{gathered} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 \mathrm{t} \end{gathered}$ | $\left\|\begin{array}{c}10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 \mathrm{t}\end{array}\right\|$ | $\begin{array}{\|c\|} \hline 03-\text { Light } \\ \text { Goods } \\ \text { Vehicles } \\ =2.5 t \end{array}$ | $\begin{gathered} \begin{array}{c} 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Vohicles } \\ 2.5-3.51 \end{array} \end{gathered}$ | $\|$$05-$ Light <br> Gooos <br> Vehicles> <br> $3.5 t$ |  | 07 <br> $\begin{array}{c}07 \\ \text { Hoavy } \\ \text { Geods } \\ \text { vehicles }\end{array}$ <br> venicles | $\begin{array}{\|c\|} \hline 17- \\ \hline \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ >24 \mathrm{t} \end{array}$ | $\begin{gathered} 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{gathered}$ | $\begin{gathered} 15- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) } \end{gathered}$ | 8-Public Light Buses | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 300-0400 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1 | Road P1 | 2.5\% | 54.1\% | 13.1\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 8.5\% | 3.1\% | 2.9\% | 5.7\% | 1.5\% | 0.0\% | 0.0\% | 4.5\% | 100.0\% |
| 2 | Kong Sham Western Highway | $\frac{2.7 \%}{20 \%}$ | 57.5\% | 13.9\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | ${ }^{0.1 \%}$ | 0.5\% | 0.1\% | 5.8\% | $\frac{2.1 \%}{51 \%}$ | 2.0\% | 3.9\% | 1.0\% | 0.2\% | ${ }^{6.5 \%}$ | 0.0\% | 100.0\% |
| 3 | Kong Sham Western Highway | 2.0\% | ${ }^{41.6 \%}$ | 10.0\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.0\% | 0.4\% | 0.1\% | ${ }^{14.2 \%}$ | ${ }_{5.19 \%}^{5.5 \%}$ | ${ }_{\text {4.8\% }}^{4.8}$ | ${ }^{\text {9.5\% }}$ | ${ }_{2.5 \%}^{2.5}$ | ${ }^{0.2 \%}$ | ${ }^{6.8 \%}$ | 0.0\% | ${ }^{10000 \%}$ |
| 4 | Road P1 | 2.0\% | 43.3\% | 10.5\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 15.2\% | 5.5\% | 5.1\% | 10.1\% | 2.6\% | 0.0\% | 0.0\% | 2.1\% | 100.0\% |
| 5 | Road P1 | 2.6\% | 55.3\% | 13.3\% | 1.1\% | 0.8\% | ${ }_{\text {1.7\% }}$ | 0.0\% | 0.1\% | 0.5\% | 0.1\% | ${ }^{\text {9.3\% }}$ | 3.4\% | 3.2\% | 6.2\% | 1.6\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 6 | Road P1 | 2.5\% | 53.4\% | 12.9\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 10.1\% | 3.6\% | 3.4\% | 6.7\% | 1.8\% | 0.0\% | 0.6\% | 1.0\% | 100.0\% |
| 7 | Road D5 | 2.7\% | 56.7\% | 13.7\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 8.4\% | 3.0\% | 2.8\% | 5.6\% | 1.5\% | 0.0\% | 0.4\% | 0.7\% | 100.0\% |
| 8 | Road D5 | 2.6\% | 56.1\% | 13.5\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 8.9\% | 3.2\% | 3.0\% | 5.9\% | 1.6\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| 11 | Road P1 | 2.6\% | 54.9\% |  | 1.1\% |  | 1.7\% |  | 0.1\% | 0.5\% | 0.1\% | 9.3\% | 3.3\% | 3.1\% | 6.2\% | 1.6\% |  | 0.0\% |  | 100.0\% |
| 12 | Kong Sham Western Highway | 2.6\% | 56.3\% | 13.6\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 9.1\% | 3.3\% | 3.1\% | 6.1\% | 1.6\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 3.0\% | 63.5\% | 15.3\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 5.3\% | 1.9\% | 1.8\% | 3.5\% | 0.9\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 2.2\% | 46.2\% | ${ }^{11.1 \%}$ | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.4\% | 0.1\% | 14.0\% | 5.0\% | 4.7\% | 9.3\% | 2.4\% | 0.0\% | 0.0\% | 1.3\% | 100.0\% |
| 15 | Road P1 | 2.4\% | 51.0\% | 12.3\% | 1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 11.2\% | 4.0\% | 3.8\% | 7.4\% | 1.9\% | 0.0\% | 1.9\% | 0.0\% | 100.0\% |
| 16 | Road P1 | 2.8\% | 59.5\% | 14.4\% | 1.2\% | 0.9\% | 1.9\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 7.4\% | 2.6\% | 2.5\% | 4.9\% | 1.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 17 | Road D5 | 2.7\% | 56.7\% | 13.7\% | ${ }^{1.2 \%}$ | 0.8\% | 1.8\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 7.9\% | 2.8\% | 2.7\% | 5.2\% | 1.4\% | 0.0\% | 1.3\% | 1.1\% | 100.0\% |
| 18 | Road D5 | 2.5\% | 53.9\% | 13.0\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 9.9\% | 3.5\% | 3.3\% | 6.6\% | 1.7\% | 0.0\% | 0.0\% | 1.2\% |  |
| 19 | Kong Sham Western Highway | 2.4\% | 51.9\% | 12.5\% | 1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 10.0\% | 3.6\% | 3.4\% | 6.7\% | 1.7\% | 0.1\% | 3.6\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 2.7\% | 57.0\% | 13.7\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 7.3\% | 2.6\% | 2.5\% | 4.9\% | ${ }^{1.3 \%}$ | 0.1\% | 3.5\% | 0.0\% | 100.0\% |
| 21 | Road D3 | 2.6\% | 56.1\% | 13.5\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 8.4\% | 3.0\% | 2.9\% | 5.6\% | 1.5\% | 0.0\% | 1.8\% | 0.0\% | 100.0\% |
| 22 | Road $\mathrm{D}^{\text {3 }}$ | 2.9\% | 60.9\% | 14.7\% | 1.3\% | 0.9\% | 1.9\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 6.6\% | 2.4\% | 2.2\% | 4.4\% | 1.2\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 2.8\% | 59.8\% | 14.4\% | 1.2\% | 0.9\% | 1.9\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 7.2\% | 2.6\% | 2.4\% | 4.8\% | 1.3\% | 0.0\% | 0.0\% | 0.0\% |  |
| 24 | Road D1 | 2.6\% | 55.9\% | 13.5\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 9.3\% | 3.3\% | 3.2\% | 6.2\% | 1.6\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 25 | Road D1 | 2.8\% | 59.9\% | 14.4\% | ${ }^{1.2 \%}$ | 0.9\% | 1.9\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 7.2\% | 2.6\% | ${ }^{2.4 \%}$ | 4.8\% | 1.2\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 26 | Road D1 | 2.1\% | 45.1\% | 10.9\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 15.1\% | 5.4\% | 5.1\% | 10.1\% | 2.6\% | 0.0\% | 0.0\% | 0.0\% |  |
| 27 | Road D1 | 2.8\% | 59.9\% | 14.4\% | 1.2\% | 0.9\% | 1.9\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 7.2\% | 2.6\% | 2.4\% | 4.8\% | 1.2\% | 0.0\% | 0.0\% | 0.0\% |  |
| ${ }^{28}$ | Road D1 | 2.1\% | 45.1\% | 10.9\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 15.1\% | 5.4\% | 5.1\% | 10.1\% | 2.6\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 29 | Road D1 | 2.2\% | 46.8\% | 11.3\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.4\% | 0.1\% | 14.2\% | 5.1\% | 4.8\% | 9.5\% | 2.5\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 30 | Road D1 | 2.8\% | ${ }^{60.7 \%}$ | 14.6\% | 1.3\% | 0.9\% | 1.9\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 6.7\% | 2.4\% | 2.3\% | 4.5\% | ${ }_{\text {1.2\% }}$ | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 31 | $\xrightarrow{\text { Road } 3}$ | $\frac{2.8 \%}{28 \%}$ | $\frac{59.0 \%}{5930 \%}$ |  |  | 0.8\% |  |  |  |  |  |  |  | 2.5\% ${ }_{\text {20\% }}$ | - | 年.3\% | 0.0\% | 0.6\% | 0.0\% |  |
| 32 <br> 3 | $\xrightarrow{\text { Road D3 }}$ Road D5 | 2.8\% | 㐌9.3\% | 14.3\% | - $1.2 \%$ | - | -1.9\% | - | - | - $0.5 \%$ | 0.1\% | 7.5\% <br> $6.6 \%$ | $\frac{2.7 \%}{2.4 \%}$ | 2.5\% | 5.0\% | - | - | 0.0\% <br> $0.0 \%$ | - $0.0 \%$ | -100.0\% |
| 34 | Road D5 | 2.9\% | 61.2\% | 14.8\% | 1.3\% | 0.9\% | 1.9\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 6.4\% | 2.3\% | 2.2\% | 4.3\% | 1.1\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 35 | Road D5 | 2.8\% | 59.9\% | 14.4\% | 1.2\% | 0.9\% | 1.9\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 7.2\% | 2.6\% | 2.4\% | 4.8\% | 1.2\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 36 | Road D5 | 2.1\% | 45.1\% | 10.9\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 15.1\% | 5.4\% | 5.1\% | 10.1\% | 2.6\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 37 | Road D5 | 2.8\% | 58.9\% | 14.2\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 7.4\% | 2.7\% | 2.5\% | 4.9\% | 1.3\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| ${ }^{38}$ | Road D5 | 2.5\% | 54.0\% | 13.0\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 9.9\% | 3.6\% | ${ }^{3.4 \%}$ | 6.6\% | ${ }^{1.7 \%}$ | 0.0\% | 0.0\% | 0.9\% | 100.0\% |
| 40 | Road D5 | 2.6\% | 56.1\% | 13.5\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 8.9\% | 3.2\% | 3.0\% | 6.0\% | 1.6\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| ${ }^{41}$ | Road D5 | 2.5\% | 53.6\% | 12.9\% | ${ }^{1.11 \%}$ | 0.8\% | ${ }^{1.7 \%}$ | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 9.9\% | 3.6\% | ${ }^{3.4 \%}$ | 6.6\% | 1.7\% | 0.0\% | 0.0\% | 1.5\% | 100.0\% |
| 42 | Road D5 | 2.6\% | ${ }^{55.11 \%}$ | 13.3\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 9.4\% | 3.4\% | ${ }^{3.2 \%}$ | 6.3\% | 1.6\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |
| 43 | Slip road for Kong Sham Western Highway | 2.8\% | 59.6\% | 14.4\% | 1.2\% | 0.9\% | 1.9\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 7.3\% | 2.6\% | 2.5\% | 4.9\% | 1.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| ${ }^{44}$ | Slip road for Road D3 | 2.7\% | ${ }^{57.7 \%}$ | 13.9\% | ${ }^{1.2 \%}$ | 0.8\% | 1.8\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 8.3\% | 3.0\% | 2.8\% | 5.5\% | 1.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 45 | Kong Sham Western Highway | $\frac{2.6 \%}{2.7 \%}$ | 55.5\% | $\frac{13.4 \%}{13.9 \%}$ | $\frac{1.12 \%}{1.2 \%}$ | 0.8\% 0.8 | $\frac{1.7 \%}{1.8 \%}$ | 0.0\% | 0.1\% $0.1 \%$ | 0.5\% 0 | 0.1\% $0.1 \%$ | $\frac{8.7 \%}{8.0 \%}$ | 3.19\% | 3.0\% | 5.8\% | ${ }^{1.5 \%}$ | 0.0\% | - 1.96 | O. $0.0 \%$ | 100.0\% |

## Appendix 3.4 Traffic Data

## Year 2036

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes

| Link No. | Road Name | $\left\|\begin{array}{c} 16- \\ \left.\begin{array}{c} 16 \text { otrocycl } \\ \text { es (MC) } \end{array} \right\rvert\, \end{array}\right\|$ | $\left.\begin{array}{c} \text { O1- } \\ \text { Private } \\ \text { Cars (PC) } \end{array}\right)$ | 02 - Taxi | $\left.\begin{array}{\|c} 11-\text { Non- } \\ \text { franchise } \\ d \\ \text { dus }<6.4 \end{array} \right\rvert\,$ | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { 12 - Non- } \\ \text { franchise } \\ \text { d Bus } 6.4 \\ 15 t \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c} \begin{array}{c} 13-\text { Non- } \\ \text { franchise } \\ \text { d Bus } 15 t \\ 24 t \end{array} \\ \left.\begin{array}{c} \text { at } \end{array} \right\rvert\, \end{array}$ | $18-$ Non- <br> franchise <br> d Bus <br>  <br> $>24 t$ | $\begin{array}{\|c\|} \hline 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 t \\ \hline \end{array}$ | $\left\|\begin{array}{c}10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 \mathrm{t}\end{array}\right\|$ | $\left\|\begin{array}{c}03-\text { Light } \\ \text { Goods } \\ \text { Vehicles< } \\ =2.5 t\end{array}\right\|$ | $\begin{array}{\|c\|} \hline 04-\text {-Lt } \\ \text { Goods } \\ \text { Vehicles } \\ 2.5-3.5 t \\ \hline \end{array}$ | $\|$$05-$ Light <br> Gooos <br> Vehicles> <br> $3.5 t$ |  | $\left.\begin{gathered}\text { O7. } \\ \text { Heavy } \\ \text { Goous } \\ \text { Venicles } \\ 15 t-24 t\end{gathered} \right\rvert\,$ |  | $\begin{array}{\|c\|} \hline \text { 14- } \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | $\begin{gathered} 15- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) } \\ \hline \end{gathered}$ | 8-Public Light Buses | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 400.0500 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1 | Road P1 | 2.6\% | 52.4\% | 12.4\% | 1.2\% | 0.9\% | 1.9\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 9.2\% | 3.3\% | 3.1\% | 6.2\% | 1.6\% | 0.0\% | 0.0\% | 4.5\% | 100.0\% |
| 2 | Kong Sham Western Highway | 2.8\% | 56.2\% | 13.3\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 6.3\% | 2.3\% | 2.2\% | 4.3\% | 1.1\% | 0.1\% | 6.4\% | 0.0\% | 100.0\% |
| 3 | Kong Sham Western Highway | 2.0\% | 39.7\% | 9.4\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 15.1\% | 5.4\% | 5.2\% | 10.2\% | 2.7\% | 0.2\% | 6.6\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 2.0\% | 41.2\% | 9.8\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 16.1\% | 5.8\% | 5.5\% | 10.8\% | 2.8\% | 0.0\% | 0.0\% | 2.1\% | 100.0\% |
| 5 | Road P1 | 2.6\% | 53.5\% | 12.7\% | 1.3\% | 0.9\% | 1.9\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 10.1\% | 3.6\% | 3.4\% | 6.8\% | 1.8\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 6 | Road P1 | 2.5\% | 51.5\% | 12.2\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 10.8\% | 3.9\% | 3.7\% | 7.3\% | 1.9\% | 0.0\% | 0.6\% | 1.0\% | 100.0\% |
| 7 | Road D5 | 2.7\% | 55.0\% | 13.0\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 9.1\% | 3.3\% | 3.1\% | 6.1\% | 1.6\% | 0.0\% | 0.4\% | 0.8\% | 100.0\% |
| 8 | Road D5 | 2.7\% | 54.3\% | 12.8\% | 1.3\% | 0.9\% | 1.9\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 9.6\% | 3.5\% | 3.3\% | 6.5\% | 1.7\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| 11 | Road P1 | 2.6\% | 53.1\% |  | 1.2\% |  | 1.9\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 10.0\% | 3.6\% | 3.4\% | 6.7\% | 1.8\% | 0.0\% | 0.0\% | 1.5\% | 100.0\% |
| 12 | Kong Sham Western Highway | 2.7\% | 54.5\% | 12.9\% | 1.3\% | 0.9\% | 1.9\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 9.8\% | 3.5\% | 3.4\% | 6.6\% | 1.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 3.1\% | 62.1\% | 14.7\% | 1.5\% | 1.0\% | 2.2\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 5.7\% | 2.1\% | 2.0\% | 3.9\% | 1.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 2.2\% | 44.1\% | 10.4\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 14.9\% | 5.3\% | 5.1\% | 10.0\% | 2.6\% | 0.0\% | 0.0\% | 1.3\% | 100.0\% |
| 15 | Road P1 | 2.4\% | 49.0\% | 11.6\% | 1.1\% | 0.8\% | 1.8\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 12.0\% | 4.3\% | 4.1\% | 8.1\% | 2.1\% | 0.0\% | 1.9\% | 0.0\% | 100.0\% |
| 16 | Road P1 | 2.9\% | 57.9\% | 13.7\% | 1.4\% | 0.9\% | 2.1\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 8.0\% | 2.9\% | 2.7\% | 5.4\% | 1.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 17 | Road D5 | 2.7\% | 55.1\% | 13.0\% | ${ }^{1.3 \%}$ | 0.9\% | 2.0\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 8.5\% | 3.1\% | 2.9\% | 5.7\% | 1.5\% | 0.0\% | 1.3\% | 1.1\% | 100.0\% |
| 18 | Road D5 | 2.6\% | 52.0\% | 12.3\% | 1.2\% | 0.8\% | 1.9\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 10.\% | 3.8\% | 3.6\% | 7.2\% | 1.9\% | 0.0\% | 0.0\% | 1.2\% |  |
| 19 | Kong Sham Western Highway | 2.5\% | 50.1\% | 11.9\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 10.8\% | 3.9\% | 3.7\% | 7.2\% | 1.9\% | 0.1\% | 3.6\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 2.7\% | 55.4\% | 13.1\% | ${ }^{1.3 \%}$ | 0.9\% | 2.0\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 7.9\% | 2.8\% | 2.7\% | 5.3\% | ${ }^{1.4 \%}$ | 0.1\% | 3.5\% | 0.0\% | 100.0\% |
| 21 | Road D3 | 2.7\% | 54.4\% | 12.9\% | 1.3\% | 0.9\% | 1.9\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 9.1\% | 3.3\% | 3.1\% | 6.1\% | 1.6\% | 0.0\% | 1.8\% | 0.0\% | 100.0\% |
| 22 | Road $\mathrm{D}^{\text {3 }}$ | 2.9\% | 59.4\% | 14.1\% | 1.4\% | 1.0\% | 2.1\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 7.2\% | 2.6\% | 2.5\% | 4.8\% | 1.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 2.9\% | 58.2\% | 13.8\% | 1.4\% | 0.9\% | 2.1\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 7.8\% | 2.8\% | 2.7\% | 5.3\% | 1.4\% | 0.0\% | 0.0\% | 0.0\% |  |
| 24 | Road D1 | 2.7\% | ${ }^{54.1 .1 \%}$ | 128.8\% | ${ }^{1.3 \%}$ | 0.9\% | ${ }^{1.9 \%}$ | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 10.0\% | 3.6\% | 3.4\% | ${ }_{6}^{6.7 \%}$ | 1.8\% | 0.0\% | 0.0\% | 0.0\% | ${ }^{10000 \%}$ |
| 25 <br> 26 | Road D 1 Road 1 | $\frac{2.9 \%}{2.1 \%}$ | $58.3 \%$ <br> $429 \%$ | ${ }^{13.8 .8}$ | ${ }_{\text {1.4\% }}^{1.4}$ | 0.9\%\% | ${ }_{\text {2.1.1\% }}^{1.15}$ | ${ }^{\text {0.0\% }}$ | ${ }^{0.1 \%}$ | ${ }^{0.6 \%}$ | ${ }^{0.1 \%}$ | 7.8\% | $\frac{2.8 \%}{588}$ | 2.7\% | ${ }_{5.2 \%}$ | ${ }_{\text {1.4\% }}$ | 0.0\% | 0.0\% | 0.0\% | ${ }^{10000 \%}$ |
| 26 | Road D1 | 2.1\% | 42.9\%\% | 10.2\% | 1.0\% | 0.7\% | ${ }^{1.5 \%}$ | 0.0\% | ${ }^{0.1 \%}$ | ${ }^{0.5 \%}$ | 0.2\% | 16.0\% | 5.8\% | 5.5\% | ${ }^{10.8 \%}$ | 2.8\% | 0.0\% | 0.0\% | 0.0\% |  |
| 27 | Road D1 | 2.9\% | 58.3\% | 13.8\% | 1.4\% | 0.9\% | 2.1\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 7.8\% | 2.8\% | 2.7\% | 5.2\% | 1.4\% | 0.0\% | 0.0\% | 0.0\% |  |
| 28 | Road D1 | 2.1\% | 42.9\% | 10.2\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 16.0\% | 5.8\% | 5.5\% | 10.8\% | 2.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 29 | Road D 1 | 2.2\% | 44.6\% | 10.6\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 15.1\% | 5.4\% | 5.2\% | 10.2\% | 2.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 30 | Road D1 | 2.9\% | 59.2\% | 14.0\% | ${ }^{1.4 \%}$ | 1.0\% | 2.1\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 7.3\% | 2.6\% | 2.5\% | 4.9\% | 1.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 31 | Road ${ }^{\text {c }}$ | 2.8\% | - 57.48 |  |  |  |  |  | 0.1\% |  | 0.1\% |  |  |  |  |  | 0.0\% | 0.6\% |  |  |
| $\begin{array}{r}32 \\ 33 \\ \hline\end{array}$ | $\xrightarrow{\text { Road D3 }}$ Road D5 | 2.9\% | ${ }^{57.7 \%}$ | 13.7\% | $1.4 \%$ $1.4 \%$ 1.4 | - | ${ }_{\text {2.1. }}^{2.1 \%}$ | -0.0\% | 0.1\% | 0.6\% | 0.1\% | -8.1\% | 2.9\%\% | 2.8\%\% | 5.5\% | - | -0.0\% | -0.0\% | -0.0\% | -100.0\% |
| 34 | Road D5 | 3.0\% | 59.7\% | 14.1\% | 1.4\% | 1.0\% | 2.1\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 7.0\% | 2.5\% | 2.4\% | 4.7\% | 1.2\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 35 | Road D5 | 2.9\% | 58.3\% | 13.8\% | 1.4\% | 0.9\% | 2.1\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 7.8\% | 2.8\% | 2.7\% | 5.2\% | 1.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 36 | Road D5 | 2.1\% | 42.9\% | 10.2\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 16.0\% | 5.8\% | 5.5\% | 10.8\% | 2.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 37 | Road D5 | 2.8\% | 57.2\% | 13.5\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 8.0\% | 2.9\% | 2.7\% | 5.4\% | 1.4\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| 38 | Road D5 | 2.6\% | ${ }^{52.1 \%}$ | ${ }^{12.3 \%}$ | 1.2\% | 0.8\% | 1.9\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 10.7\% | 3.8\% | 3.7\% | 7.2\% | 1.9\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |
| 40 | Road D5 | 2.7\% | 54.3\% | 12.9\% | 1.3\% | 0.9\% | 1.9\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 9.7\% | 3.5\% | 3.3\% | 6.5\% | 1.7\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| ${ }^{41}$ | Road D5 | 2.6\% | 51.7\% | ${ }^{12.3 \%}$ | ${ }^{1.2 \%}$ | 0.8\% | 1.8\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 10.7\% | 3.8\% | 3.7\% | 7.2\% | 1.9\% | 0.0\% | 0.0\% | 1.6\% | 100.0\% |
| ${ }^{42}$ | Road D5 | 2.6\% | 53.2\% | $\frac{12.5 \%}{12.6 \%}$ | 1.2\% | 0.9\% | ${ }^{1.9 \%}$ | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 10.1\% | 3.6\% | ${ }^{3.5 \%}$ | 㐌.8\% | 1.8\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |
| ${ }^{43}$ | Slip road for Kong Sham Western Highway | 2.9\% | 57.9\% | ${ }^{13.7 \%}$ | ${ }^{1.4 \%}$ | 0.9\% | 2.1\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 8.0\% | 2.9\% | 2.7\% | 5.4\% | 1.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 44 | Slip road for Road D3 | 2.8\% | 56.0\% | 13.3\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 9.0\% | 3.2\% | 3.1\% | 6.1\% | 1.6\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| $\stackrel{45}{46}$ | Kong Sham Western Highway | 2.7\% 2.8 | 㐌35.8\% | $\frac{12.7 \%}{13.2 \%}$ | $\frac{1.3 \%}{1.3 \%}$ | 0.9\% | $\frac{1.9 \%}{2.0 \%}$ | 0.0\% | 0.1\% $0.1 \%$ | 0.6\% 0.6 | 0.1\% $0.1 \%$ | $\frac{9.5 \%}{8.7 \%}$ |  | 3.2\% | 6.3\% | $\frac{1.7 \%}{1.5 \%}$ | 0.0\% | - 1.96 | O. $0.0 \%$ | -100.0\% |

## Appendix 3.4 Traffic Data

## Year 2036

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes

| Link No. | Road Name | $\left\|\begin{array}{c} 16- \\ \left.\begin{array}{c} 16 \text { otrocycl } \\ \text { es (MC) } \end{array} \right\rvert\, \end{array}\right\|$ | $\left.\begin{array}{c} \text { O1- } \\ \text { Private } \\ \text { Cars (PC) } \end{array}\right)$ | 02 - Taxi | $\begin{gathered} 14-\text { Non } \\ \text { franchise } \\ \text { d } \\ \text { Bus }<6.4 \end{gathered}$ | $\begin{array}{\|c\|} \hline 12-\text { Non- } \\ \text { franchise } \\ \text { d Bus } 6.4 \\ 15 t \\ \hline \end{array}$ | $\begin{array}{\|c} \begin{array}{c} 13-\text { Non- } \\ \text { franchise } \\ \text { d Bus } 15 t \\ 24 t \end{array} \\ \left.\begin{array}{c} \text { at } \end{array} \right\rvert\, \end{array}$ | $\begin{gathered} 18 \text { - Non } \\ \text { tranhise } \\ \text { d Bus } \\ >244 \\ >24 \end{gathered}$ | $\begin{array}{\|c\|} \hline 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 t \\ \hline \end{array}$ | $\left\|\begin{array}{c}10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 \mathrm{t}\end{array}\right\|$ | $\left\|\begin{array}{c}03-\text { Light } \\ \text { Goods } \\ \text { Vehicles< } \\ =2.5 t\end{array}\right\|$ | $\begin{array}{\|c\|} \hline 04-\text {-Lt } \\ \text { Goods } \\ \text { Vehicles } \\ 2.5-3.5 t \\ \hline \end{array}$ | $\|$$05-$ Light <br> Goods <br> Vehicles> <br> $3.5 t$ |  | $07-$ <br> Heavy <br> Goods <br> Vehicles <br> $15 t-24 t$$\|$ |  | $\begin{array}{\|c\|} \hline \text { 14- } \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | $\begin{array}{\|c\|} \hline 15 \\ \text { Franchis } \\ \text { ed (us) } \\ \text { (DD) } \end{array}$ | $\begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 00.0600 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1 | Road P1 | 2.6\% | 50.6\% | 11.7\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 9.9\% | 3.5\% | 3.4\% | 6.7\% | 1.7\% | 0.0\% | 0.0\% | 4.6\% | 100.0\% |
| 2 | Kong Sham Western Highway | 2.9\% | 54.8\% | ${ }^{12.7 \%}$ | 1.4\% | 1.0\% | 2.2\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 6.9\% | 2.5\% | 2.4\% | 4.7\% | 1.2\% | 0.1\% | 6.4\% | 0.0\% | 100.0\% |
| 3 | Kong Sham Western Highway | 2.0\% | ${ }^{37.8 \%}$ | 8.8\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 16.0\% | 5.8\% | 5.5\% | 10.8\% | 2.8\% | 0.1\% | 6.5\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 2.0\% | 39.2\% | 9.1\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 17.0\% | 6.1\% | 5.9\% | 11.5\% | 3.0\% | 0.0\% | 0.0\% | 2.1\% | 100.0\% |
| 5 | Road P1 | 2.7\% | ${ }^{51.7 \%}$ | 12.0\% | 1.4\% | 0.9\% | 2.1\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 10.8\% | 3.9\% | 3.7\% | 7.3\% | 1.9\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 6 | Road P1 | 2.6\% | 49.6\% | 11.5\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 11.6\% | 4.2\% | 4.0\% | 7.9\% | 2.1\% | 0.0\% | 0.5\% | 1.0\% | 100.0\% |
| 7 | Road D5 | 2.8\% | 53.2\% | 12.3\% | 1.4\% | 1.0\% | 2.1\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 9.8\% | 3.5\% | 3.4\% | 6.6\% | 1.7\% | 0.0\% | 0.4\% | 0.8\% | 100.0\% |
| 8 | Road D5 | 2.7\% | 52.5\% | 12.2\% | 1.4\% | 1.0\% | 2.1\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 10.3\% | 3.7\% | 3.6\% | 7.0\% | 1.8\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| 11 | Road P1 | 2.7\% | 51.2\% |  | ${ }^{1.4 \%}$ |  | 2.1\% |  |  | 0.7\% | 0.1\% |  | 3.9\% | 3.7\% | 7.3\% | 1.9\% |  | 0.0\% | 1.6\% | 100.0\% |
| 12 | Kong Sham Western Highway | 2.8\% | 52.7\% | 12.2\% | ${ }^{1.4 \%}$ | 1.0\% | 2.1\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 10.5\% | 3.8\% | 3.6\% | ${ }^{7.1 \%}$ | 1.9\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 3.2\% | 60.7\% | 14.1\% | 1.6\% | 1.1\% | 2.4\% | 0.0\% | 0.1\% | 0.8\% | 0.1\% | 6.2\% | 2.2\% | 2.1\% | 4.2\% | 1.1\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 2.2\% | 42.0\% | 9.8\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 15.8\% | 5.7\% | 5.4\% | 10.7\% | 2.8\% | 0.0\% | 0.0\% | 1.3\% | 100.0\% |
| 15 | Road P1 | 2.5\% | 47.1\% | 10.9\% | 1.2\% | 0.9\% | 1.9\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 12.8\% | 4.6\% | 4.4\% | 8.7\% | 2.3\% | 0.0\% | 1.9\% | 0.0\% | 100.0\% |
| 16 | Road P1 | 2.9\% | 56.2\% | 13.0\% | 1.5\% | 1.0\% | 2.3\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 8.6\% | 3.1\% | 3.0\% | 5.8\% | 1.5\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 17 | Road D5 | 2.8\% | 53.4\% | 12.4\% | 1.4\% | 1.0\% | 2.1\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 9.2\% | 3.3\% | 3.2\% | 6.2\% | 1.6\% | 0.0\% | 1.3\% | 1.2\% | 100.0\% |
| 18 | Road D5 | 2.6\% | 50.2\% | 11.6\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 11.4\% | 4.1\% | 3.9\% | 7.7\% | 2.0\% | 0.0\% | 0.0\% | 1.3\% |  |
| 19 | Kong Sham Western Highway | 2.5\% | 48.3\% | 11.2\% | 1.3\% | 0.9\% | 1.9\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 11.5\% | 4.1\% | 4.0\% | 7.8\% | 2.0\% | 0.1\% | 3.5\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 2.8\% | 53.8\% | 12.5\% | 1.4\% | 1.0\% | 2.2\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 8.6\% | 3.1\% | 2.9\% | 5.8\% | 1.5\% | 0.1\% | 3.5\% | 0.0\% | 100.0\% |
| 21 | Road D3 | 2.8\% | 52.7\% | 12.2\% | 1.4\% | 1.0\% | 2.1\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 9.8\% | 3.5\% | 3.4\% | 6.7\% | 1.7\% | 0.0\% | 1.8\% | 0.0\% | 100.0\% |
| 22 | Road $\mathrm{D}^{\text {3 }}$ | 3.0\% | 57.8\% | 13.4\% | 1.5\% | 1.1\% | 2.3\% | 0.0\% | 0.1\% | 0.8\% | 0.1\% | 7.8\% | 2.8\% | 2.7\% | 5.3\% | 1.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 3.0\% | 56.6\% | ${ }^{13.1 \%}$ | 1.5\% | 1.0\% | 2.3\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 8.5\% | 3.0\% | 2.9\% | 5.7\% | 1.5\% | 0.0\% | 0.0\% | 0.0\% |  |
| 24 | Road D1 | 2.7\% | ${ }_{5}^{52.2 \%}$ | 12.11\% | 1.4\% | 1.0\% | 2.1\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 10.8\% | 3.9\% | 3.7\% | 7.3\% | 1.9\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 25 | Road D1 | 3.30\% | 566.6\% | ${ }^{13.19}$ | $\frac{1.5 \%}{1.10}$ | ${ }_{\text {1.0\% }}^{1.0}$ | $\frac{2.3 \%}{1.6 \%}$ | ${ }^{\text {0.0\% }}$ | ${ }_{\text {0.1\% }}^{0.1 \%}$ | ${ }^{0.7 \%}$ | 0.1\% | ${ }_{\text {8.4\% }}^{1.4}$ | ${ }^{3.0 \%}$ | ${ }^{2.9 \%}$ | ${ }_{\text {5.7\% }}^{\text {5.15\% }}$ | ${ }^{1.5 \%}$ | 0.0\% | 0.0\% | 0.0\% | ${ }^{100.0 \%}$ |
| 26 | Road D1 | 2.1\% | ${ }^{40.8 .8}$ | 9.5\% | ${ }^{1.1 .1 \%}$ | ${ }^{0.7 \%}$ | ${ }^{1.6 \%}$ | 0.0\% | ${ }^{0.1 \%}$ | ${ }^{0.5 \%}$ | 0.2\% | 16.9\% | ${ }_{\text {6.1\% }}^{6}$ | 5.8\% | ${ }^{11.5 \%}$ | 3.0\% | 0.0\% | 0.0\% | 0.0\% |  |
| 27 | Road D1 | 3.0\% | 56.6\% | 13.1\% | ${ }^{1.15 \%}$ | 1.0\% | 2.3\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 8.4\% | 3.0\% | 2.9\% | ${ }^{\text {5.7\% }}$ | 1.5\% | 0.0\% | 0.0\% | 0.0\% |  |
| 28 | Road D1 | 2.1\% | 40.8\% | 9.5\% | 1.1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 16.9\% | 6.1\% | 5.8\% | 11.5\% | 3.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 29 | Road D 1 | 2.2\% | 42.6\% | 9.9\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 16.0\% | 5.8\% | 5.5\% | 10.8\% | 2.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 30 | Road D1 | 3.0\% | 57.6\% | 13.4\% | 1.5\% | 1.1\% | 2.3\% | 0.0\% | 0.1\% | 0.8\% | 0.1\% | 7.9\% | 2.8\% | 2.7\% | 5.4\% | 1.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 31 | Road ${ }^{\text {c }}$ | ${ }_{2}^{2.9 \%}$ | 55.7\% |  |  |  |  |  | 0.1\% |  | 0.1\% | ${ }^{8.7 \%}$ |  |  | 年.9\% | 1.5\% | 0.0\% | 0.6\% |  |  |
| $\begin{array}{r}32 \\ 33 \\ \hline\end{array}$ | ${ }_{\substack{\text { Road D3 } \\ \text { Road D5 }}}$ | ${ }^{2.9 \%}$ | 56.0\% | 13.0\% | $\xrightarrow{1.5 \%}{ }_{1.5 \%}$ | - $1.0 \%$ | 2.3.3\% | - | 0.1\% | -0.7\% | 0.1\% | 年8\%\% | 3.18\% | 3.0\% | ${ }^{5.9 \%}$ | - ${ }_{\text {1.4\% }}^{1.4 \%}$ | -0.0\% | -0.0\% | -0.0\% | 100.0\% |
| 34 | Road D5 | 3.0\% | 58.2\% | 13.5\% | 1.5\% | 1.1\% | 2.3\% | 0.0\% | 0.1\% | 0.8\% | 0.1\% | 7.6\% | 2.7\% | 2.6\% | 5.1\% | 1.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 35 | Road D5 | 3.0\% | 56.6\% | 13.1\% | 1.5\% | 1.0\% | 2.3\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 8.4\% | 3.0\% | 2.9\% | 5.7\% | 1.5\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 36 | Road D5 | 2.1\% | 40.8\% | 9.5\% | 1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 16.9\% | 6.1\% | 5.8\% | 11.5\% | 3.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 37 | Road D5 | 2.9\% | 55.6\% | 12.9\% | 1.5\% | 1.0\% | 2.2\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 8.7\% | 3.1\% | 3.0\% | 5.9\% | 1.5\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |
| ${ }^{38}$ | Road D5 | ${ }^{2.6 \%}$ | 50.3\% | ${ }^{11.7 \%}$ | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 11.5\% | 4.1\% | 4.0\% | 7.8\% | 2.0\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |
| 40 | Road D5 | 2.7\% | 52.5\% | 12.2\% | ${ }^{1.4 \%}$ | 1.0\% | 2.1\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 10.4\% | 3.7\% | 3.6\% | 7.0\% | 1.8\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| ${ }^{41}$ | Road D5 | 2.6\% | 49.9\% | 11.6\% | ${ }^{1.3 \%}$ | 0.9\% | 2.0\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 11.5\% | 4.1\% | 3.9\% | 7.7\% | 2.0\% | 0.0\% | 0.0\% | 1.6\% | 100.0\% |
| ${ }^{42}$ | Road D5 | 2.7\% | ${ }^{51.4 \%}$ | ${ }^{121.9 \%}$ | 1.4\% | 0.9\% | 2.1\% | 0.0\% | 0.1\% | 0.7\% | ${ }^{0.1 \%}$ | 10.9\% | 3.9\% | 3.7\% | 7.4\% | 1.9\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |
| ${ }^{43}$ | Slip road for Kong Sham Western Highway | 2.9\% | 56.3\% | ${ }^{13.1 \%}$ | 1.5\% | 1.0\% | 2.3\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 8.6\% | 3.1\% | 3.0\% | 5.8\% | 1.5\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 44 | Slip road for Road D3 | 2.8\% | 54.3\% | 12.6\% | 1.4\% | 1.0\% | 2.2\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 9.7\% | 3.5\% | 3.3\% | 6.6\% | 1.7\% | 0.0\% | 0.0\% | 0.0\% |  |
| ${ }_{4}^{45}$ | Kong Sham Western Highway | ${ }_{2}^{2.7 \%}$ | 52.0\% | ${ }_{12.1 \%}^{12.1 \%}$ | ${ }_{\text {1.4\% }}^{1.4}$ | 1.0\% | ${ }^{2.12 \%}$ | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 10.2\% | ${ }^{3.6 \%}$ | 3.5\% | 6.9\% | 1.8\% | 0.0\% | 1.9\% | 0.0\% | 100.0\% |
| 46 | Kong Sham Western Highway | 2.8\% | 54.1\% | 12.6\% | 1.4\% | 1.0\% | 2.2\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 9.4\% | 3.4\% | 3.2\% | 6.4\% | 1.7\% | 0.0\% | 0.9\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

## Year 2036

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes

| Link No. | Road Name | $\left\|\begin{array}{c} 16- \\ \left.\begin{array}{c} 16 \text { otrocycl } \\ \text { es (MC) } \end{array} \right\rvert\, \end{array}\right\|$ | $\left.\begin{array}{c} \text { O1- } \\ \text { Private } \\ \text { Cars (PC) } \end{array}\right)$ | 02 - Taxi | $\begin{gathered} 11-\text { Non- } \\ \text { franchise } \\ \text { d } \\ \text { Bus< }=6.4 \end{gathered}$ | $\begin{array}{\|c\|} \hline 12-\text { Non- } \\ \text { franchise } \\ \text { d Bus } 6.4 \\ 15 t \\ \hline \end{array}$ | $\begin{array}{\|c} \begin{array}{c} 13-\text { Non- } \\ \text { franchise } \\ \text { d Bus } 15 t \\ 24 t \end{array} \\ \left.\begin{array}{c} \text { at } \end{array} \right\rvert\, \end{array}$ | $\begin{gathered} \begin{array}{c} \text { fre Non- } \\ \text { tranchise } \\ \text { d Bus } \\ >24 t \end{array} \\ \hline \end{gathered}$ | $\begin{array}{\|c\|} \hline 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 t \\ \hline \end{array}$ | $\left\|\begin{array}{c}10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 \mathrm{t}\end{array}\right\|$ | $\left\|\begin{array}{c}03-\text { Light } \\ \text { Goods } \\ \text { Vehicles< } \\ =2.5 t\end{array}\right\|$ | $\begin{array}{\|c\|} \hline 04-\text {-Lt } \\ \text { Goods } \\ \text { Vehicles } \\ 2.5-3.5 t \\ \hline \end{array}$ | $05-$ Light <br> Goods <br> Vehicles> <br> $3.5 t$$\|$ |  | $\begin{array}{\|c\|} \hline 07- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ \text { 15t-24t } \\ \hline \end{array}$ |  | $\begin{array}{\|c\|} \hline \text { 14- } \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | $\begin{array}{\|c\|} \hline 15 \\ \text { Franchis } \\ \text { ed (us) } \\ \text { (DD) } \end{array}$ | $\begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 0600.0700 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1 | Road P1 | 2.7\% | 48.8\% | 11.1\% | 1.4\% | 1.0\% | 2.2\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 10.6\% | 3.8\% | 3.7\% | 7.2\% | 1.9\% | 0.0\% | 0.0\% | 4.6\% | 100.0\% |
| 2 | Kong Sham Western Highway | 2.9\% | 53.3\% | 12.1\% | 1.6\% | 1.1\% | 2.4\% | 0.0\% | 0.1\% | 0.8\% | 0.1\% | 7.4\% | 2.7\% | 2.6\% | 5.1\% | 1.3\% | 0.1\% | 6.4\% | 0.0\% | 100.0\% |
| 3 | Kong Sham Western Highway | 2.0\% | 35.9\% | 8.1\% | 1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 16.9\% | 6.1\% | 5.9\% | ${ }^{11.5 \%}$ | 3.0\% | 0.1\% | 6.3\% | 0.0\% | 100.0\% |
|  | Road P1 | 2.1\% | 37.2\% | 8.4\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 17.9\% | 6.4\% | 6.2\% | 12.2\% | 3.2\% | 0.0\% | 0.0\% | 2.1\% | 100.0\% |
| 5 | Road P1 | 2.8\% | 49.8\% | 11.3\% | 1.5\% | 1.0\% | 2.3\% | 0.0\% | 0.1\% | 0.8\% | 0.1\% | 11.6\% | 4.2\% | 4.0\% | 7.9\% | 2.1\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 6 | Road P1 | 2.6\% | 47.7\% | 10.8\% | 1.4\% | 1.0\% | 2.2\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 12.4\% | 4.4\% | 4.3\% | 8.4\% | 2.2\% | 0.0\% | 0.5\% | 1.0\% | 100.0\% |
| 7 | Road D5 | 2.8\% | 51.5\% | 11.7\% | 1.5\% | 1.1\% | 2.3\% | 0.0\% | 0.1\% | 0.8\% | 0.1\% | 10.5\% | 3.8\% | 3.6\% | 7.1\% | 1.9\% | 0.0\% | 0.4\% | 0.8\% | 100.0\% |
| 8 | Road D5 | 2.8\% | 50.7\% | 11.5\% | 1.5\% | 1.0\% | 2.3\% | 0.0\% | 0.1\% | 0.8\% | 0.1\% | 11.1\% | 4.0\% | 3.8\% | 7.5\% | 2.0\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| 11 | Road P1 | 2.7\% | 49.4\% | 1.2\% | 1.5\% | 1.0\% | 2.2\% | 0.0\% | 0.1\% | 0.8\% | 0.1\% |  | 4.1\% | 4.0\% | 7.8\% | 2.0\% | 0.0\% | 0.0\% | 1.6\% | 100.0\% |
| 12 | Kong Sham Western Highway | 2.8\% | 50.9\% | 11.5\% | 1.5\% | 1.0\% | 2.3\% | 0.0\% | 0.1\% | 0.8\% | 0.1\% | 11.3\% | 4.1\% | 3.9\% | ${ }^{7} 7.7$ | 2.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 3.3\% | $59.2 \%$ | 13.4\% | 1.8\% | 1.2\% | 2.7\% | 0.0\% | 0.1\% | 0.9\% | 0.1\% | 6.7\% | 2.4\% | 2.3\% | 4.6\% | 1.2\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 2.2\% | 40.0\% | 9.1\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 16.7\% | 6.0\% | 5.8\% | 11.3\% | 3.0\% | 0.0\% | 0.0\% | 1.3\% | 100.0\% |
| 15 | Road P1 | 2.5\% | 45.2\% | 10.3\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 13.9\% | 4.9\% | 4.7\% | 9.3\% | 2.4\% | 0.0\% | 1.8\% | 0.0\% | 100.0\% |
| 16 | Road P1 | 3.0\% | 54.6\% | 12.4\% | 1.6\% | 1.1\% | 2.5\% | 0.0\% | 0.1\% | 0.8\% | 0.1\% | 9.3\% | 3.3\% | 3.2\% | 6.3\% | 1.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 17 | Road D5 | 2.9\% | ${ }^{51,7 \%}$ | ${ }^{11.7 \%}$ | 1.5\% | 1.1\% | 2.3\% | 0.0\% | 0.1\% | 0.8\% | 0.1\% | 9.9\% | 3.5\% | 3.4\% | 6.7\% | 1.8\% | 0.0\% | 1.3\% | 1.2\% | 100.0\% |
| 18 | Road D5 | 2.7\% | 48.3\% | 11.0\% | ${ }^{1.4 \%}$ | 1.0\% | 2.2\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 12.2\% | 4.4\% | 4.2\% | 8.3\% | 2.2\% | 0.0\% | 0.0\% | 1.3\% |  |
| 19 | Kong Sham Western Highway | 2.6\% | 46.4\% | 10.5\% | 1.4\% | 1.0\% | 2.1\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 12.3\% | 4.4\% | 4.3\% | 8.4\% | 2.2\% | 0.1\% | 3.4\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 2.9\% | $52.2 \%$ | 11.8\% | 1.5\% | 1.1\% | 2.4\% | 0.0\% | 0.1\% | 0.8\% | 0.1\% | ${ }^{\text {9.2\% }}$ | 3.3\% | 3.2\% | 6.3\% | 1.6\% | 0.1\% | 3.4\% | 0.0\% | 100.0\% |
| 21 | Road D3 | 2.8\% | 50.9\% | 11.5\% | 1.5\% | 1.0\% | 2.3\% | 0.0\% | 0.1\% | 0.8\% | 0.1\% | 10.5\% | 3.8\% | 3.7\% | 7.2\% | 1.9\% | 0.0\% | 1.8\% | 0.0\% | 100.0\% |
| 22 | Road $\mathrm{D}^{\text {3 }}$ | 3.1\% | 56.2\% | 12.7\% | 1.7\% | 1.2\% | 2.5\% | 0.0\% | 0.1\% | 0.9\% | 0.1\% | 8.4\% | 3.0\% | 2.9\% | 5.7\% | 1.5\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 3.0\% | 54.9\% | 12.4\% | 1.6\% | 1.1\% | 2.5\% | 0.0\% | 0.1\% | 0.8\% | 0.1\% | 9.1\% | 3.3\% | 3.2\% | 6.2\% | 1.6\% | 0.0\% | 0.0\% | 0.0\% |  |
| 24 | Road D1 | 2.8\% | 50.4\% | ${ }^{\text {12,4\% }}$ | 1.5\% | 1.0\% | 2.3\% | 0.0\% | 0.1\% | 0.8\% | 0.1\% | 11.5\% | 4.1\% | 4.0\% | 7.9\%\% | 2.1\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 25 <br> 26 | Road D 1 Road 1 | $3.0 \%$ $2.1 \%$ $2.1 \%$ | 55.0\% | ${ }^{12.55}$ | $\frac{1.6 \%}{1.12 \%}$ | $\stackrel{1.1 \%}{1.1 \%}$ | 2.5\% | ${ }^{\text {0.0\% }}$ | ${ }^{0.1 \%}$ | 0.8\% | ${ }^{0.1 \%}$ | 9.17\% | ${ }^{3.3 \%}$ | ${ }^{3.1 \%}$ | ${ }_{\text {c. }}^{6.2 \%}$ | ${ }^{1.1 .6 \%}$ | 0.0\% | 0.0\% | 0.0\% | ${ }^{100.0 \%}$ |
| 26 | Road D1 | 2.1\% | ${ }^{338.8 \%}$ | ${ }^{8.8 \%}$ | 1.2\% | ${ }^{0.8 \%}$ | ${ }^{1.8 \%}$ | 0.0\% | ${ }^{0.1 \%}$ | 0.6\% | 0.2\% | 17.8\% | ${ }^{6.4 \%}$ | ${ }^{6.2 \%}$ | ${ }^{12.12 \%}$ | ${ }^{3.2 \%}$ | 0.0\% | 0.0\% | 0.0\% |  |
| 27 | Road D1 | 3.0\% | 55.\% | 12.5\% | 1.6\% | 1.1\% | 2.5\% | 0.0\% | 0.1\% | 0.8\% | 0.1\% | 9.1\% | 3.3\% | 3.1\% | 6.2\% | 1.6\% | 0.0\% | 0.0\% | 0.0\% |  |
| 28 | Road D1 | 2.1\% | 38.8\% | 8.8\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 17.8\% | 6.4\% | 6.2\% | ${ }^{12.1 \%}$ | 3.2\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 29 | Road D 1 | 2.2\% | 40.5\% | 9.2\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 16.9\% | 6.1\% | 5.9\% | 11.5\% | 3.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 30 | Road D1 | 3.1\% | 56.0\% | 12.7\% | 1.7\% | 1.2\% | 2.5\% | 0.0\% | 0.1\% | 0.9\% | 0.1\% | 8.5\% | 3.1\% | 3.0\% | 5.8\% | 1.5\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 31 | Road ${ }^{\text {c }}$ | 3.30\% |  |  |  | 1.1.1\% |  |  | 0.1\% |  | 0.1\% | 9.3\% |  |  | ${ }_{6}^{6.4 \%}$ | ${ }^{1.77 \%}$ | 0.0\% | 0.6\% |  |  |
| $\begin{array}{r}32 \\ 33 \\ \hline\end{array}$ | ${ }_{\substack{\text { Road D3 } \\ \text { Road D5 }}}$ | $3.0 \%$ $3.1 \%$ 3.1 | 年54.3\% | 12.3\% | $1.6 \%$ $1.7 \%$ 1.7 | - $1.1 .1{ }^{1.2 \%}$ | 2.5\% | - | 0.1\% | 0.8\% | 0.1\% | 9.4.4\% | 3.4.\% | 3.3\%\% | 6.4\% <br> $5.7 \%$ | ${ }_{\text {li.7\% }}^{1.5 \%}$ | -0.0\% | -0.0\% | -0.0\% | 100.0\% |
| 34 | Road D5 | 3.1\% | 56.6\% | 12.8\% | 1.7\% | 1.2\% | 2.6\% | 0.0\% | 0.1\% | 0.9\% | 0.1\% | 8.2\% | 2.9\% | 2.8\% | 5.6\% | 1.5\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 35 | Road D5 | 3.0\% | 55.0\% | 12.5\% | 1.6\% | 1.1\% | 2.5\% | 0.0\% | 0.1\% | 0.8\% | 0.1\% | 9.1\% | 3.3\% | ${ }^{3.1 \%}$ | 6.2\% | 1.6\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 36 | Road D5 | 2.1\% | 38.8\% | 8.8\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 17.8\% | 6.4\% | 6.2\% | 12.1\% | 3.2\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 37 | Road D5 | 3.0\% | 53.9\% | ${ }^{12.2 \%}$ | 1.6\% | 1.1\% | 2.4\% | 0.0\% | 0.1\% | 0.8\% | 0.1\% | 9.3\% | 3.3\% | 3.2\% | 6.3\% | 1.7\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |
| ${ }^{38}$ | Road D5 | 2.7\% | 48.4\% | 11.0\% | ${ }^{1.4 \%}$ | 1.0\% | ${ }^{2.2 \%}$ | 0.0\% | 0.1\% | 0.7\% | 0.1\% | ${ }^{12.3 \%}$ | 4.4\% | 4.2\% | 8.3\% | ${ }^{2.2 \%}$ | 0.0\% | 0.0\% | 0.9\% |  |
| 40 | Road D5 | 2.8\% | 50.7\% | 11.5\% | 1.5\% | 1.0\% | 2.3\% | 0.0\% | 0.1\% | 0.8\% | 0.1\% | 11.1\% | 4.0\% | 3.8\% | 7.6\% | 2.0\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| ${ }^{41}$ | Road D5 | 2.7\% | 48.0\% | 10.9\% | ${ }^{1.4 \%}$ | 1.0\% | 2.2\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | ${ }^{12.2 \%}$ | 4.4\% | 4.2\% | 8.3\% | 2.2\% | 0.0\% | 0.0\% | 1.6\% | 100.0\% |
| 42 | Road D5 | 2.7\% | ${ }^{\text {49.6\% }}$ | ${ }^{112.2 \%}$ | 1.5\% | 1.0\% | 2.2\% | 0.0\% | 0.1\% | 0.8\% | 0.1\% | 11.6\% | 4.2\% | 4.0\% | 7.9\% | 2.1\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |
| 43 | Slip road for Kong Sham Western Highway | 3.0\% | 54.6\% | 12.4\% | 1.6\% | 1.1\% | 2.5\% | 0.0\% | 0.1\% | 0.8\% | 0.1\% | 9.3\% | 3.3\% | 3.2\% | 6.3\% | 1.6\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| ${ }^{44}$ | Slip road for Road D3 | 2.9\% | 52.5\% | 11.9\% | 1.6\% | 1.1\% | 2.4\% | 0.0\% | 0.1\% | 0.8\% | 0.1\% | 10.4\% | 3.7\% | 3.6\% | 7.1\% | 1.9\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 45 | Kong Sham Western Highway | 2.8\% | 50.3\% | ${ }_{\text {12.4\% }}^{11.4}$ | 1.5\% | 1.0\% | 2.3\% | 0.0\% | 0.1\% | 0.8\% | 0.1\% | 10.9\% | ${ }^{3.9 \%}$ | ${ }^{3.8 \%}$ | 7.4\% | ${ }^{1.9 \%}$ | 0.0\% | 1.8\% | 0.0\% | 100.0\% |
| 46 | Kong Sham Western Highway | 2.9\% | 52.4\% | 11.9\% | 1.6\% | 1.1\% | 2.4\% | 0.0\% | 0.1\% | 0.8\% | 0.1\% | 10.1\% | 3.6\% | 3.5\% | 6.9\% | 1.8\% | 0.0\% | 0.9\% | 0.0\% | 100.0 |

## Appendix 3．4 Traffic Data

## Year 2036

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes

| Link No． | Road Name | $\left\|\begin{array}{c} 16- \\ \text { Motorycl } \\ \text { es (MC) } \end{array}\right\|$ | $\left.\begin{array}{c} \text { O1- } \\ \text { Private } \\ \text { Cars (PC) } \end{array}\right)$ | 02 －Taxi | $\begin{gathered} 11-\text { Non- } \\ \text { franchise } \\ \text { d } \\ \text { Bus<6. } \end{gathered}$ | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { 12 } \text { - Non- } \\ \text { franchise } \\ \text { d Bus } 6.4 \\ 15 t \end{array} \\ \hline \end{array}$ | 13－Non－ franchise d Bus $15 t$ $24 t$ | $\begin{array}{\|c\|} \hline \begin{array}{l} 18 \text { - Non- } \\ \text { franchise } \\ \text { d Bus } \\ 224 t \end{array} \\ \hline 20 \end{array}$ | $\begin{array}{\|c\|} \hline 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 t \end{array}$ | $\left\|\begin{array}{c}10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 \mathrm{t}\end{array}\right\|$ | $\begin{array}{\|c\|} \hline 03-\text { Light } \\ \text { Goods } \\ \text { Vehicles } \\ =2.5 t \end{array}$ | $\begin{gathered} \begin{array}{c} 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Vohicles } \\ 2.5-3.51 \end{array} \end{gathered}$ | $\|$$05-$ Light <br> Goods <br> Vehicles＞ <br> $3.5 t$ |  | 07 <br> $\begin{array}{c}07 \\ \text { Hoavy } \\ \text { Geods } \\ \text { vehicles }\end{array}$ <br> venicles | $\begin{array}{\|c\|} \hline 17- \\ \hline \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ >24 \mathrm{t} \end{array}$ | $\begin{array}{\|c\|} \hline \text { 14- } \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | $\begin{gathered} 15- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) } \end{gathered}$ | 8－Public Light Buses | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 0700－0800 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1 | Road P1 | 2．8\％ | 47．1\％ | 10．4\％ | 1．6\％ | 1．1\％ | 2．4\％ | 0．0\％ | 0．1\％ | 0．8\％ | 0．1\％ | 11．3\％ | 4．0\％ | 3．9\％ | 7．7\％ | 2．0\％ | 0．0\％ | 0．0\％ | 4．7\％ | 100．0\％ |
| 2 | Kong Sham Western Highway | 3．0\％ | 51．9\％ | 11．5\％ | 1．7\％ | 1．2\％ | 2．6\％ | 0．0\％ | 0．1\％ | 0．9\％ | 0．1\％ | 8．0\％ | 2．9\％ | 2．8\％ | 5．5\％ | 1．4\％ | 0．1\％ | 6．4\％ | 0．0\％ | 100．0\％ |
| 3 | Kong Sham Western Highway | 2．0\％ | ${ }^{34.1 \%}$ | 7．5\％ | ${ }^{1.1 \%}$ | 0．8\％ | 1．7\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | 17．7\％ | 6．4\％ | 6．2\％ | 12．1\％ | 3．2\％ | 0．1\％ | 6．1\％ | 0．0\％ | 100．0\％ |
| 4 | Road P1 | 2．1\％ | 35．2\％ | 7．8\％ | 1．2\％ | 0．8\％ | 1．8\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | 18．8\％ | 6．7\％ | 6．5\％ | 12．8\％ | 3．4\％ | 0．0\％ | 0．0\％ | 2．1\％ | 100．0\％ |
| 5 | Road P1 | 2．8\％ | 48．0\％ | 10．6\％ | 1．6\％ | 1．1\％ | 2．4\％ | 0．0\％ | 0．1\％ | 0．8\％ | 0．1\％ | 12．3\％ | 4．4\％ | 4．3\％ | 8．4\％ | 2．2\％ | 0．0\％ | 0．0\％ | 0．7\％ | 100．0\％ |
| 6 | Road P1 | 2．7\％ | 45．9\％ | 10．1\％ | 1．5\％ | 1．1\％ | 2．3\％ | 0．0\％ | 0．1\％ | 0．8\％ | 0．1\％ | ${ }^{13.1 \%}$ | 4．7\％ | 4．6\％ | 9．0\％ | 2．4\％ | 0．0\％ | 0．5\％ | 1．0\％ | 100．0\％ |
| 7 | Road D5 | 2．9\％ | 49．7\％ | 11．0\％ | 1．6\％ | 1．1\％ | 2．5\％ | 0．0\％ | 0．1\％ | 0．9\％ | 0．1\％ | 11．2\％ | 4．0\％ | 3．9\％ | 7．7\％ | 2．0\％ | 0．0\％ | 0．4\％ | 0．8\％ | 100．0\％ |
| 8 | Road D5 | 2．9\％ | 48．8\％ | 10．8\％ | 1．6\％ | 1．1\％ | 2．5\％ | 0．0\％ | 0．1\％ | 0．9\％ | 0．1\％ | 11．8\％ | 4．2\％ | 4．1\％ | 8．1\％ | 2．1\％ | 0．0\％ | 0．0\％ | 0．8\％ | 100．0\％ |
| 11 | Road P1 | 2．8\％ | 47．6\％ |  |  | 1．1\％ | 2．4\％ |  | 0．1\％ | 0．8\％ | 0．1\％ | ${ }^{12.2 \%}$ | 4．4\％ | 4．2\％ | 8．4\％ | 2．2\％ |  | 0．0\％ | 1．6\％ | 100．0\％ |
| 12 | Kong Sham Western Highway | 2．9\％ | 49．0\％ | 10．8\％ | 1．6\％ | ${ }^{1.1 \%}$ | 2．5\％ | 0．0\％ | 0．1\％ | 0．9\％ | 0．1\％ | 12．0\％ | 4．3\％ | 4．2\％ | 8．2\％ | 2．2\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 13 | Kong Sham Western Highway | 3．4\％ | 57．8\％ | 12．8\％ | 1．9\％ | 1．3\％ | 2．9\％ | 0．0\％ | 0．1\％ | 1．0\％ | 0．1\％ | 7．3\％ | 2．6\％ | 2．5\％ | 5．0\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 14 | Road P1 | 2．2\％ | 38．1\％ | 8．4\％ | 1．3\％ | 0．9\％ | 1．9\％ | 0．0\％ | 0．1\％ | 0．7\％ | 0．2\％ | 17．5\％ | 6．3\％ | 6．1\％ | 12．0\％ | 3．1\％ | 0．0\％ | 0．0\％ | 1．3\％ | 100．0\％ |
| 15 | Road P1 | 2．5\％ | 43．3\％ | 9．6\％ | 1．4\％ | 1．0\％ | 2．2\％ | 0．0\％ | 0．1\％ | 0．8\％ | 0．2\％ | 14．4\％ | 5．2\％ | 5．0\％ | 9．9\％ | 2．6\％ | 0．0\％ | 1．8\％ | 0．0\％ | 100．0\％ |
| 16 | Road P1 | 3．1\％ | 52．9\％ | 11．7\％ | 1．8\％ | 1．2\％ | 2．7\％ | 0．0\％ | 0．1\％ | 0．9\％ | 0．1\％ | 9．9\％ | 3．6\％ | 3．5\％ | 6．8\％ | 1．8\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 17 | Road D5 | 2．9\％ | 50．0\％ | 11．0\％ | 1．7\％ | ${ }^{1.1 \%}$ | 2．5\％ | 0．0\％ | 0．1\％ | 0．9\％ | 0．1\％ | 10．6\％ | 3．8\％ | 3．7\％ | 7．2\％ | 1．9\％ | 0．0\％ | 1．3\％ | 1．2\％ | 100．0\％ |
| 18 | Road D5 | 2．7\％ | 46．4\％ | 10．3\％ | 1．5\％ | 1．1\％ | 2．3\％ | 0．0\％ | 0．1\％ | 0．8\％ | 0．1\％ | 12．9\％ | 4．6\％ | 4．5\％ | 8．9\％ | 2．3\％ | 0．0\％ | 0．0\％ | 1．3\％ |  |
| 19 | Kong Sham Western Highway | 2．6\％ | 44．6\％ | 9．9\％ | 1．5\％ | 1．0\％ | 2．3\％ | 0．0\％ | 0．1\％ | 0．8\％ | 0．1\％ | 13．1\％ | 4．7\％ | 4．6\％ | 9．0\％ | 2．3\％ | 0．1\％ | 3．4\％ | 0．0\％ | 100．0\％ |
| 20 | Kong Sham Western Highway | 3．0\％ | 50．6\％ | 11．2\％ | ${ }^{1.7 \%}$ | 1．2\％ | 2．6\％ | 0．0\％ | 0．1\％ | 0．9\％ | 0．1\％ | 9．9\％ | 3．5\％ | ${ }^{3.4 \%}$ | ${ }^{6.7 \%}$ | 1．8\％ | 0．1\％ | 3．4\％ | 0．0\％ | 100．0\％ |
| 21 | Road D3 | 2．9\％ | 49．2\％ | 10．9\％ | 1．6\％ | 1．1\％ | 2．5\％ | 0．0\％ | 0．1\％ | 0．9\％ | 0．1\％ | 11．3\％ | 4．0\％ | 3．9\％ | 7．7\％ | 2．0\％ | 0．0\％ | 1．7\％ | 0．0\％ | 100．0\％ |
| 22 | Road $\mathrm{D}^{\text {3 }}$ | 3．2\％ | 54．6\％ | 12．1\％ | 1．8\％ | 1．3\％ | 2．8\％ | 0．0\％ | 0．1\％ | 1．0\％ | 0．1\％ | 9．0\％ | 3．2\％ | 3．1\％ | 6．2\％ | 1．6\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 23 | Road D1 | 3．1\％ | 53．2\％ | 11．8\％ | 1．8\％ | 1．2\％ | 2．7\％ | 0．0\％ | 0．1\％ | 0．9\％ | 0．1\％ | 9．7\％ | 3．5\％ | 3．4\％ | 6．7\％ | 1．7\％ | 0．0\％ | 0．0\％ | 0．0\％ |  |
| 24 | Road D1 | 2．8\％ | 48．6\％ | 10．7\％ | 1．6\％ | 1．1\％ | 2．5\％ | 0．0\％ | 0．1\％ | 0．9\％ | 0．1\％ | 12．3\％ | 4．4\％ | 4．3\％ | 8．4\％ | 2．2\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 25 | Road D1 | 3．1\％ | 53，3\％ | 11．8\％ | 1．8\％ | 1．2\％ | 2．7\％ | 0．0\％ | 0．1\％ | 0．9\％ | 0．1\％ | 9．7\％ | 3．5\％ | 3．4\％ | 6．7\％ | 1．7\％ | 0．0\％ | 0．0\％ | 0．0\％ |  |
| 26 | Road D1 | 2．2\％ | 36．8\％ | 8．1\％ | 1．2\％ | 0．8\％ | 1．9\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | 18．7\％ | 6．7\％ | 6．5\％ | 12．8\％ | 3．3\％ | 0．0\％ | 0．0\％ | 0．0\％ |  |
| 27 | Road D1 | 3．1\％ | 53．3\％ | 11．8\％ | 1．8\％ | 1．2\％ | 2．7\％ | 0．0\％ | 0．1\％ | 0．9\％ | 0．1\％ | 9．7\％ | 3．5\％ | 3．4\％ | 6．7\％ | 1．7\％ | 0．0\％ | 0．0\％ | 0．0\％ |  |
| ${ }^{28}$ | Road D1 | 2．2\％ | 36．8\％ | 8．1\％ | 1．2\％ | 0．8\％ | 1．9\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | 18．7\％ | 6．7\％ | 6．5\％ | ${ }^{12.8 \%}$ | 3．3\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 29 | Road D1 | 2．3\％ | 38．5\％ | 8．5\％ | 1．3\％ | 0．9\％ | 1．9\％ | 0．0\％ | 0．1\％ | 0．7\％ | 0．2\％ | 17．8\％ | 6．4\％ | 6．2\％ | 12．2\％ | 3．2\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 30 | Road D1 | 3．2\％ | 54．3\％ | 12．0\％ | 1．8\％ | 1．3\％ | 2．7\％ | 0．0\％ | 0．1\％ | 1．0\％ | 0．1\％ | ${ }^{\text {9．2\％}}$ | 3．3\％ | 3．2\％ | 6．3\％ | 1．6\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| $\stackrel{31}{32}$ | Road D3 | $\frac{3.19}{3.10}$ |  |  |  |  |  |  |  |  | $\frac{0.1 \%}{0.1 \%}$ |  |  |  | 㐌．9\％ |  | 0．0\％ | 0．6\％ |  |  |
| ${ }^{32}$ | Road D3 | 3．19\％ |  | 11．6\％ | 1．7\％ | － $1.2 .2 \%$ | 2．7\％ | 0．0\％ | 0．1\％ | － | 0．1\％ | ${ }^{10.19}$ | 3．6\％ | － | ${ }^{6.9 \%}$ | － | 0．0\％ | 0．0\％ | 0．0\％ | ${ }^{10000 \%}$ |
| $\begin{array}{r}33 \\ \hline 34 \\ \hline\end{array}$ | $\xrightarrow{\text { Road D5 }}$ Road D5 | $3.2 \%$ <br> $3.2 \%$ | 54．5\％ | ${ }_{\text {12．1\％}}^{12.1 \%}$ | $1.8 \%$ <br> $1.8 \%$ | 年．3\％ | 2．8\％ | 0．0\％ | ${ }^{0.1 \%}$ | － | 0．1\％ 0 | 9．0\％${ }^{\text {8．8\％}}$ | －${ }_{\text {3，2\％}}^{3.2 \%}$ | ${ }^{3.1 \%} 3.1 \%$ | 年．2\％ | － 1.6 | －0．0\％ | －0．0\％ |  | 100．0\％ |
| 35 | Road D5 | 3．1\％ | 53．3\％ | 11．8\％ | 1．8\％ | 1．2\％ | 2．7\％ | 0．0\％ | 0．1\％ | 0．9\％ | 0．1\％ | 9．7\％ | 3．5\％ | ${ }^{3.4 \%}$ | 6．6\％ | ${ }^{1.7 \%}$ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 36 | Road D5 | 2．2\％ | 36．8\％ | ${ }^{8.1 \%}$ | 1．2\％ | 0．8\％ | 1．9\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | 18．7\％ | 6．7\％ | 6．5\％ | ${ }^{\text {12．8\％}}$ | ${ }^{3.3 \%}$ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 37 | Road D5 | 3．1\％ | 52．2\％ | 11．5\％ | ${ }^{1.7 \%}$ | 1．2\％ | 2．6\％ | 0．0\％ | 0．1\％ | 0．9\％ | 0．1\％ | 10．0\％ | 3．6\％ | 3．5\％ | 6．8\％ | 1．8\％ | 0．0\％ | 0．0\％ | 0．9\％ | 100．0\％ |
| ${ }^{38}$ | Road D5 | 2．7\％ | 46．5\％ | 10．3\％ | 1．5\％ | 1．1\％ | ${ }^{2.4 \%}$ | 0．0\％ | 0．1\％ | 0．8\％ | 0．1\％ | 13．0\％ | 4．7\％ | 4．5\％ | 8．9\％ | 2．3\％ | 0．0\％ | 0．0\％ | 1．0\％ |  |
| 40 | Road D5 | 2．9\％ | 48．9\％ | 10．8\％ | 1．6\％ | 1．1\％ | 2．5\％ | 0．0\％ | 0．1\％ | 0．9\％ | 0．1\％ | 11．8\％ | 4．3\％ | 4．1\％ | 8．1\％ | 2．1\％ | 0．0\％ | 0．0\％ | 0．7\％ | 100．0\％ |
| ${ }^{41}$ | Road D5 | 2．7\％ | 46．1\％ | 10．2\％ | 1．5\％ | ${ }^{1.11 \%}$ | 2．3\％ | 0．0\％ | 0．1\％ | 0．8\％ | 0．1\％ | 13．0\％ | 4．7\％ | 4．5\％ | 8．9\％ | 2．3\％ | 0．0\％ | 0．0\％ | ${ }^{1.6 \%}$ | 100．0\％ |
| 42 | Road D5 | 2．8\％ | ${ }^{47.7 \%}$ | 10．5\％ | 1．6\％ | 1．1\％ | ${ }^{2.4 \%}$ | 0．0\％ | 0．1\％ | 0．8\％ | ${ }^{0.1 \%}$ | 12．4\％ | 4．4\％ | 4．3\％ | 8．5\％ | 2．2\％ | 0．0\％ | 0．0\％ | 0．9\％ | 100．0\％ |
| ${ }_{4}^{43}$ | Slip road for Kong Sham Western Highway | 3．1\％ | 52．9\％ | ${ }^{11.7 \%}$ | 1．8\％ | 1．2\％ | 2．7\％ | 0．0\％ | 0．1\％ | 0．9\％ | 0．1\％ | 9．9\％ | 3．6\％ | 3．5\％ | 6．8\％ | 1．8\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 44 | Slip road for Road D3 | 3．0\％ | 50．7\％ | 11．2\％ | 1．7\％ | 1．2\％ | 2．6\％ | 0．0\％ | 0．1\％ | 0．9\％ | 0．1\％ | ${ }^{11.11 \%}$ | 4．0\％ | 3．9\％ | 7．6\％ | 2．0\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 45 | Kong Sham Western Highway | $\frac{2.8 \%}{3.0 \%}$ | $\frac{48.50}{50.7}$ | $\frac{10.7 \%}{112 \%}$ | $\frac{1.6 \%}{1.7 \%}$ | $\frac{1.1 \%}{1.2 \%}$ | $\frac{2.5 \%}{2.6 \%}$ | 0．0\％ | 0．1\％ | 0．9\％ | 0．1\％ | $\frac{11.6 \%}{10.8 \%}$ | ${ }^{4.2 \%} \times$ | 㐌．0\％ | 7．9\％ | $\frac{2.19}{1.9 \%}$ | $\frac{0.0 \%}{0.0 \%}$ | $\frac{1.8 \%}{0.9 \%}$ | 0．0．0\％ | 100．0\％ |

## Appendix 3.4 Traffic Data

## Year 2036

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes

| Link No. | Road Name | $\left\|\begin{array}{c} 16- \\ \left.\begin{array}{c} 16 \text { otrocycl } \\ \text { es (MC) } \end{array} \right\rvert\, \end{array}\right\|$ | $\left.\begin{array}{c} \text { O1- } \\ \text { Private } \\ \text { Cars (PC) } \end{array}\right)$ | 02 - Taxi | $\begin{array}{\|c} \hline 11-\text { Non- } \\ \text { franchise } \\ \text { d } \\ \text { Bus }<6.4 \\ < \end{array}$ | 12 - Non- franchise d Bus 6.4 $15 t$ | 13 - Non- franchise d Bus $15 t$ $24 t$ | $\left\lvert\, \begin{gathered} 18 \text { - Non- } \\ \text { franchise } \\ \text { d Bus } \\ >24 t \end{gathered}\right.$ | $\begin{gathered} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 \mathrm{t} \end{gathered}$ | $\left\|\begin{array}{c}10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 \mathrm{t}\end{array}\right\|$ | $\left\|\begin{array}{c}03-\text { Light } \\ \text { Goods } \\ \text { Vehicles< } \\ =2.5 t\end{array}\right\|$ | $\begin{gathered} \begin{array}{c} 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Vohicles } \\ 2.5-3.51 \end{array} \end{gathered}$ | $\left\|\begin{array}{c}05-\text { Light } \\ \text { Goods } \\ \text { Vehicles> } \\ 3.5 t\end{array}\right\|$ |  | $07-$ Heavy Gooos Vehicles <br> Vehicles | $\begin{array}{\|c\|} \hline 17- \\ \hline \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ >24 \mathrm{t} \end{array}$ | $\begin{array}{\|c\|} \hline \text { 14- } \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | $\begin{gathered} 15- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) } \\ \hline \end{gathered}$ | $\begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 8000.0900 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1 | Road P1 | 1.9\% | 53.7\% | 8.3\% | 1.3\% | 0.9\% | 1.9\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 10.7\% | 3.8\% | 3.8\% | 7.5\% | 2.0\% | 0.0\% | 0.0\% | 3.4\% | 100.0\% |
| 2 | Kong Sham Western Highway | 2.1\% | 58.7\% | 9.0\% | 1.4\% | 1.0\% | 2.1\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 7.5\% | 2.7\% | 2.7\% | 5.3\% | 1.4\% | 0.1\% | 5.4\% | 0.0\% | 100.0\% |
| 3 | Kong Sham Western Highway | 1.4\% | 39.3\% | 6.1\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 17.0\% | 6.1\% | 6.1\% | 11.9\% | 3.1\% | 0.1\% | 5.2\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 1.5\% | 40.4\% | 6.2\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 17.9\% | 6.4\% | 6.4\% | 12.6\% | 3.3\% | 0.0\% | 0.0\% | 1.5\% | 100.0\% |
| 5 | Road P1 | 1.9\% | 55.0\% | 8.1\% | 1.2\% | 0.9\% | 1.9\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 11.2\% | 4.0\% | 4.0\% | 7.9\% | 2.8\% | 0.0\% | 0.0\% | 0.5\% | 100.0\% |
| 6 | Road P1 | 1.8\% | 53.1\% | 7.7\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 11.8\% | 4.2\% | 4.2\% | 8.3\% | 3.2\% | 0.0\% | 0.4\% | 0.7\% | 100.0\% |
| 7 | Road D5 | 2.0\% | 56.1\% | 8.6\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 10.5\% | 3.8\% | 3.8\% | 7.4\% | 1.9\% | 0.0\% | 0.4\% | 0.6\% | 100.0\% |
| 8 | Road D5 | 2.0\% | 55.1\% | 8.5\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 11.1\% | 4.0\% | 4.0\% | 7.8\% | 2.0\% | 0.0\% | 0.0\% | 0.6\% | 100.0\% |
| 11 | Road P1 | 1.9\% |  | 8.0\% |  |  | 1.9\% |  | 0.1\% | 0.5\% | 0.1\% |  | 4.0\% | 4.0\% | 7.8\% | 2.9\% | 0.0\% | 0.0\% |  | 100.0\% |
| 12 | Kong Sham Western Highway | 1.9\% | 56.1\% | ${ }^{8.2 \%}$ | 1.3\% | 0.9\% | 1.9\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 10.8\% | 3.9\% | 3.9\% | 7.6\% | 2.9\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 2.3\% | 64.8\% | 9.6\% | 1.5\% | 1.0\% | 2.3\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 6.5\% | 2.4\% | 2.3\% | 4.6\% | 1.9\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 1.5\% | 44.5\% | 6.5\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 16.1\% | 5.8\% | 5.8\% | 11.3\% | 3.6\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |
| 15 | Road P1 | 1.8\% | 49.2\% | 7.6\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 13.9\% | 4.9\% | 4.9\% | 9.6\% | 2.5\% | 0.0\% | 1.5\% | 0.0\% | 100.0\% |
| 16 | Road P1 | 2.1\% | 59.3\% | 9.1\% | 1.4\% | 1.0\% | 2.1\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 9.3\% | 3.3\% | 3.3\% | 6.5\% | 1.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 17 | Road D5 | 2.0\% | 56.4\% | 8.4\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 9.5\% | 3.4\% | 3.4\% | 6.7\% | 3.4\% | 0.0\% | 1.0\% | 0.8\% | 100.0\% |
| 18 | Road D5 | 1.8\% | 52.7\% | 7.8\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 11.7\% | 4.2\% | 4.2\% | 8.2\% | 3.9\% | 0.0\% | 0.0\% | 0.9\% |  |
| 19 | Kong Sham Western Highway | 1.8\% | 51.1\% | 7.7\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 12.2\% | 4.4\% | 4.4\% | 8.6\% | 2.6\% | 0.0\% | 2.8\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 2.0\% | 57.5\% | 8.6\% | ${ }^{1.3 \%}$ | 0.9\% | 2.0\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | ${ }^{\text {9.1\% }}$ | 3.3\% | ${ }^{3.2 \%}$ | 6.4\% | 2.1\% | 0.0\% | 2.8\% | 0.0\% | 100.0\% |
| 21 | Road D3 | 2.0\% | 55.5\% | 8.6\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 10.6\% | 3.8\% | 3.8\% | 7.4\% | 1.9\% | 0.0\% | 1.5\% | 0.0\% | 100.0\% |
| 22 | Road $\mathrm{D}^{\text {3 }}$ | 2.2\% | 61.1\% | 9.4\% | 1.4\% | 1.0\% | 2.2\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 8.4\% | 3.0\% | 3.0\% | 5.9\% | 1.5\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 2.2\% | 59.7\% | 9.2\% | 1.4\% | 1.0\% | 2.1\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 9.1\% | 3.3\% | 3.2\% | 6.4\% | 1.7\% | 0.0\% | 0.0\% | 0.0\% |  |
| 24 | Road D 1 | 2.0\% | ${ }^{54.79 \%}$ | 8.4\% | . $1.3 \%$ | $\stackrel{\text { 0.9\% }}{\text { O }}$ | 2.0\% | 0.0\% | $\frac{0.1 \%}{0.1 \%}$ | 0.6\% | 0.1\% | 11.5\% | 4.1\% | 4.1\% | 8.1\% | 2.1\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 25 | Road D1 | 2.2\% | 59.7\% | 9.2\% | 1.4\% | 1.0\% | $\frac{2.2 \%}{15 \%}$ | 0.0\% | ${ }_{\text {0.1\% }}^{0.1 \%}$ | 0.6\% | 0.1\% | ${ }^{\text {9.1\% }}$ | ${ }^{3.3 \%}$ | ${ }^{3.2 \%}$ | ${ }_{6}^{6.46 \%}$ | ${ }^{1.7 \% \%}$ | 0.0\% | 0.0\% | 0.0\% |  |
| 26 | Road D1 | 1.5\% | 42.0\% | 6.5\% | 1.0\% | ${ }^{0.7 \%}$ | ${ }^{1.5 \%}$ | 0.0\% | ${ }^{0.1 \%}$ | 0.4\% | 0.2\% | 17.8\% | ${ }^{6.4 \%}$ | ${ }^{6.3 \%}$ | 12.5\% | ${ }^{3.3 \%}$ | 0.0\% | 0.0\% | 0.0\% |  |
| 27 | Road D1 | 2.2\% | 59.7\% | 9.2\% | 1.4\% |  | 2.2\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 9.1\% | 3.3\% | 3.2\% | 6.4\% | 1.7\% | 0.0\% | 0.0\% | 0.0\% |  |
| 28 | Road D1 | 1.5\% | 42.0\% | 6.5\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 17.8\% | 6.4\% | 6.3\% | 12.5\% | 3.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 29 | Road D 1 | 1.6\% | 43.9\% | 6.8\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 16.8\% | 6.0\% | 6.0\% | 11.8\% | 3.1\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 30 | Road D1 | 2.2\% | 60.8\% | 9.4\% | 1.4\% | 1.0\% | 2.2\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 8.5\% | 3.1\% | 3.0\% | 6.0\% | 1.6\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 31 | Road ${ }^{\text {c }}$ | $\frac{2.1 \%}{2.1 \%}$ |  |  | .1.4\% | ${ }^{1.0 \%}$ |  | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 9.3\% | 3.4\% | - $3.3 \%$ | 6.6\% | $\frac{1.7 \%}{1.70}$ | 0.0\% | 0.5\% | 0.0\% |  |
| $\begin{array}{r}32 \\ 33 \\ \hline\end{array}$ | $\xrightarrow{\text { Road D3 }}$ Road D5 | $\frac{2.1 \%}{2.2 \%}$ | 年9.0\% $61.1 \%$ | ${ }_{\text {9, }}^{\text {9.1\% }}$ | $1.4 \%$ $1.4 \%$ 1.4 | - | ${ }_{\text {2.2.2\% }}^{2.2 \%}$ | - | 0.1\% | -0.6\% | 0.1\% | 9.4.4\% | 3.4\%\% | 3.4.4\% |  | ${ }_{\text {l }}^{\text {1.7\% }} 1.5$ | -0.0\% | -0.0\% | -0.0\% | 100.0\% |
| 34 | Road D5 | 2.2\% | 61.5\% | 9.5\% | 1.5\% | 1.0\% | 2.2\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 8.2\% | 2.9\% | 2.9\% | 5.7\% | 1.5\% | 0.0\% | 0.0\% |  | 100.0\% |
| 35 | Road D5 | 2.2\% | 59.8\% | ${ }^{9.2 \%}$ | 1.4\% | 1.0\% | 2.2\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 9.0\% | 3.2\% | ${ }^{3.2 \%}$ | 6.4\% | ${ }^{1.7 \%}$ | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 36 | Road D5 | 1.5\% | 42.0\% | 6.5\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 17.7\% | 6.4\% | 6.3\% | 12.5\% | 3.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 37 | Road D5 | 2.1\% | ${ }^{58.7 \%}$ | 9.0\% | 1.4\% | 1.0\% | 2.1\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 9.3\% | 3.3\% | 3.3\% | 6.5\% | 1.7\% | 0.0\% | 0.0\% | 0.6\% | 100.0\% |
| ${ }^{38}$ | Road D5 | ${ }^{1.9 \%}$ | ${ }^{52.77 \%}$ | 8.1\% | 1.2\% | 0.9\% | 1.9\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 12.3\% | 4.4\% | 4.4\% | 8.6\% | 2.2\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 40 | Road D5 | 2.0\% | 55.1\% | 8.5\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 11.1\% | 4.0\% | 4.0\% | 7.8\% | 2.0\% | 0.0\% | 0.0\% | 0.5\% | 100.0\% |
| ${ }^{41}$ | Road D5 | 1.9\% | 52.3\% | 8.1\% | ${ }^{1.2 \%}$ | 0.9\% | 1.9\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | ${ }^{12.2 \%}$ | 4.4\% | 4.4\% | 8.6\% | 2.2\% | 0.0\% | 0.0\% | ${ }^{1.2 \%}$ | 100.0\% |
| 42 | Road D5 | 2.0\% | 53.9\% | 8.3\% | 1.3\% | 0.9\% | ${ }^{1.9 \%}$ | 0.0\% | 0.1\% | 0.5\% | ${ }^{0.1 \%}$ | 11.6\% | 4.2\% | 4.2\% | 8.2\% | 2.1\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 43 | Slip road for Kong Sham Western Highway | 2.2\% | 59.4\% | ${ }^{9.1 \%}$ | 1.4\% | 1.0\% | 2.1\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 9.2\% | 3.3\% | 3.3\% | 6.5\% | 1.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| ${ }^{44}$ | Slip road for Road D3 | 2.1\% | 57.0\% | 8.8\% | 1.3\% | 0.9\% | 2.1\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 10.4\% | 3.7\% | 3.7\% | 7.3\% | 1.9\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 45 | Kong Sham Western Highway | 2.0\% | $\stackrel{54.9}{57}$ | 8.4\% | ${ }^{1.3 \%}$ | 0.9\% | 2.0\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | ${ }_{\text {10.8\% }}$ | ${ }^{3.9 \%}$ | 3.9\% | 7.6\% | ${ }^{2.2 \%}$ | 0.0\% | 1.5\% | 0.0\% | 100.0\% |
| 46 | Kong Sham Western Highway | 2.1\% | 57.1\% | 8.7\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 10.0\% | 3.6\% | 3.6\% | 7.0\% | 2.0\% | 0.0\% | 0.8\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

## Year 2036

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes

| Link No. | Road Name | $\left\|\begin{array}{c} 16- \\ \left.\begin{array}{c} 16 \text { otrocycl } \\ \text { es (MC) } \end{array} \right\rvert\, \end{array}\right\|$ | $\left.\begin{array}{c} \text { O1- } \\ \text { Private } \\ \text { Cars (PC) } \end{array}\right)$ | 02 - Taxi | $\left.\begin{array}{\|c} 11-\text { Non- } \\ \text { franchise } \\ \mathrm{d} \\ \text { Bus< }=6.4 \\ \mathrm{t} \end{array} \right\rvert\,$ | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { 12 - Non- } \\ \text { franchise } \\ \text { d Bus } 6.4 \\ 15 t \end{array} \\ \hline \end{array}$ | $\begin{gathered} 13 \text { - Non- } \\ \text { franchise } \\ \text { d Bus } 515 t \\ 24 \mathrm{t} \\ \hline \end{gathered}$ | $\begin{gathered} \begin{array}{c} \text { fre Non- } \\ \text { tranchise } \\ \text { d Bus } \\ >24 t \end{array} \\ \hline \end{gathered}$ | $\begin{array}{\|c\|} \hline 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 t \\ \hline \end{array}$ | $\left\|\begin{array}{c}10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 \mathrm{t}\end{array}\right\|$ | $\left\|\begin{array}{c}03-\text { Light } \\ \text { Goods } \\ \text { Vehicles< } \\ =2.5 t\end{array}\right\|$ | $\begin{array}{\|c\|} \hline 04-\text {-Lt } \\ \text { Goods } \\ \text { Vehicles } \\ 2.5-3.5 t \\ \hline \end{array}$ | $05-$ Light <br> Goods <br> Vehicles> <br> $3.5 t$$\|$ | $\square$ | $\begin{array}{\|c\|} \hline 07- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ \text { 15t-24t } \\ \hline \end{array}$ |  | $\begin{array}{\|c\|} \hline \text { 14- } \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | $\begin{array}{\|c\|} \hline 15 \\ \text { Franchis } \\ \text { ed (us) } \\ \text { (DD) } \end{array}$ | $\begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 0900-1000 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1 | Road P1 | 1.5\% | 44.0\% | 8.7\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 14.6\% | 5.3\% | 5.4\% | 10.5\% | 2.8\% | 0.0\% | 0.0\% | 3.6\% | 100.0\% |
| 2 | Kong Sham Western Highway | 1.7\% | 50.1\% | 10.0\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 10.7\% | 3.8\% | 3.9\% | 7.7\% | 2.0\% | 0.1\% | 5.8\% | 0.0\% | 100.0\% |
| 3 | Kong Sham Western Highway | 1.0\% | 29.5\% | 5.8\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 21.3\% | 7.6\% | 7.8\% | ${ }^{15.3 \%}$ | 4.0\% | 0.1\% | 5.0\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 1.0\% | 30.2\% | 6.0\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 22.3\% | 8.0\% | 8.2\% | 16.1\% | 4.2\% | 0.0\% | 0.0\% | 1.5\% | 100.0\% |
| 5 | Road P1 | 1.5\% | 43.8\% | 8.7\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 15.\% | 5.6\% | 5.7\% | 11.2\% | 3.8\% | 0.0\% | 0.0\% | 0.5\% | 100.0\% |
| 6 | Road P1 | 1.4\% | 41.3\% | 8.2\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 16.4\% | 5.9\% | 6.0\% | 11.8\% | 4.3\% | 0.0\% | 0.5\% | 0.7\% | 100.0\% |
| 7 | Road D5 | 1.6\% | 46.3\% | 9.2\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 14.5\% | 5.2\% | 5.3\% | 10.4\% | 2.7\% | 0.0\% | 0.4\% | 0.6\% | 100.0\% |
| 8 | Road D5 | 1.6\% | 45.2\% | 9.0\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 15.2\% | 5.4\% | 5.6\% | 10.9\% | 2.9\% | 0.0\% | 0.0\% | 0.6\% | 100.0\% |
| 11 | Road P1 | 1.5\% | 43.4\% | 8.6\% | 0.9\% |  | 1.4\% |  | 0.1\% | 0.5\% | 0.2\% |  | 5.6\% | 5.7\% |  | 3.9\% |  | 0.0\% |  | 100.0\% |
| 12 | Kong Sham Western Highway | 1.5\% | 44.7\% | 8.9\% | 0.9\% | 0.6\% | ${ }^{1.4 \%}$ | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 15.2\% | 5.5\% | 5.6\% | 11.0\% | 4.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 1.9\% | 55.9\% | 11.1\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 9.8\% | 3.5\% | 3.6\% | 7.0\% | 2.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 1.1\% | 32.8\% | 6.5\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 20.9\% | 7.5\% | 7.7\% | 15.1\% | 4.7\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |
| 15 | Road P1 | 1.3\% | 38.9\% | 7.7\% | 0.8\% | 0.6\% | ${ }^{1.2 \%}$ | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 18.0\% | 6.4\% | 6.6\% | 12.9\% | 3.4\% | 0.0\% | 1.5\% | 0.0\% | 100.0\% |
| 16 | Road P1 | 1.7\% | 50.0\% | 9.9\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 13.0\% | 4.7\% | 4.8\% | 9.4\% | 2.5\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 17 | Road D5 | 1.6\% | 46.0\% | 9.1\% | 0.9\% | 0.7\% | 1.4\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 13.5\% | 4.8\% | 4.9\% | 9.7\% | 4.5\% | 0.0\% | 1.1\% | 0.9\% | 100.0\% |
| 18 | Road D5 | 1.4\% | 41.\%\% | 8.3\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 16.1\% | 5.8\% | 5.9\% | 11.6\% | 5.1\% | 0.0\% | 0.0\% | 0.9\% |  |
| 19 | Kong Sham Western Highway | 1.4\% | 40.5\% | 8.0\% | 0.8\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 16.5\% | 5.9\% | 6.0\% | 11.9\% | 3.5\% | 0.1\% | 2.9\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 1.6\% | 47.6\% | 9.4\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 12.9\% | 4.6\% | 4.7\% | 9.3\% | 3.0\% | 0.1\% | ${ }^{3.1 \%}$ | 0.0\% | 100.0\% |
| 21 | Road D3 | 1.6\% | 45.8\% | 9.1\% | 0.9\% | 0.7\% | 1.4\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 14.5\% | 5.2\% | 5.3\% | 10.5\% | 2.7\% | 0.0\% | 1.5\% | 0.0\% | 100.0\% |
| 22 | Road $\mathrm{D}^{\text {3 }}$ | 1.8\% | 52.1\% | 10.3\% | 1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 12.0\% | 4.3\% | 4.4\% | 8.6\% | 2.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 1.7\% | 50.4\% | 10.0\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 12.8\% | 4.6\% | 4.7\% | 9.2\% | 2.4\% | 0.0\% | 0.0\% | 0.0\% |  |
| 24 | Road D1 | 1.5\% | 44.7\% | 8.9\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 15.7\% | 5.6\% | 5.7\% | 11.3\% | 3.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 25 | Road D1 | $\frac{1.7 \%}{1.10}$ | ${ }_{\text {50.5\% }}$ | 10.0\% | 1.0\% | ${ }^{0.7 \%}$ | 1.1.\% | 0.0\% | ${ }^{0.1 \%}$ | ${ }^{0.5 \%}$ | 0.1\% | $\frac{128.8}{282 \%}$ | ${ }_{4.6 \%}$ | ${ }_{\text {4.7\% }}^{4.7}$ | 9.2\% | 2.4\% | 0.0\% | 0.0\% | 0.0\% | ${ }^{10000 \%}$ |
| 26 | ${ }_{\text {Road } 1}$ | ${ }_{\text {1.1.1\% }}^{1.7}$ | 31.5\% | 6.2\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 22.2\% | 8.0\% | 8.1\% | 16.0\% | 4.2\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 27 | Road D1 | 1.7\% | 50.5\% | 10.0\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 12.8\% | 4.6\% | 4.7\% | ${ }^{\text {9.2\% }}$ | 2.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 28 | Road D1 | 1.1\% | 31.5\% | 6.2\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 22.2\% | 8.0\% | 8.1\% | 16.0\% | 4.2\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 29 | Road D 1 | 1.1\% | 33,3\% | 6.6\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 21.3\% | 7.7\% | 7.8\% | 15.3\% | 4.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 30 | Road D1 | 1.8\% | 51.8\% | 10.3\% | 1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | ${ }^{12.1 \%}$ | 4.4\% | 4.4\% | 8.7\% | 2.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 31 | Road ${ }^{\text {c }}$ | 1.7\% | 49,4\% | 9.8\% | 1.0\% |  |  |  |  |  |  |  |  |  |  |  | 0.0\% | 0.5\% |  |  |
| $\begin{array}{r}32 \\ 33 \\ \hline\end{array}$ | $\xrightarrow{\text { Road D3 }}$ Road D5 | - $1.7 \%$ | 49.6\% ${ }^{\text {52.1\% }}$ |  | 1.0\% <br> $1.1 \%$ <br> 1.1 | - | - | -0.0\% | 0.1\% | 0.5\% | 0.1\% | - $13.2 \%$ | 4.7\%\% | $\xrightarrow{4.8 \%}$ | 9.5.6\% | 2.5\% ${ }_{\text {2.3\% }}$ | -0.0\% | -0.0\% | -0.0\% | 100.0\% |
| 34 | Road D5 | 1.8\% | 52.7\% | 10.5\% | 1.1\% | 0.8\% | ${ }^{1.7 \%}$ | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 11.7\% | 4.2\% | 4.3\% | 8.4\% | 2.2\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 35 | Road D5 | 1.7\% | 50.5\% | 10.0\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 12.8\% | 4.6\% | 4.7\% | 9.2\% | 2.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 36 | Road D5 | 1.1\% | 31.5\% | 6.2\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 22.2\% | 8.0\% | 8.1\% | 16.0\% | 4.2\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 37 | Road D5 | ${ }^{1.7 \%}$ | 49.4\% | 9.8\% | 1.0\% | 0.7\% | ${ }^{1.5 \%}$ | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 13.1\% | 4.7\% | 4.8\% | ${ }^{9.4 \%}$ | 2.5\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 38 | Road D5 | 1.5\% | 42.5\% | 8.4\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 16.5\% | 5.9\% | 6.0\% | 11.9\% | 3.1\% | 0.0\% | 0.0\% | 0.7\% |  |
| 40 | Road D5 | 1.6\% | 45.2\% | 9.0\% | 0.9\% | 0.6\% | ${ }^{1.4 \%}$ | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 15.2\% | 5.5\% | 5.6\% | 11.0\% | 2.9\% | 0.0\% | 0.0\% | 0.5\% | 100.0\% |
| ${ }^{41}$ | Road D5 | 1.5\% | 42.2\% | 8.4\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 16.5\% | 5.9\% | 6.0\% | 11.9\% | 3.1\% | 0.0\% | 0.0\% | ${ }^{1.2 \%}$ | 100.0\% |
| 42 | Road D5 | 1.5\% | ${ }^{43.9 \%}$ | 8.7\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 15.8\% | 5.7\% | 5.8\% | 11.4\% | 3.0\% | 0.0\% | 0.0\% | 0.7\% | ${ }^{10000 \%}$ |
| 43 | Slip road for Kong Sham Western Highway | 1.7\% | 50.0\% | 9.9\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 13.0\% | 4.7\% | 4.8\% | 9.4\% | 2.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 44 | Slip road for Road D3 | 1.6\% | 47.3\% | 9.4\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 14.4\% | 5.2\% | 5.3\% | 10.4\% | 2.7\% | 0.0\% | 0.0\% | 0.0\% |  |
| 45 | Kong Sham Western Highway | 1.5\% | ${ }^{44.8 \%}$ | 8.9\% | 0.9\% | 0.6\% | ${ }^{1.44}$ | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 14.9\% | 5.3\% | 5.5\% | 10.7\% | 3.0\% | 0.0\% | 1.6\% | 0.0\% | 100.0\% |
| 46 | Kong Sham Western Highway | 1.6\% | 47.4\% | 9.4\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 14.0\% | 5.0\% | 5.1\% | 10.1\% | 2.8\% | 0.0\% | 0.8\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

## Year 2036

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes

| Link No. | Road Name | $\left\lvert\, \begin{gathered} \text { 16- } \\ \text { Motorcycl } \\ \text { es (MC) } \end{gathered}\right.$ | $\left.\begin{array}{c} \text { P1- } \\ \text { Private } \\ \text { Cais (PC) } \end{array}\right)$ | 02 - Taxi | $\begin{gathered} 14-\text { Non } \\ \text { franchise } \\ \text { d } \\ \text { Bus }<6.4 \end{gathered}$ | $\begin{gathered} 12 \text { - Non- } \\ \text { franchise } \\ \text { d Bus } 6.4 \\ 15 t \end{gathered}$ | $\begin{array}{c\|} \hline 13 \text { - Non- } \\ \text { tranchis } \\ \text { d Bus } 5 \text { st } \\ 24 t \end{array}$ | $\begin{gathered} \begin{array}{c} \text { fre Non- } \\ \text { tranchise } \\ \text { d Bus } \\ >24 t \end{array} \\ \hline \end{gathered}$ | $\begin{array}{\|c\|} \hline 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 t \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline 10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 \mathrm{t} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline 03-\text { Light } \\ \text { Goods } \\ \text { Vehicles< } \\ =2.5 t \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \text { O4-Lt } \\ \text { Goods } \\ \text { Vohics } \\ 2.5-3.55 \\ \hline \end{array}$ | $05-$ Light <br> Goods <br> Vehicles> <br> $3.5 t$$\|$ | $\square$ | $\begin{array}{\|c\|} \hline 07- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ \text { 15t-24t } \\ \hline \end{array}$ | $\begin{gathered} 17 \\ \text { Heavy } \\ \text { Goods } \\ \text { Gehicles } \\ \gg 24 t \end{gathered}$ | $\begin{gathered} 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{gathered}$ | $\begin{array}{\|c} 15- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) } \\ \hline \end{array}$ | $\begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 00-110 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Road P1 | 1.2\% | 39.1\% | 8.7\% | 0.8\% | 0.6\% | 1.2\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | ${ }^{16.1 \%}$ | 5.8\% | 6.4\% | 12.7\% | 3.3\% | 0.0\% | 0.0\% | 3.4\% | 100.0\% |
| $\frac{2}{3}$ | Kong Sham Western Highway | ${ }^{1.4 \%}$ | 455.5\% | $\frac{10.2 \%}{56 \%}$ | 0.9\% | 0.6\% | ${ }^{1.446}$ | 0.0\% | ${ }^{0.10 \%}$ | ${ }^{0.5 \%}$ | ${ }^{0.12 \%}$ | ${ }^{12.20 \%}$ | ${ }^{4.3 \%}$ | 4.8\% | 9.5\% | 2.5\% | ${ }^{0.1 \%}$ | 5.9\% | 0.0\% | ${ }^{100.0 \%}$ |
| 3 | Kong Sham Western Highway | 0.8\% | 25.0\% | ${ }_{\text {5 }}^{5.5 \%}$ | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | ${ }^{22.4 \%}$ | 8.0\% | 9.0\% | -17.6\% | ${ }^{4.6 \%}$ | ${ }^{0.1 \%}$ | 4.8\% | 0.0\% | 100.0\% |
|  | Road P1 | 0.8\% | 25.6\% | 5.7\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 23.4\% | 8.4\% | 9.4\% | 18.4\% | 4.8\% | 0.0\% | 0.0\% | 1.3\% | 100.0\% |
| 5 | Road P1 | 1.2\% | 38.6\% | 8.6\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 17.0\% | 6.1\% | 6.8\% | 13.4\% | 4.5\% | 0.0\% | 0.0\% | 0.5\% | 100.0\% |
| 6 | Rood P1 | 1.1\% | 36.2\% | 8.1\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 17.8\% | 6.4\% | 7.1\% | 14.0\% | 5.0\% | 0.0\% | 0.4\% | 0.7\% |  |
| 7 | Road D5 | 1.3\% | 41.2\% | 9.2\% | 0.8\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 16.0\% | 5.7\% | 6.4\% | 12.6\% | 3.3\% | 0.0\% | 0.4 | 0.6\% | 100.0\% |
| 8 | Road D5 | 1.3\% | 40.1\% | 8.9\% | 0.8\% | 0.6\% | ${ }^{1.2 \%}$ | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 16.6\% | 6.0\% | 6.7\% | ${ }^{13.1 \%}$ | 3.4\% | 0.0\% | 0.0\% | 0.6\% | 100.0\% |
| ${ }_{12}^{12}$ | Road P1 | ${ }^{1.2 \%}$ | 38.4\% | 8.6\% | 0.8\% |  | ${ }^{1.2 \%}$ | 0.0\% |  | 0.4\% |  |  | ${ }^{6.1 \%}$ | 6.8\% |  |  |  |  | 1.1\% |  |
| 12 | Kong Sham Western Highway | ${ }^{1.2 \%}$ | ${ }^{39.6 \%}$ | 8.8\% | 0.8\% | 0.6\% | ${ }^{1.2 \%}$ | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 16.1\% | 6.0\% | 6.1\% | 13.1\% | 4.6\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| ${ }^{13}$ | Kong Sham Western Highway | 1.6\% | ${ }^{51.3 \%}$ | 11.5\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 11.1\% | 4.0\% | 4.4\% | 8.7\% | 3.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 0.9\% | 28.0\% | 6.2\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 22.1\% | 7.9\% | 8.9\% | 17.4\% | 5.3\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| 15 | Rood P1 | 1.1\% | 33.8\% | 7.5\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 19.3\% | 6.9\% | 7.7\% | 15.2\% | 4.0\% | 0.0\% | 1.5\% | 0.0\% | 100.0\% |
| 16 | Road P1 | ${ }^{1.4 \%}$ | 44.9\% | 10.0\% | 0.9\% | 0.6\% | ${ }^{1.4 \%}$ | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 14.5\% | 5.2\% | 5.8\% | 11.4\% | 3.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 17 | Road D5 | 1.3\% | 41.0\% | 9.2\% | 0.8\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 14.9\% | 5.3\% | 6.0\% | 11.7\% | 5.2\% | 0.0\% | 1.1\% | 0.9\% | 100.0\% |
| 18 | Road D5 | 1.1\% | 36.5\% | 8.1\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 17.5\% | 6.3\% | 7.0\% | 13.7\% | 5.8\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |
| 19 | Kong Sham Western Highway | 1.1\% | 35.5\% | 7.9\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 17.9\% | 6.4\% | 7.2\% | 14.1\% | 4.1\% | 0.1\% | 2.9\% | 0.0\% | 100.0\% |
| ${ }^{20}$ | Kong Sham Western Highway | 1.3\% | 42.6\% | 9.5\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 14.3\% | 5.1\% | 5.7\% | 11.2\% | 3.5\% | 0.1\% | 3.1\% | 0.0\% | 100.0\% |
| 21 | Road D3 | 1.3\% | 40.7\% | 9.1\% | 0.8\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 16.0\% | 5.7\% | 6.4\% | 12.6\% | 3.3\% | 0.0\% | 1.5\% | 0.0\% | 100.0\% |
| 22 | Road D3 | 1.5\% | 47.2\% | 10.5\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 13.4\% | 4.8\% | 5.4\% | 10.6\% | 2.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| ${ }^{23}$ | Road D1 | ${ }^{1.4 \%}$ | 45.4\% | 10.1\% | 0.9\% | 0.6\% | ${ }^{1.46}$ | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 14.3\% | 5.1\% | 5.7\% | 11.2\% | 2.9\% | 0.0\% | 0.0\% | 0.0\% |  |
| 24 | Road D1 | 1.2\% | 39.5\% | 8.8\% | 0.8\% | 0.6\% | 1.2\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 17.2\% | 6.2\% | 6.9\% | 13.5\% | 3.5\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 25 | Road D1 | ${ }^{1.4 \%}$ | 45.5\% | 10.2\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | ${ }^{14.2 \%}$ | 5.1\% | 5.7\% | ${ }^{112 \%}$ | 2.9\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 26 | Road D1 | 0.8\% | 26.7\% | 6.0\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 23.3\% | 8.4\% | 9.3\% | 18.3\% | 4.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 27 | Road DI | 1.4\% | 45.5\% | 10.2\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | ${ }^{14.2 \%}$ | 5.1\% | 5.7\% | 11.2\% | 2.9\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 28 | Road D1 | 0.8\% | 26.7\% | 6.0\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 23.3\% | 8.4\% | 9.3\% | 18.4\% | 4.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 29 | Road D1 | 0.9\% | 28.4\% | 6.3\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 22.5\% | 8.1\% | 9.0\% | 17.7\% | 4.6\% | 0.0\% | 0.0\% | 0.0\% | 100.0 |
| 30 | Road D1 | 1.5\% | 46.9\% | 10.5\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 13.6\% | 4.9\% | 5.4\% | 10.7\% | 2.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 31 | Road D3 | ${ }^{1.4 \%}$ | 44.4\% | 9.9\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 14.6\% | 5.2\% | 5.8\% | 11.5\% | 3.0\% | 0.0\% | 0.5\% | 0.0\% | 100.0\% |
| 32 | Road D3 | 1.4\% | 44.6\% | 10.0\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 14.7\% | 5.3\% | 5.9\% | 11.5\% | 3.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| ${ }^{33}$ | Road D5 | 1.5\% | 47.2\% | ${ }_{\text {10.5\% }}$ | 1.0\% | 0.7\% | ${ }^{1.5 \%}$ | 0.0\% | ${ }^{0.1 \%}$ | 0.5\% | 0.1\% | ${ }^{13.4 \%}$ | 4.8\% | 5.4\% | 10.6\% | ${ }_{\text {2.8\% }}$ | 0.0\% | 0.0\% | 0.0\% | ${ }^{100.0 \%}$ |
| 34 | Road D5 | 1.5\% | 47.8\% | ${ }^{10.7 \%}$ | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 13.1\% | 4.7\% | 5.3\% | 10.3\% | 2.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 35 | Road D5 | ${ }^{1.4 \%}$ | 45.5\% | 10.2\% | 0.9\% | 0.6\% | ${ }^{1.4 \%}$ | 0.0\% | 0.1\% | 0.5\% | 0.12 | 14.2\% | 5.1\% | 5.7\% | ${ }^{11.2 \%}$ | 2.9\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 36 | Road D5 | 0.8\% | 26.7\% | 6.0\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 23.3\% | 8.4\% | 9.3\% | 18.3\% | 4.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 37 | Road D5 | ${ }^{1.4 \%}$ | 44.4\% | 9.9\% | 0.9\% | 0.6\% | ${ }^{\text {1.4\% }}$ | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 14.6\% | 5.2\% | 5.8\% | 11.4\% | 3.0\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| ${ }^{38}$ | Road D5 | 1.2\% | 37.3\% | 8.3\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 17.9\% | 6.4\% | 7.2\% | 14.1\% | 3.7\% | 0.0\% | 0.0\% | 0.7\% | ${ }^{100.0 \%}$ |
| 40 | Road D5 | 1.3\% | 40.1\% | 8.9\% | 0.8\% | 0.6\% | ${ }^{1.2 \%}$ | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 16.7\% | 6.0\% | 6.7\% | 13.1\% | ${ }^{3.4 \%}$ | 0.0\% | 0.0\% | 0.5\% | 100.0\% |
| 41 | Road D5 | ${ }_{1.2 \%}^{1.2 \%}$ | ${ }^{37.12 \%}$ | ${ }^{8.3 \%}$ | 0.8\% | 0.5\% | ${ }^{1.2 \%}$ | 0.0\% | ${ }^{0.1 \%}$ | 0.4\% | 0.2\% | ${ }^{17.9 \%}$ | ${ }^{6.49 \%}$ | $\frac{7.2 \%}{60 \%}$ | $\frac{14.12}{136}$ | 3.1\% | 0.0\% | 0.0\% | ${ }_{\text {1.1\% }}^{1.7}$ | ${ }^{10000 \%}$ |
| 42 | Road D5 | 1.2\% | 38.7\% | 8.6\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 17.3\% | 6.2\% | 6.9\% | 13.6\% | 3.6\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| ${ }^{43}$ | Slip road for Kong Sham Western Highway | 1.4\% | 45.0\% | 10.0\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 14.5\% | 5.2\% | 5.8\% | ${ }^{11.4 \%}$ | 3.0\% | 0.0\% | 0.0\% | 0.0\% | ${ }^{100.0 \%}$ |
| $\stackrel{44}{45}$ | Sip road for Road D3 | 1.3\% | ${ }^{42.1 \%}$ | 9.4\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 15.9\% | 5.7\% | 6.3\% | 12.5\% | 3.3\% | 0.0\% | 0.0\% | 0.0\% | ${ }^{10000 \%}$ |
| $\stackrel{45}{46}$ | $\frac{\text { Kong Sham Western Highway }}{\text { Kong Sham Western Highway }}$ | $\frac{1.2 \%}{1.3 \%}$ | 39.8\% | 崖.9\%\% | 0.8\% | 0.6\%\% | $\frac{1.2 \%}{1.3 \%}$ | 0.0\% | $\frac{0.1 \%}{0.1 \%}$ | 0.5\% | $\frac{0.2 \%}{0.2 \%}$ | ${ }_{\text {I }}^{16.3 \%}$ | 5.9\%\% | $\frac{6.5 \%}{6.2 \%}$ | $\frac{12.9 \%}{12.2 \%}$ | ${ }^{3.6 \%}$ | -0.0\% | $\frac{1.6 \%}{0.8 \%}$ | 0.0.0\% | ${ }^{10000 \%}$ |

## Appendix 3．4 Traffic Data

## Year 2036

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes

| Link No． | Road Name | $\left\lvert\, \begin{gathered} \text { 16- } \\ \text { Motorcycl } \\ \text { es (MC) } \end{gathered}\right.$ | $\left.\begin{array}{c} \text { P1- } \\ \text { Private } \\ \text { Cais (PC) } \end{array}\right)$ | 02 －Taxi | $\begin{gathered} 14-\text { Non } \\ \text { franchise } \\ \text { d } \\ \text { Bus }<6.4 \end{gathered}$ | $\begin{array}{\|c\|} \hline \begin{array}{c} 12-\text { Non- } \\ \text { franchise } \\ \text { d Bus } 6.4 \end{array} \\ 15 t \end{array}$ | $\begin{array}{c\|} \hline 13 \text { - Non- } \\ \text { tranchis } \\ \text { d Bus } 5 \text { st } \\ 24 t \end{array}$ | $\begin{gathered} \begin{array}{c} \text { fre Non- } \\ \text { tranchise } \\ \text { d Bus } \\ >24 t \end{array} \\ \hline \end{gathered}$ | $\begin{array}{\|c\|} \hline 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 t \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline 10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 \mathrm{t} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline 03-\text { Light } \\ \text { Goods } \\ \text { Vehicles< } \\ =2.5 t \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \text { O4-Lt } \\ \text { Goods } \\ \text { Vohics } \\ 2.5-3.55 \\ \hline \end{array}$ | $05-$ Light <br> Goods <br> Vehicles＞ <br> $3.5 t$$\|$ | $\square$ | $\begin{array}{\|c\|} \hline 07- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ \text { 15t-24t } \\ \hline \end{array}$ | $\begin{gathered} 17 \\ \text { Heavy } \\ \text { Goods } \\ \text { Gehicles } \\ \gg 24 t \end{gathered}$ | $\begin{array}{\|c} 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \\ \hline \end{array}$ | $\begin{array}{\|c} 15- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) } \\ \hline \end{array}$ | $\begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 00－120 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Road P1 | 1．0\％ | 41．9\％ | 9．0\％ | 0．7\％ | 0．5\％ | 1．0\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | 15．2\％ | 5．4\％ | 6．0\％ | 11．7\％ | 3．1\％ | 0．0\％ | 0．0\％ | 3．7\％ | 100．0\％ |
| $\stackrel{2}{2}$ | Kong Sham Western Highway | ${ }^{1.27 \%}$ | ${ }^{48.5 \%}$ | ${ }^{10.40 \%}$ | 0．8\％ | 0．6\％ | ${ }^{1.276}$ | 0．0\％ | 0．1\％ | 0．7\％ | ${ }^{0.12 \%}$ | ${ }^{11.35 \%}$ | 4．0\％ | ${ }^{4.4 \%}$ | $\frac{8.7 \%}{1.70^{\circ}}$ | $\frac{2.3 \%}{4.4}$ | ${ }^{0.1 \%}$ | 5．6\％ | ${ }^{\text {0．0\％}}$ | ${ }^{100.0 \%}$ |
| 3 | Kong Sham Western Highway | 0．7\％ | ${ }^{27.5 \%}$ | ${ }^{5.9 \%}$ | 0．5\％ | 0．3\％ | 0．7\％ | 0．0\％ | 0．0\％ | 0．4\％ | 0．2\％ | ${ }^{21.16 \%}$ | $\frac{7.8 \%}{8.10}$ | ${ }^{8.5 \%}$ | ${ }^{16.7 \%}$ | 4．4\％ | ${ }^{0.1 \%}$ | 4．6\％ | 0．0\％ | 100．0\％ |
| 4 | Road P1 | 0．7\％ | 28．0\％ | 6．0\％ | 0．5\％ | 0．3\％ | 0．7\％ | 0．0\％ | 0．1\％ | 0．4\％ | 0．2\％ | 22．6\％ | 8．1\％ | 8．9\％ | 17．5\％ | 4．6\％ | 0．0\％ | 0．0\％ | 1．5\％ | 100．0\％ |
| 5 | Road P1 | 1．0\％ | 41．5\％ | 8．9\％ | 0．7\％ | 0．5\％ | 1．0\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | ${ }^{16.1 \%}$ | 5．8\％ | 6．3\％ | 12．5\％ | 4．3\％ | 0．0\％ | 0．0\％ | 0．6\％ | 100．0\％ |
| 6 | Rood P1 | 1．0\％ | 39．1\％ | 8．4\％ | 0．6\％ | 0．4\％ | 1．0\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．2\％ | 16．9\％ | 6．1\％ | 6．7\％ | 13．1\％ | 4．8\％ | 0．0\％ | 0．4\％ | 0．8\％ |  |
| 7 | Road D5 | 1．1\％ | 44．2\％ | 9．5\％ | 0．7\％ | 0．5\％ | 1．1\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | 15．0\％ | 5．4\％ | 5．9\％ | 11．6\％ | 3．0\％ | 0．0\％ | 0．4\％ | 0．6\％ | 100．0\％ |
| 8 | Road D5 | 1．1\％ | 43．0\％ | 9．2\％ | 0．7\％ | 0．5\％ | 1．1\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | 15．7\％ | 5．6\％ | 6．2\％ | 12．2\％ | 3．2\％ | 0．0\％ | 0．0\％ | 0．6\％ | 100．0\％ |
| ${ }^{11}$ | Road P1 |  |  | 8．9\％ | 0．7\％ | 0．5\％ | 1．0\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ |  | 5．7\％ | 6．3\％ |  | 4．3\％ | 0．0\％ |  | 1．2\％ |  |
| 12 | Kong Sham Western Highway | 1．1\％ | 42．5\％ | ${ }^{9.1 \%}$ | 0．7\％ | 0．5\％ | 1．1\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | 15．8\％ | 5．7\％ | 6．2\％ | 12．2\％ | 4．5\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 13 | Kong Sham Western Highway | 1．3\％ | ${ }^{54.1 \%}$ | 11．6\％ | 0．9\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．1\％ | 0．8\％ | 0．1\％ | 10．3\％ | 3．7\％ | 4．1\％ | 8．0\％ | 3．1\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 14 | Road P1 | 0．8\％ | 30．6\％ | 6．6\％ | 0．5\％ | 0．3\％ | 0．8\％ | 0．0\％ | 0．1\％ | 0．4\％ | 0．2\％ | 21．3\％ | 7．6\％ | 8．4\％ | 16．5\％ | 5．1\％ | 0．0\％ | 0．0\％ | 0．9\％ | 100．0\％ |
| 15 | Rood P1 | 0．9\％ | 36．7\％ | 7．9\％ | 0．6\％ | 0．4\％ | 0．9\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．2\％ | 18．5\％ | 6．6\％ | 7．3\％ | ${ }^{14.3 \%}$ | 3．7\％ | 0．0\％ | 1．4\％ | ${ }^{0.0}$ | 100．0\％ |
| 16 <br> 17 | $\xrightarrow{\text { Road P1 }}$ Road D5 | 立．2\％ | 47，9\％ $43.9 \%$ | 10．3\％ | 0．8\％ | 0．5\％ 0.5 | 年．2\％ | － | $\frac{0.1 \%}{0.1 \%}$ | 0．7\％ | 0．1\％ | －13．6\％ | － | 㐌．4\％ | 10．5\％ | $\frac{2.8 \%}{510}$ | 0．0\％ | － | 0．0\％ | ${ }^{10000 \%}$ |
| 18 | Road D5 | 1．0\％ | 39．3\％ | 8．4\％ | 0．6\％ | 0．4\％ | 1．0\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．2\％ | 16．5\％ | 5．9\％ | 6．5\％ | 12．8\％ | 5．7\％ | 0．0\％ |  | 1．0\％ |  |
| 19 | Kong Sham Western Highway | 1．0\％ | 38．4\％ | 8．2\％ | 0．6\％ | 0．4\％ | 1．0\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．2\％ | 17．\％ | 6．1\％ | 6．7\％ | 13．2\％ | 3．8\％ | 0．0\％ | 2．7\％ | 0．0\％ | 100．0\％ |
| 20 | Kong Sham Western Highway | 1．1\％ | 45．6\％ | 9．8\％ | 0．7\％ | 0．5\％ | 1．1\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．1\％ | 13．4\％ | 4．8\％ | 5．3\％ | 10．4\％ | 3．3\％ | 0．1\％ | 2．9\％ | 0．0\％ | 100．0\％ |
| 21 | Road D3 | ${ }^{1.1 \%}$ | 43．7\％ | 9．4\％ | 0．7\％ | 0．5\％ | 1．1\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | 15．1\％ | 5．4\％ | 5．9\％ | 11．7\％ | 3．1\％ | 0．0\％ | 1．5\％ | 0．0\％ | 100．0\％ |
| 22 | Road D3 | 1．2\％ | 50．2\％ | 10．8\％ | 0．8\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | 12．5\％ | 4．5\％ | 4．9\％ | 9．7\％ | 2．5\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 23 | Road D1 | 1．2\％ | 48．4\％ | 10．4\％ | 0．8\％ | 0．5\％ | 1．2\％ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | 13．4\％ | 4．8\％ | 5．3\％ | 10．4\％ | 2．7\％ | 0．0\％ | ．0\％ | 0．0\％ |  |
| 24 | Road D1 | 1．1\％ | 42．5\％ | 9．1\％ | 0．7\％ | 0．5\％ | 1．1\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | 16．2\％ | 5．8\％ | 6．4\％ | 12．6\％ | 3．3\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 25 | Road D1 | 1．2\％ | 48．5\％ | 10．4\％ | 0．8\％ | 0．6\％ | 1．2\％ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | 13．4\％ | 4．8\％ | 5．3\％ | 10．3\％ | 2．7\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 26 | Road D1 | 0．7\％ | 29．3\％ | 6．3\％ | 0．5\％ | 0．3\％ | 0．7\％ | 0．0\％ | 0．1\％ | 0．4\％ | 0．2\％ | 22．5 | 8．1\％ | 8．9\％ | 17．4\％ | 4．6\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 27 | Road D1 | 1．2\％ | 48．5\％ | 10．4\％ | 0．8\％ | 0．6\％ | 1．2\％ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | 13．4\％ | 4．8\％ | 5．3\％ | 10．3\％ | 2．7\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| ${ }^{28}$ | Road D1 | 0．7\％ | ${ }^{29.3 \%}$ | 6．3\％ | 0．5\％ | 0．3\％ | 0．7\％ | 0．0\％ | 0．1\％ | 0．4\％ | 0．2\％ | 22．5\％ | 8．1\％ | 8．9\％ | 17．4\％ | 4．6\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 29 | Road D1 | 0．8\％ | 31．1\％ | 6．7\％ | 0．5\％ | 0．4\％ | 0．8\％ | 0．0\％ | 0．1\％ | 0．4\％ | 0．2\％ | 21．7\％ | ${ }^{7} .8$ | 8．5\％ | 16．8\％ | 4．4\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100.0 |
| 30 | Road D1 | 1．2\％ | 49．9\％ | 10．7\％ | 0．8\％ | 0．6\％ | 1．2\％ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | 12．7\％ | 4．6\％ | 5．0\％ | 9．8\％ | 2．6\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 31 | Road D3 | 1．2\％ | 47．4\％ | 10．2\％ | 0．8\％ | 0．5\％ | 1．2\％ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | ${ }^{13,7 \%}$ | 4．9\％ | 5．4\％ | ${ }^{10.6 \%}$ | 2．8\％ | 0．0\％ | 0．5\％ | 0．0\％ | 100．0\％ |
| 32 | Road D3 | 1．2\％ | 47．6\％ | 10．2\％ | 0．8\％ | 0．5\％ | 1．2\％ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | 13．8\％ | 4．9\％ | 5．4\％ | 10．7\％ | 2．8\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 33 | Road D5 | 1．2\％ | 50．1\％ | 10．8\％ | 0．8\％ | 0．6\％ | 1．2\％ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | 12．6\％ | 4．5\％ | 4．9\％ | 9．7\％ | 2．5\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 34 <br> 35 | Road D5 | ${ }_{\text {1．3\％}}^{1.3 \%}$ | 50．7\％ | $\frac{10.96}{10.46}$ | 0．8\％ | 0．6\％ | 年， $1.3 \%$ | 0．0\％ | $\frac{0.1 \%}{0.10}$ | 0．7\％ | 0．1\％ |  | $\frac{4.4 \%}{4.8 \%}$ | 4．8\％ | 9．5\％ | ${ }^{2.5 \%}$ | 0．0\％ | 0．0\％ | 0．0\％ | ${ }^{10000 \%}$ |
| 36 | Road D5 | 0．7\％ | 29．3\％ | 6．3\％ | 0．5\％ | 0．3\％ | － | 0．0\％ | ${ }^{0.1 \%}$ | 0．4\％ | ${ }^{0.2 \%}$ | ${ }^{12.5 \%}$ | 8．1\％ | ${ }^{\text {8．9\％}}$ | 17．4\％ | 4．6\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 37 | Road D5 | 1．2\％ | 47．3\％ | 10．2\％ | 0．8\％ | 0．5\％ | 1．2\％ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | 13．7\％ | 4．9\％ | 5．4\％ | 10．6\％ | 2．8\％ | 0．0\％ | 0．0\％ | 0．7\％ | 100．0\％ |
| ${ }^{38}$ | Road D5 | 1．0\％ | 40．2\％ | 8．6\％ | 0．7\％ | 0．5\％ | 1．0\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | 17．0\％ | 6．1\％ | 6．7\％ | 13．2\％ | 3．4\％ | 0．0\％ | 0．0\％ | 0．7\％ | 100．0\％ |
| 40 | Road D5 | 1．1\％ | 43．0\％ | 9．2\％ | 0．7\％ | 0．5\％ | 1．1\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | 15．8\％ | 5．7\％ | 6．2\％ | 12．2\％ | 3．2\％ | 0．0\％ | 0．0\％ | 0．6\％ | 100．0\％ |
| 41 | Road D5 | 1．0\％ | 39．9\％ | 8．6\％ | 0．7\％ | 0．5\％ | 1．0\％ | 0．0\％ | ${ }^{0.1 \%}$ | 0．6\％ | 0．2\％ | ${ }^{17.0 \%}$ | 6．1\％ | 6．7\％ | ${ }^{13.12 \%}$ | 3．4\％ | 0．0\％ | 0．0\％ | 1．2\％ | ${ }^{10000 \%}$ |
| 42 | Road D5 | 1．0\％ | 41．7\％ | 8．9\％ | 0．7\％ | 0．5\％ | 1．0\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | 16．3\％ | 5．9\％ | 6．4\％ | 12．7\％ | 3．3\％ | 0．0\％ | 0．0\％ | 0．7\％ | 100．0\％ |
| ${ }^{43}$ | Slip road for Kong Sham Western Highway | 1．2\％ | 48．0\％ | 10．3\％ | 0．8\％ | 0．5\％ | 1．2\％ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | 13．6\％ | 4．9\％ | 5．3\％ | 10．5\％ | 2．7\％ | 0．0\％ | 0．0\％ | 0．0\％ | ${ }^{10000 \%}$ |
| $\stackrel{44}{45}$ | Slip road for Road D3 | 1．1\％ | 45．2\％ | 9．7\％ | 0．7\％ | 0．5\％ | ${ }_{\text {1．1．1\％}}^{1.1}$ | 0．0\％ | ${ }^{0.1 \%}$ | 0．6\％ | 0．2\％ | ${ }^{14.9 \%}$ | ${ }_{5}^{5.4 \%}$ | ${ }^{5.9 \%}$ | ${ }^{11.6 \%}$ | ${ }^{3.0 \%}$ | 0．0\％ | 0．0\％ | 0．0\％ | ${ }^{10000 \%}$ |
| $\stackrel{45}{46}$ | Kong Sham Western Highway | $\frac{1.11 \%}{1.1 \%}$ | ${ }_{4}^{42.70 \%}$ | ${ }_{\text {9，}}^{9.7 \%}$ | ${ }^{0.7 \%}$ | 0．5\％ | $\frac{1.10 \%}{1.1 \%}$ | ${ }^{0.0 \% \%}$ | ${ }^{0.1 \%}$ | － | ${ }^{0.2 \%}$ | ${ }^{\text {IL．5\％}} 1.5$ | 5．5．\％ 5 | ${ }_{\text {c }}^{6.1 \%}$ | $\frac{12.0 \%}{113 \%}$ | ${ }^{3.3 \%}$ | －0．0\％ | ${ }_{\text {L }}^{1.5 \%}$ | $\frac{0.0 \%}{0.0 \%}$ | ${ }^{10000 \%}$ |

## Appendix 3.4 Traffic Data

## Year 2036

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes

| Link No. | Road Name | $\left\|\begin{array}{c} 16- \\ \left.\begin{array}{c} 16 \text { otrocycl } \\ \text { es (MC) } \end{array} \right\rvert\, \end{array}\right\|$ | $\left.\begin{array}{c} \text { O1- } \\ \text { Private } \\ \text { Cars (PC) } \end{array}\right)$ | 02 - Taxi | $\left.\begin{array}{\|c} 11-\text { Non- } \\ \text { franchise } \\ d \\ \text { dus }<6.4 \end{array} \right\rvert\,$ | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { 12 - Non- } \\ \text { franchise } \\ \text { d Bus } 6.4 \\ 15 t \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c} \begin{array}{c} 13-\text { Non- } \\ \text { franchise } \\ \text { d Bus } 15 t \\ 24 t \end{array} \\ \left.\begin{array}{c} \text { at } \end{array} \right\rvert\, \end{array}$ | $18-$ Non- <br> franchise <br> d Bus <br>  <br> $>24 t$ | $\begin{array}{\|c\|} \hline 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 t \\ \hline \end{array}$ | $\left\|\begin{array}{c}10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 \mathrm{t}\end{array}\right\|$ | $\left.\begin{array}{\|c\|} \hline 03-\text { Light } \\ \text { Goods } \\ \text { Vehicles }< \\ =2.5 \mathrm{t} \end{array} \right\rvert\,$ | $\begin{array}{\|c\|} \hline 04-\text {-Lt } \\ \text { Goods } \\ \text { Vehicles } \\ 2.5-3.5 t \\ \hline \end{array}$ | $\|$$05-$ Light <br> Gooos <br> Vehicles> <br> $3.5 t$ |  | $\left.\begin{gathered}\text { O7. } \\ \text { Heavy } \\ \text { Goous } \\ \text { Venicles } \\ 15 t-24 t\end{gathered} \right\rvert\,$ |  | $\begin{array}{\|c\|} \hline \text { 14- } \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | $\begin{gathered} 15- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) } \\ \hline \end{gathered}$ | 8-Public Light Buses | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 200-1300 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1 | Road P1 | 0.8\% | 33.5\% | 6.4\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 19.0\% | 6.8\% | 8.2\% | 16.1\% | 4.2\% | 0.0\% | 0.0\% | 1.7\% | 100.0\% |
| 2 | Kong Sham Western Highway | 0.9\% | 34.0\% | 6.4\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 18.0\% | 6.4\% | 7.8\% | 15.3\% | 4.0\% | 0.1\% | 3.9\% | 0.0\% | 100.0\% |
| 3 | Kong Sham Western Highway | 0.9\% | 35.5\% | 6.7\% | 0.8\% | 0.6\% | 1.2\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 16.8\% | 6.0\% | 7.3\% | 14.3\% | 3.7\% | 0.1\% | 5.2\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 0.9\% | 35.0\% | 6.6\% | 0.8\% | 0.6\% | 1.2\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 18.2\% | 6.5\% | 7.9\% | 15.5\% | 4.0\% | 0.0\% | 0.0\% | 2.0\% | 100.0\% |
| 5 | Road P1 | 1.1\% | 41.9\% | 8.0\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 15.5\% | 5.6\% | 6.7\% | 13.2\% | 3.4\% | 0.0\% | 0.0\% | 0.6\% | 100.0\% |
| 6 | Road P1 | 1.1\% | 44.1\% | 8.4\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 14.3\% | 5.1\% | 6.2\% | 12.2\% | 3.2\% | 0.0\% | 0.5\% | 0.9\% | 100.0\% |
| 7 | Road D5 | 1.2\% | 46.2\% | 8.8\% | 1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 13.4\% | 4.8\% | 5.8\% | 11.4\% | 3.0\% | 0.0\% | 0.4\% | 0.7\% | 100.0\% |
| 8 | Road D5 | 1.1\% | 43.1\% | 8.2\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 15.0\% | 5.4\% | 6.5\% | ${ }^{12.7 \%}$ | 3.3\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| 11 | Road P1 | 1.1\% | 43.9\% | 8.3\% | 1.0\% |  | 1.5\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 14.3\% | 5.1\% | 6.2\% | 12.2\% | 3.2\% | 0.0\% | 0.0\% | 1.6\% | 100.0\% |
| 12 | Kong Sham Western Highway | ${ }^{1.4 \%}$ | 54.3\% | 10.3\% | 1.2\% | 0.9\% | 1.9\% | 0.0\% | 0.1\% | 0.8\% | 0.1\% | 10.2\% | 3.6\% | 4.4\% | 8.6\% | 2.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 1.1\% | 44.7\% | 8.5\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.7\% | 0.2\% | 14.5\% | 5.2\% | 6.3\% | 12.3\% | 3.2\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 1.0\% | 40.3\% | 7.6\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 16.2\% | 5.8\% | 7.0\% | 13.8\% | 3.6\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |
| 15 | Road P1 | 1.1\% | 43.4\% | 8.2\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 14.4\% | 5.2\% | 6.2\% | 12.2\% | ${ }^{3.2 \%}$ | 0.1\% | 1.9\% | 0.0\% | 100.0\% |
| 16 | Road P1 | 1.2\% | 49,2\% | 9.3\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 12.4\% | 4.5\% | 5.4\% | 10.6\% | 2.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 17 | Road D5 | 1.2\% | 47.3\% | 9.0\% | ${ }^{1.1 \%}$ | 0.8\% | 1.6\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 12.4\% | 4.4\% | 5.3\% | 10.5\% | 2.7\% | 0.0\% | 1.4\% | 1.4\% | 100.0\% |
| 18 | Road D5 | 1.1\% | 44.5\% | 8.4\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 14.3\% | 5.1\% | 6.2\% | 12.1\% | 3.2\% | 0.0\% | 0.0\% | 0.9\% |  |
| 19 | Kong Sham Western Highway | 1.0\% | 38.4\% | 7.3\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 16.1\% | 5.8\% | 7.0\% | 13.7\% | 3.6\% | 0.1\% | 3.6\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 1.0\% | 41.6\% | 7.9\% | 1.0\% | 0.7\% | ${ }^{1.5 \%}$ | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 15.0\% | 5.4\% | 6.5\% | 12.8\% | 3.3\% | 0.1\% | 2.4\% | 0.0\% | 100.0\% |
| 21 | Road D3 | 1.1\% | 43,3\% | 8.2\% | 1.0\% | 0.7\% | ${ }^{1.5 \%}$ | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 14.6\% | 5.3\% | 6.3\% | 12.4\% | 3.2\% | 0.0\% | 1.4\% | 0.0\% | 100.0\% |
| 22 | Road $\mathrm{D}^{\text {3 }}$ | 1.1\% | 42.4\% | 8.0\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 15.5\% | 5.6\% | 6.7\% | 13.2\% | 3.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 0.9\% | 33.9\% | 6.4\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 19.4\% | 7.0\% | 8.4\% | 16.5\% | 4.3\% | 0.0\% | 0.0\% | 0.0\% |  |
| 24 | Road D 1 | 1.2\% | ${ }^{482,2 \%}$ | ${ }^{\text {9.1\% }}$ | ${ }^{1.1 .1 \%}$ | 0.8\% | -1.7\% | 0.0\% | $\frac{0.1 \%}{0.1 \%}$ | 0.7\% | 0.1\% | 12.9\% | 4.6\% | 5.6\% | 11.0\% | 2.9\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 25 <br> 26 | Road D 1 Road 1 | 0.7\% | 29.6\% | ${ }_{\text {5.5\% }}^{5.5 \%}$ | $\frac{0.7 \%}{1.10}$ | 0.5\% | - $1.0 \%$ | ${ }^{\text {0.0\% }}$ | ${ }^{0.1 \%}$ | ${ }^{0.4 \%}$ | 0.2\% | ${ }^{21.33^{2}}$ | $\frac{7.7 \%}{4.4 \%}$ | 9.2.\% | ${ }^{18.11 \%}$ | ${ }_{\text {L }}^{4.7 \%}$ | 0.0\% | 0.0\% | 0.0\% | ${ }^{10000 \%}$ |
| 26 | Road D1 | ${ }^{1.37 \%}$ | ${ }^{49.9 \%}$ | ${ }^{9.5 \%}$ | ${ }^{1.1 .1 \%}$ | 0.8\% | ${ }^{1.7 \%}$ | 0.0\% | ${ }^{0.1 \%}$ | 0.7\% | 0.1\% | $\frac{12.1 \%}{213}$ | ${ }^{4.4 \%}$ | 5.3\% | 10.3\% | ${ }^{2.7 \%}$ | 0.0\% | 0.0\% | 0.0\% |  |
| 27 | Road D1 | 0.7\% | 29.6\% | 5.6\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 21.3\% | 7.7\% | 9.2\% | 18.1\% | 4.7\% | 0.0\% | 0.0\% | 0.0\% |  |
| 28 | Road D1 | 1.3\% | 49.9\% | 9.5\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 12.1\% | 4.4\% | 5.3\% | 10.3\% | 2.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 29 | Road D 1 | 1.2\% | 48.6\% | 9.2\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 12.7\% | 4.6\% | 5.5\% | 10.8\% | 2.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 30 | Road D1 | 0.8\% | 33,3\% | 6.3\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 19.7\% | 7.1\% | 8.5\% | 16.7\% | 4.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 31 | Road ${ }^{\text {c }}$ | 1.1\% | 45.5.\% |  | -1.0\% | ${ }^{0.7 \%}$ |  |  | $\frac{0.1 \%}{0.1 \%}$ |  |  |  | 5.0\% | $\frac{6.1 \%}{6.5}$ | -11.9\% | 3.1\% | 0.0\% | 0.3\% | 0.0\% |  |
| $\begin{array}{r}32 \\ 33 \\ \hline\end{array}$ | $\xrightarrow{\text { Road D3 }}$ Road D5 | $\frac{1.2 \% \%}{1.4 \%}$ | -46.9\% | 8.8.9\% | 1.19 $1.3 \%$ 1.1 | -0.7\% | - | - | 0.1\% | -0.7\% | 0.1\% | ${ }^{13.5 \%} 8$ | 4.8\% ${ }^{\text {3.2\% }}$ | 㐌.8\%\% | -11.5\% | - $3.0 \%$ | -0.0\% | -0.0\% | -0.0\% | -100.0\% |
| 34 | Road D5 | 1.3\% | 51.6\% | 9.8\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.1\% | 0.8\% | 0.1\% | 11.4\% | 4.1\% | 4.9\% | 9.7\% | 2.5\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 35 | Road D5 | 0.7\% | 29.6\% | 5.6\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | ${ }^{21.3 \%}$ | 7.7\% | ${ }^{9.2 \%}$ | 18.1\% | 4.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 36 | Road D5 | 1.3\% | 49,9\% | 9.5\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | ${ }^{12.1 \%}$ | 4.4\% | 5.3\% | 10.3\% | 2.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 37 | Road D5 | 1.3\% | 50.2\% | 9.5\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 11.6\% | 4.2\% | 5.0\% | 9.9\% | 2.6\% | 0.0\% | 0.0\% | 1.0\% | 100.0\% |
| ${ }^{38}$ | Road D5 | ${ }^{1.27 \%}$ | ${ }^{46.8 \%}$ | 8.9\% | 1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | ${ }^{13.3 \%}$ | 4.8\% | 5.8\% | 11.3\% | 3.0\% | 0.0\% | 0.0\% | 0.6\% |  |
| ${ }^{40}$ | Road D5 | ${ }^{1.1 .1 \%}$ | 41.9\% | 7.9\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 15.5\% | 5.6\% | 6.7\% | 13.2\% | 3.4\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| ${ }^{41}$ | Road D5 | ${ }^{1.2 \%}$ | 49.1\% | ${ }^{9.3 \%}$ | 1.1\% | 0.8\% | ${ }^{1.7 \%}$ | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 12.1\% | 4.3\% | 5.2\% | ${ }^{10.3 \%}$ | 2.7\% | 0.0\% | 0.0\% | ${ }^{1.2 \%}$ | 100.0\% |
| 42 | Road D5 | 0.9\% | 34.2\% | 6.5\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 18.9\% | ${ }_{\text {c }}^{6.8 \%}$ | ${ }^{8.2 \%}$ | ${ }^{16.12 \%}$ | 4.2\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |
| 43 | Slip road for Kong Sham Western Highway | 1.1\% | 42.5\% | 8.1\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 15.5\% | 5.6\% | 6.7\% | 13.2\% | 3.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 44 | Slip road for Road D3 | 1.2\% | 46.6\% | 8.8\% | 1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 13.6\% | 4.9\% | 5.9\% | 11.6\% | 3.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| $\stackrel{45}{46}$ | Kong Sham Western Highway | $\frac{1.0 \%}{1.1 \%}$ | $\frac{40.8 \%}{44.0 \%}$ | 7.7\% | - | 0.6\% | 1.4.4\% | 0.0\% | $\frac{0.1 \%}{0.1 \%}$ | 0.6\% $0.6 \%$ | 0.2\% $0.1 \%$ | 年15.7\% | 5.7\% 5 | 6.8\%\% $6.2 \%$ |  | 3.5\% $3.2 \%$ | 0.0\% | 1.1.3\% | 0.0\% 0 | -100.0\% |

## Appendix 3.4 Traffic Data

## Year 2036

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes

| Link No. | Road Name | $\left\lvert\, \begin{gathered} \text { 16- } \\ \text { Motorcycl } \\ \text { es (MC) } \end{gathered}\right.$ | $\left.\begin{gathered} 01- \\ \text { Private } \\ \text { Cars (PC) } \end{gathered} \right\rvert\,$ | 02- Taxi | $\begin{gathered} 11-\text { Non- } \\ \text { franchise } \\ \text { d } \\ \text { Bus< }=6.4 \end{gathered}$ | $\begin{array}{\|c\|} \hline \begin{array}{c} 12-\text { Non- } \\ \text { franchise } \\ \text { d Bus } 6.4- \\ 15 t \end{array} \end{array}$ | $\begin{array}{\|c\|} \hline \text { ch } \begin{array}{c} \text { Non- } \\ \text { franchise } \\ \text { d Bus } 15 t \end{array} \\ 24 \mathrm{t} \end{array}$ | 18-Nonfranchise d Bus $>24 \mathrm{t}$ | $9-$ <br> Private <br> Light Bus <br> $<=3.5 \mathrm{t}$$\|$ | $10-$ Private Light Bus $>3.5 \mathrm{t}$$\|$ | $\begin{array}{\|c\|} \hline 03-\text { Light } \\ \text { Goods } \\ \text { Vehicles }< \\ =2.5 \mathrm{t} \end{array}$ | $\begin{gathered} 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Vehicles } \\ 2.5-3.5 \mathrm{t} \\ \hline \end{gathered}$ | $\left.\begin{array}{\|c\|} \hline \begin{array}{c} 05-\text { Light } \\ \text { Goods } \\ \text { venicless } \end{array} \\ \text { 3.5t } \end{array} \right\rvert\,$ |  | $\begin{array}{\|c\|} \hline 07- \\ \text { Heavy } \\ \text { Goods } \\ \text { Gehicles } \\ 15 t-24 t \\ \hline \end{array}$ | $\begin{array}{\|c} 17- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \end{array}$ | $\begin{gathered} 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{gathered}$ | $\begin{array}{\|c\|} \hline 15- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) } \\ \hline \end{array}$ | $\begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 1300-1400 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{1}$ |  | $\frac{0.8 \%}{0.8 \%}$ | 32.4\% | 7.4\% | $\frac{0.6 \%}{0.6 \%}$ | 0.4\% | $\frac{0.9 \%}{0.90}$ | $\frac{0.0 \%}{0.0 \%}$ | ${ }^{0.1 \%}$ | $\frac{0.4 \%}{0.40}$ | $\frac{0.2 \%}{020}$ | $\frac{20.1 \%}{100 \%}$ | $68 \%$ | 8.1\% | $\frac{15.9 \%}{150 \%}$ | $\frac{4.1 \%}{3006}$ | 0.0\% | $\frac{0.006}{2706}$ | ${ }^{1.5 \%}$ | 100.0\% |
| ${ }_{2}$ | Kong Sam Western Highway | - $0.8 \%$ | ${ }^{32.9 \%} 3$ | - $7.78 \%$ | 0.6.0\% | - $0.4 \%$ | 0.9\% | ${ }^{0.00 \%}$ | $\frac{0.1 \%}{0.1 \%}$ | - | ${ }_{\text {en }}^{0.2 \%}$ | -17.8\% | ${ }^{6.4 \%}$ | 7.2\% | ${ }^{15.14 \%}$ | ${ }^{\frac{3.7 \%}{3.7 \%}}$ | 0.2\% | ${ }^{\text {4.9\% }}$ | ${ }^{0.0 \%}$ | 100.0\% |
| 4 | Road P1 | 0.8\% | 33.9\% | 7.7\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 19.2\% | 6.9\% | 7.8\% | 15.2\% | 4.0\% | 0.0\% | 0.0\% | 1.8\% | 100.0\% |
| 5 | Road P1 | 0.9\% | 40.7\% | 9.3\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 16.5\% | 5.9\% | 6.6\% | 13.0\% | 3.4\% | 0.0\% | 0.0\% | 0.6\% | 100.0\% |
| 6 | Road P1 | 1.0\% | 42.8\% | 9.7\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 15.2\% | 5.5\% | 6.1\% | 12.0\% | 3.1\% | 0.0\% | 0.4\% | 0.8\% |  |
| 7 | Road D5 | 1.0\% | 45.0\% | 10.2\% | 0.8\% | 0.6\% | 1.2\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 14.3\% | 5.1\% | 5.7\% | 11.3\% | 3.0\% | 0.0 | 0.3\% | 0.6\% | 100.0\% |
| 8 | Road D5 | 1.0\% | 41.8\% | 9.5\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 15.9\% | 5.7\% | 6.4\% | ${ }^{12.6 \%}$ | 3.3\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 11 | Road P1 | 1.0\% | 42.7\% | 9.7\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 15.2\% |  | 6.1\% |  |  |  | 0.0\% | 1.4\% |  |
| 12 | Kong Sham Western Highway | 1.2\% | 52.9\% | 12.0\% | 0.9\% | 0.7\% | 1.4\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 10.8\% | 3.9\% | 4.4\% | 8.6\% | 2.2\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| ${ }^{13}$ | Kong Sham Western Highway | 1.0\% | 43.4\% | 9.9\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 15.4\% | 5.5\% | 6.2\% | 12.2\% | 3.2\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 0.9\% | 39.1\% | 8.9\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 17.2\% | 6.2\% | 6.9\% | 13.6\% | 3.6\% | 0.0\% | 0.0\% | 0.8\% |  |
| ${ }^{15}$ | Rood P1 | 1.0\% | 42.2\% | 9.6\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 15.3\% | 5.5\% | 6.2\% | 12.1\% | ${ }^{3.2}$ | 0.1 | 1.8\% | 0.0\% | 100.0\% |
| 16 | Road P1 | 1.1\% | 47.9\% | 10.9\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 13.2\% | 4.8\% | 5.3\% | 10.5\% | 2.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 17 | Road D5 | 1.1\% | 46.1\% | 10.5\% | 0.8\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 13.2\% | 4.7\% | 5.3\% | 10.4\% | 2.7\% |  | 1.3\% | 1.2\% |  |
| 18 | Road D5 | 1.0\% | 43.2\% | 9.8\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 15.1\% | 5.4\% | 6.1\% | 12.0\% | 3.1\% | 0.0\% | 0\% | 0.8\% | 100.0\% |
| 19 | Kong Sham Western Highway | 0.9\% | 37.3\% | 8.5\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 17.1\% | 6.1\% | 6.9\% | 13.5\% | 3.5\% | 0.1\% | 3.4\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 0.9\% | 40.4\% | 9.2\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 15.9\% | 5.7\% | 6.4\% | 12.6\% | 3.3\% | 0.1\% | 2.3\% | 0.0\% | 100.0\% |
| 21 | Road D3 | 1.0\% | 42.0\% | 9.6\% | 0.8\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 15.5\% | 5.6\% | 6.3\% | 12.3\% | 3.2\% | 0.0\% | 1.4\% | 0.0\% | 100.0\% |
| 22 | Road D3 | 1.0\% | 41.2\% | 9.4\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 16.4\% | 5.9\% | 6.6\% | 13.0\% | 3.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 0.8\% | 32.7\% | 7.4\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 20.5\% | ${ }^{7} .4{ }^{4}$ | 8.3\% | 16.2\% | 4.2\% | 0.0\% | 0.0\% | 0.0\% |  |
| 24 | Road D1 | 1.1\% | 46.9\% | 10.7\% | 0.8\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 13.7\% | 4.9\% | 5.5\% | 10.9\% | 2.8\% | 0.0\% | 0.0\% | 0.0\% | 00.0\% |
| 25 | Road D1 | 0.7\% | 28.6\% | 6.5\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 22.5\% | ${ }^{8.1 \%}$ | 9.0\% | ${ }^{17.8 \%}$ | ${ }^{4.5 \%}$ | 0.0\% | 0.0\% | 0.0\% | ${ }^{10000 \%}$ |
| 26 | Road D1 | 1.1\% | 48.6\% | ${ }^{11.0 \%}$ | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 12.9\% | 4.6\% | 5.2\% | 10.2\% | 2.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 27 | Road DI | 0.7\% | 28.6\% | 6.5\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 22.5\% | ${ }^{8.1 \%}$ | 9.0\% | 17.8\% | 4.6\% | 0.0\% | 0.0\% | 0.0\% | ${ }^{100.0 \%}$ |
| 28 | Road D1 | 1.1\% | 48.5\% | 11.0\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 12.9\% | 4.6\% | 5.2\% | 10.2\% | 2.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 29 | Road D1 | 1.1\% | 47.3\% | 10.7\% | 0.8\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 13.5\% | 4.9\% | ${ }^{5.5}$ | 10.7\% | 2.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 30 | Road D1 | 0.7\% | 32.1\% | 7.3\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 20.8\% | 7.5\% | 8.4\% | 16.4\% | 4.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 31 | Rood D3 | 1.0\% | 44.2\% | 10.1\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 14.9\% | 5.3\% | 6.0\% | 11.8\% | 3.1\% | 0.0\% | 0.3\% | 0.0\% |  |
| 32 | Road D3 | 1.1\% | 45.6\% | 10.4\% | 0.8\% | 0.6\% | 1.2\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 14.3\% | 5.1\% | 5.8\% | 11.4\% | 3.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 33 | Road D5 | ${ }^{1.3 \%}$ | 55.7\% | 12.7\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 9.5\% | 3.4\% | 3.8\% | 7.5\% | 2.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| ${ }^{34}$ | Road D5 | 1.2\% | 50.3\% | 11.4\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 12.1\% | 4.3\% | 4.9\% | 9.6\% | 2.5\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 35 | Road D5 | 0.7\% | 28.5\% | 6.5\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 22.5\% | 8.1\% | 9.1\% | 17.8\% | 4.6\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| ${ }^{36}$ | Road D5 | 1.1\% | 48.6\% | 11.0\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 12.9\% | 4.6\% | 5.2\% | 10.2\% | 2.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| ${ }^{37}$ | Road D5 | ${ }^{1.1 \%}$ | 49.0\% | 11.1\% | 0.9\% | 0.6\% | ${ }^{1.3 \%}$ | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 12.4\% | 4.4\% | 5.0\% | 9.8\% | 2.6\% | 0.0\% | 0.0\% | 0.9\% |  |
| ${ }^{38}$ | Road D5 | ${ }^{1.19 \%}$ | 4.5.5\% | 10.3\% | 0.8\% | 0.6\% | ${ }_{\text {1.2\% }}^{1.1 \%}$ | ${ }^{0.0 \%}$ | ${ }^{0.11 \%}$ | 0.6\% | ${ }^{0.12 \%}$ | $\frac{14.2 \%}{1.20}$ | 5.1\% | ${ }^{5.1 \%}$ | ${ }^{11.2 \%}$ | $\frac{2.9 \%}{30 \%}$ | 0.0\% | ${ }^{0.0 \%}$ | ${ }^{0.6 \%}$ | ${ }^{1000.0 \%}$ |
| 40 | Road D5 | 0.9\% | 40.7\% | ${ }^{\text {9.3\% }}$ | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 16.4\% | 5.9\% | 6.6\% | 13.0\% | ${ }^{3.4 \%}$ | 0.0\% | 0.0\% | 0.7\% | ${ }^{10000 \%}$ |
| 41 | Road D5 | ${ }^{1.1 \%}$ | ${ }^{47.8 \%}$ | 10.9\% | 0.9\% | 0.6\% | ${ }^{1.3 \%}$ | 0.0\% | 0.1\% | 0.6\% | ${ }^{0.1 \%}$ | ${ }^{12.9 \%}$ | 4.6\% | 5.2\% | ${ }^{10.2 \%}$ | ${ }^{2.7 \%}$ | 0.0\% | 0.0\% | ${ }^{1.0 \%}$ | ${ }^{100.0 \%}$ |
| ${ }_{4}^{42}$ | Road D5 | 0.8\% | ${ }^{33.12}$ | 7.5\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 20.0\% | 7.2\% | ${ }_{8.1 \%}^{8.1 \%}$ | ${ }^{15.8 \%}$ | ${ }^{4.1 \%}$ | 0.0\% | 0.0\% | 0.8\% | ${ }^{10000 \%}$ |
| 43 | Sip road for Kong S Sham Western Highway | 1.0\% | 41.2\% | 9.4\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 16.4\% | 5.9\% | 6.6\% | 13.0\% | ${ }^{3.4 \%}$ | 0.0\% |  |  |  |
| $\stackrel{44}{45}$ | Kong S raam Weorsteran Highway | ${ }^{1.0 \%}$ | ${ }^{4.5 .3 \%}$ | $\frac{10.3 \%}{90 \%}$ | 0.8\% | 0.6\% | $\frac{1.2 \%}{1.10}$ |  | O. ${ }^{0.196}$ | 0.6\%\% | 0.2\% | 14.5\% |  | $\frac{5.8 \%}{6.7}$ | ${ }_{\text {11.5\% }}^{13.26}$ | -$3.0 \%$ <br> $3.4 \%$ | O. | - | -0.0\% | ${ }^{10000 \%}$ |
| 46 | Kong Sham Western Highway | 1.0\% | 42.8\% | 9.7\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 15.2\% | 5.5\% | 6.1\% | 12.1\% | 3.1\% | 0.0\% | 1.2\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

## Year 2036

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes

| Link No. | Road Name | $\left\|\begin{array}{c} 16- \\ \left.\begin{array}{c} 16 \text { otrocycl } \\ \text { es (MC) } \end{array} \right\rvert\, \end{array}\right\|$ | $\left.\begin{array}{c} \text { O1- } \\ \text { Private } \\ \text { Cars (PC) } \end{array}\right)$ | 02 - Taxi | $\begin{gathered} 14-\text { Non } \\ \text { franchise } \\ \text { d } \\ \text { Bus }<6.4 \end{gathered}$ | $\begin{array}{\|c\|} \hline 12-\text { Non- } \\ \text { franchise } \\ \text { d Bus } 6.4 \\ 15 t \\ \hline \end{array}$ | $\begin{array}{\|c} \begin{array}{c} 13-\text { Non- } \\ \text { franchise } \\ \text { d Bus } 15 t \\ 24 t \end{array} \\ \left.\begin{array}{c} \text { at } \end{array} \right\rvert\, \end{array}$ | $\begin{gathered} 18 \text { - Non } \\ \text { tranhise } \\ \text { d Bus } \\ >244 \\ >24 \end{gathered}$ | $\begin{array}{\|c\|} \hline 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 t \\ \hline \end{array}$ | $\left\|\begin{array}{c}10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 \mathrm{t}\end{array}\right\|$ | $\left.\begin{array}{\|c\|} \hline 03-\text { Light } \\ \text { Goods } \\ \text { Vehicles }< \\ =2.5 \mathrm{t} \end{array} \right\rvert\,$ | $\begin{array}{\|c\|} \hline 04-\text {-Lt } \\ \text { Goods } \\ \text { Vehicles } \\ 2.5-3.5 t \\ \hline \end{array}$ | $\|$$05-$ Light <br> Gooos <br> Vehicles> <br> $3.5 t$ |  | $\begin{array}{\|c\|} \hline 07- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ \text { 15t-24t } \\ \hline \end{array}$ |  | $\begin{array}{\|c\|} \hline \text { 14- } \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | $\begin{array}{\|c\|} \hline 15 \\ \text { Franchis } \\ \text { ed (us) } \\ \text { (DD) } \end{array}$ | $\begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 1400-1500 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1 | Road P1 | 1.0\% | 30.4\% | 6.5\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 21.5\% | 7.7\% | 8.4\% | 16.5\% | 4.3\% | 0.0\% | 0.0\% | 1.3\% | 100.0\% |
| 2 | Kong Sham Western Highway | 1.0\% | 30.9\% | 6.6\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 20.4\% | 7.3\% | 7.9\% | 15.6\% | 4.1\% | 0.1\% | 3.5\% | 0.0\% | 100.0\% |
| 3 | Kong Sham Western Highway | 1.0\% | 32.4\% | 7.0\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 19.2\% | 6.9\% | 7.5\% | ${ }^{14.7 \%}$ | 3.8\% | 0.1\% | 4.8\% | 0.0\% | 100.0\% |
|  | Road P1 | 1.0\% | 31.9\% | 6.9\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 20.7\% | 7.4\% | 8.1\% | 15.9\% | 4.1\% | 0.0\% | 0.0\% | 1.5\% | 100.0\% |
| 5 | Road P1 | 1.2\% | 38.5\% | 8.3\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 17.8\% | 6.4\% | 7.0\% | 13.7\% | 3.6\% | 0.0\% | 0.0\% | 0.5\% | 100.0\% |
| 6 | Road P1 | 1.3\% | 40.7\% | 8.7\% | 0.8\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 16.5\% | 5.9\% | 6.4\% | 12.7\% | 3.3\% | 0.0\% | 0.4\% | 0.7\% | 100.0\% |
| 7 | Road D5 | 1.4\% | 42.9\% | 9.2\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 15.6\% | 5.6\% | 6.1\% | 11.9\% | 3.1\% | 0.0\% | 0.3\% | 0.5\% | 100.0\% |
| 8 | Road D5 | 1.3\% | 39,7\% | 8.5\% | 0.7\% | 0.5\% | ${ }^{1.1 \%}$ | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 17.2\% | 6.2\% | 6.7\% | 13.2\% | ${ }^{3.4 \%}$ | 0.0\% | 0.0\% | 0.6\% | 100.0\% |
| 11 | Road P1 | 1.3\% | 40.6\% | 8.7\% | 0.7\% |  | 1.1\% |  | 0.1\% | 0.5\% | 0.2\% |  | 6.0\% | 6.5\% |  | 3.3\% |  | 0.0\% | 1.2\% | 100.0\% |
| 12 | Kong Sham Western Highway | 1.6\% | 51.1\% | 11.0\% | 0.9\% | 0.7\% | ${ }^{1.4 \%}$ | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 12.0\% | 4.3\% | 4.7\% | ${ }^{\text {9.2\% }}$ | 2.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 1.3\% | 41.2\% | 8.8\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 16.7\% | 6.0\% | 6.5\% | 12.8\% | 3.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 1.2\% | 36.9\% | 7.9\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 18.6\% | 6.7\% | 7.2\% | 14.2\% | 3.7\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 15 | Road P1 | 1.3\% | 40.1\% | 8.6\% | 0.7\% | 0.5\% | ${ }_{\text {1.1\% }}$ | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 16.9\% | 6.0\% | 6.5\% | 12.7\% | 3.3\% | 0.1\% | 1.8\% | 0.0\% | 100.0\% |
| 16 | Road P1 | 1.5\% | 45.8\% | 9.8\% | 0.8\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 14.5\% | 5.2\% | 5.6\% | 11.1\% | 2.9\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 17 | Road D5 | 1.4\% | 44.2\% | 9.5\% | 0.8\% | 0.6\% | 1.2\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 14.4\% | 5.2\% | 5.6\% | 11.1\% | 2.9\% | 0.0\% | 1.3\% | 1.0\% | 100.0\% |
| 18 | Road D5 | 1.3\% | 41.1\% | 8.8\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 16.5\% | 5.9\% | 6.4\% | 12.6\% | 3.3\% | 0.0\% | 0.0\% | 0.7\% |  |
| 19 | Kong Sham Western Highway | 1.1\% | 35.2\% | 7.6\% | 0.6\% | 0.5\% | 1.0\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 18.4\% | 6.6\% | 7.2\% | 14.1\% | 3.7\% | 0.1\% | 3.3\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 1.2\% | 38.3\% | 8.2\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 17.3\% | 6.2\% | ${ }^{6.7 \%}$ | ${ }^{13.2 \%}$ | 3.5\% | 0.1\% | 2.2\% | 0.0\% | 100.0\% |
| 21 | Road D3 | 1.3\% | 39,9\% | 8.6\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 16.9\% | 6.1\% | 6.6\% | 12.9\% | 3.4\% | 0.0\% | 1.3\% | 0.0\% | 100.0\% |
| 22 | Road $\mathrm{D}^{\text {3 }}$ | 1.2\% | 39.0\% | 8.4\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 17.8\% | 6.4\% | 6.9\% | 13.6\% | 3.6\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 1.0\% | 30.5\% | 6.6\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 21.9\% | 7.9\% | 8.5\% | 16.8\% | 4.4\% | 0.0\% | 0.0\% | 0.0\% |  |
| 24 | Road D1 | 1.4\% | 44.8\% | 9.6\% | 0.8\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 15.0\% | 5.4\% | 5.8\% | 11.5\% | 3.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 25 | Road D1 | 0.8\% | ${ }^{26.55}$ | 5.7\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 23.8\% | 8.6\% | 9.3\% | 18.3\% | 4.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 26 | Road D1 | 1.5\% | 46.5\% | 10.0\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 14.2\% | 5.1\% | 5.5\% | 10.9\% | 2.8\% | 0.0\% | 0.0\% | 0.0\% |  |
| 27 | Road D1 | 0.8\% | 26.5\% | 5.7\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 23.8\% | 8.6\% | 9.3\% | 18.3\% | 4.8\% | 0.0\% | 0.0\% | 0.0\% |  |
| ${ }^{28}$ | Road D1 | 1.5\% | 46.5\% | 10.0\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 14.2\% | 5.1\% | 5.5\% | 10.9\% | 2.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 29 | Road D1 | 1.4\% | 45.2\% | 9.7\% | 0.8\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 14.8\% | 5.3\% | 5.8\% | 11.3\% | 3.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 30 | Road D1 | 1.0\% | 30.0\% | 6.4\% | 0.6\% | 0.4\% | 0.8\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 22.2\% | 8.0\% | 8.6\% | 17.0\% | 4.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| $\stackrel{31}{32}$ | $\xrightarrow{\text { Road } 3}$ | $\frac{1.3 \%}{1.40}$ | $\frac{42.1 \%}{43.40}$ |  |  |  |  |  |  |  |  |  |  |  |  |  | 0.0\% | 0.3\% |  |  |
| ${ }^{32}$ | Road D3 | 1.14\% | ${ }^{43.44} 5$ | 9.3\% | 0.8\% | 0.6\% | - $1.2 \%$ | 0.0\% | 0.1\% | 0.6\% | 0.2\% | -15.6\% | 㐌.6\% | ${ }_{\text {c }}^{6.1 \%^{1 \%}}$ | $\frac{12.0 \%}{8.10}$ | 3.1\% | 0.0\% | 0.0\% | 0.0\% | ${ }^{10000 \%}$ |
| 33 <br> 34 | ${ }_{\text {Roaa D5 }}^{\text {Road D5 }}$ | -1.7\% ${ }_{1.5 \%}$ | ${ }^{54.0 \%} 48.3 \%$ | ${ }^{11.6 \%}$ | - | - $0.6 \%$ | ${ }_{\text {1.4\% }}$ | 0.0\%\% | 0.1\% | ${ }^{0.96 \%}$ | ${ }_{0} 0.1 \%$ | ${ }^{13.3 .3 \%}$ | ${ }^{\frac{3.8 \%}{4.8 \%}}$ | ${ }_{\text {en }}^{4.2 \%}$ | ${ }^{\frac{8.10 \%}{10 . \%}}$ | ${ }_{\text {2.7.7\% }}$ | 0.0\% | ${ }_{0}^{0.0 \%}$ |  |  |
| 35 | Road D5 | 0.8\% | ${ }^{26.5 \%}$ | 5.7\% | 0.5\% | 0.3\% | 0.7\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 23.9\% | 8.6\% | ${ }^{\text {9.3\% }}$ | 18.3\% | 4.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 36 | Road D5 | 1.5\% | 46.5\% | 10.0\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 14.2\% | 5.1\% | 5.5\% | 10.8\% | 2.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 37 | Road D5 | 1.5\% | 47.0\% | 10.1\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 13.6\% | 4.9\% | 5.3\% | 10.4\% | 2.7\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| ${ }^{38}$ | Road D5 | ${ }^{1.4 \%}$ | 43.4\% | 9.3\% | 0.8\% | 0.6\% | ${ }^{1.2 \%}$ | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 15.5\% | 5.6\% | 6.0\% | 11.9\% | 3.1\% | 0.0\% | 0.0\% | 0.5\% |  |
| 40 | Road D5 | 1.2\% | 38.5\% | 8.3\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 17.8\% | 6.4\% | 6.9\% | 13.6\% | 3.6\% | 0.0\% | 0.0\% | 0.6\% | 100.0\% |
| ${ }_{4}^{41}$ | Road D5 | ${ }^{1.5 \%}$ | 45.9\% | ${ }^{\text {9.8\% }}$ | 0.8\% | 0.6\% | ${ }^{1.3 \%}$ | 0.0\% | ${ }^{0.1 \%}$ | 0.6\% | ${ }^{0.12 \%}$ | $\frac{14.11 \%}{21.1 \%}$ | ${ }^{5.17 \%}$ | ${ }^{5.5 \%}$ | ${ }^{10.8 \%}$ | ${ }^{2.8 \%}$ | 0.0\% | 0.0\% | 0.9\% | ${ }^{1000 \%}$ |
| 42 | Road D5 | 1.0\% | 31.0\% | 6.7\% | 0.6\% | 0.4\% | - | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 21.4\% | 7.7\% | 8.3\% | 16.4\% | 4.3\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 43 | Slip road for Kong Sham Western Highway | 1.2\% | 39.\% | 8.4\% | 0.7\% | 0.5\% | ${ }^{1.1 \%}$ | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 17.8\% | 6.4\% | 6.9\% | ${ }^{13.6 \%}$ | 3.6\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| $\stackrel{44}{45}$ | $\xrightarrow{\text { Kongip raam Wer festern Highway }}$ | ${ }_{\text {l }}^{1.2 \%}$ | ${ }^{43.19 \%} 3$ | - ${ }^{\text {9.3\% }}$ | 0.8\% $0.7 \%$ | 0.0\%\% | $\frac{1.2 \%}{1.1 \%}$ | - | 0.1\% | 0.6\% 0.5 | 0.2\% | - $15.8{ }^{\text {18.0\% }}$ | ${ }^{5.7 \%}$ 6.5\% | - ${ }^{6.2 \%}$ | 年12.1\% | - ${ }^{3.2 \%}$ 3.6\% | -0.0\% | - | -0.0\% | 100.0\% |
| 46 | Kong Sham Western Highway | 1.3\% | 40.7\% | 8.7\% | 0.8\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 16.6\% | 5.9\% | 6.5\% | 12.7\% | 3.3\% | 0.0\% | 1.2\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

## Year 2036

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes

| Link No. | Road Name | $\left\|\begin{array}{c} 16- \\ \left.\begin{array}{c} 16 \text { otrocycl } \\ \text { es (MC) } \end{array} \right\rvert\, \end{array}\right\|$ | $\left.\begin{array}{c} \text { O1- } \\ \text { Private } \\ \text { Cars (PC) } \end{array}\right)$ | 02 - Taxi | $\left.\begin{array}{\|c} 11-\text { Non- } \\ \text { franchise } \\ \mathrm{d} \\ \text { Bus< }=6.4 \\ \mathrm{t} \end{array} \right\rvert\,$ | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { 12 - Non- } \\ \text { franchise } \\ \text { d Bus } 6.4 \\ 15 t \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c} \begin{array}{c} 13-\text { Non- } \\ \text { franchise } \\ \text { d Bus } 15 t \\ 24 t \end{array} \\ \left.\begin{array}{c} \text { at } \end{array} \right\rvert\, \end{array}$ | $\begin{gathered} \begin{array}{c} \text { fre Non- } \\ \text { tranchise } \\ \text { d Bus } \\ >24 t \end{array} \\ \hline \end{gathered}$ | $\begin{array}{\|c\|} \hline 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 t \\ \hline \end{array}$ | $\left\|\begin{array}{c}10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 \mathrm{t}\end{array}\right\|$ | $\left\|\begin{array}{c}03-\text { Light } \\ \text { Goods } \\ \text { Vehicles< } \\ =2.5 t\end{array}\right\|$ | $\begin{array}{\|c\|} \hline 04-\text {-Lt } \\ \text { Goods } \\ \text { Vehicles } \\ 2.5-3.5 t \\ \hline \end{array}$ | $05-$ Light <br> Goods <br> Vehicles> <br> $3.5 t$$\|$ | $\square$ | $\begin{array}{\|c\|} \hline 07- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ \text { 15t-24t } \\ \hline \end{array}$ |  | $\begin{array}{\|l\|l} \hline \begin{array}{l} 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline 15 \\ \text { Franchis } \\ \text { ed (us) } \\ \text { (DD) } \end{array}$ | $\begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | $1500 \cdot 1600$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1 | Road P1 | 1.0\% | 33.0\% | 7.0\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 20.5\% | 7.4\% | 7.8\% | 15.3\% | 4.0\% | 0.0\% | 0.0\% | 1.3\% | 100.0\% |
| 2 | Kong Sham Western Highway | 1.0\% | 33.5\% | 7.1\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 19.4\% | 7.0\% | 7.4\% | 14.5\% | 3.8\% | 0.1\% | 3.5\% | 0.0\% | 100.0\% |
| 3 | Kong Sham Western Highway | 1.1\% | 35.0\% | ${ }^{\text {7.4\% }}$ | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 18.2\% | 6.5\% | 6.9\% | 13.6\% | 3.6\% | 0.2\% | 4.7\% | 0.0\% | 100.0\% |
|  | Road P1 | 1.0\% | 34.6\% | 7.3\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 19.7\% | 7.1\% | 7.5\% | 14.7\% | 3.8\% | 0.0\% | 0.0\% | 1.5\% | 100.0\% |
| 5 | Road P1 | 1.2\% | 41.3\% | 8.7\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 16.7\% | 6.0\% | 6.4\% | 12.5\% | 3.3\% | 0.0\% | 0.0\% | 0.5\% | 100.0\% |
| 6 | Road P1 | 1.3\% | 43.5\% | 9.2\% | 0.8\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 15.5\% | 5.6\% | 5.9\% | 11.6\% | 3.0\% | 0.0\% | 0.4\% | 0.7\% | 100.0\% |
| 7 | Road D5 | 1.4\% | 45.6\% | 9.6\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 14.5\% | 5.2\% | 5.5\% | 10.8\% | 2.8\% | 0.0\% | 0.3\% | 0.5\% | 100.0\% |
| 8 | Road D5 | 1.3\% | 42.4\% | 9.0\% | 0.8\% | 0.6\% | ${ }^{1.2 \%}$ | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 16.1\% | 5.8\% | 6.1\% | 12.1\% | 3.2\% | 0.0\% | 0.0\% | 0.6\% | 100.0\% |
| 11 | Road P1 | 1.3\% | 43.3\% | 9.2\% | 0.8\% |  | ${ }^{1.3 \%}$ | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 15.5\% | 5.6\% | 5.9\% | 11.6\% | 3.0\% |  |  | 1.2\% |  |
| 12 | Kong Sham Western Highway | 1.6\% | 53.5\% | 11.3\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 11.0\% | 3.9\% | 4.2\% | 8.2\% | 2.1\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 1.3\% | 43.9\% | 9.3\% | 0.8\% | 0.6\% | ${ }^{1.3 \%}$ | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 15.6\% | 5.6\% | 5.9\% | ${ }^{11.7 \%}$ | 3.1\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 1.2\% | 39.7\% | 8.4\% | 0.8\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 17.5\% | 6.3\% | 6.6\% | 13.1\% | 3.4\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 15 | Road P1 | 1.3\% | 42.8\% | 9.1\% | 0.8\% | 0.6\% | ${ }^{1.2 \%}$ | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 15.5\% | 5.6\% | 5.9\% | 11.6\% | 3.0\% | 0.1\% | 1.7\% | 0.0\% | 100.0\% |
| 16 | Road P1 | 1.5\% | 48.5\% | 10.3\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 13.4\% | 4.8\% | 5.1\% | 10.0\% | 2.6\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 17 | Road D5 | 1.4\% | 46.8\% | 9.9\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 13.4\% | 4.8\% | 5.1\% | 10.0\% | 2.6\% | 0.0\% | 1.3\% | 1.0\% | 100.0\% |
| 18 | Road D5 | 1.3\% | 43.9\% | 9.3\% | 0.8\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 15.4\% | 5.5\% | 5.9\% | 11.5\% | 3.0\% | 0.0\% | 0.0\% | 0.7\% |  |
| 19 | Kong Sham Western Highway | 1.1\% | 37.9\% | 8.0\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 17.4\% | 6.2\% | 6.6\% | 13.\% | 3.4\% | 0.1\% | 3.2\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 1.2\% | 41.0\% | 8.7\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 16.2\% | 5.8\% | 6.2\% | 12.1\% | 3.2\% | 0.1\% | 2.2\% | 0.0\% | 100.0\% |
| 21 | Road D3 | 1.3\% | 42.6\% | 9.0\% | 0.8\% | 0.6\% | 1.2\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 15.8\% | 5.7\% | 6.0\% | 11.8\% | 3.1\% | 0.0\% | 1.3\% | 0.0\% | 100.0\% |
| 22 | Road $\mathrm{D}^{\text {3 }}$ | 1.3\% | 41.7\% | 8.8\% | 0.8\% | 0.6\% | 1.2\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 16.7\% | 6.0\% | 6.4\% | 12.5\% | 3.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 1.0\% | 33.2\% | 7.0\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 20.9\% | 7.5\% | 7.9\% | 15.6\% | 4.1\% | 0.0\% | 0.0\% | 0.0\% |  |
| 24 | Road D1 | 1.4\% | 47.4\% | 10.0\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 13.9\% | 5.0\% | 5.3\% | 10.4\% | 2.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 25 | Road D1 | 0.9\% | 29.1\% | 6.1\% | 0.6\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 22.9\% | 8.2\% | 8.7\% | 17.1\% | 4.5\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 26 | Road D1 | 1.5\% | 49.1\% | 10.4\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 13.1\% | 4.7\% | 5.0\% | 9.8\% | 2.6\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 27 | Road D1 | 0.9\% | 29.1\% | 6.1\% | 0.6\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 22.9\% | 8.2\% | 8.7\% | 17.1\% | 4.5\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 28 | Road D1 | 1.5\% | 49,1\% | 10.4\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 13.1\% | 4.7\% | 5.0\% | 9.8\% | 2.6\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 29 | Road D1 | 1.4\% | 47.8\% | 10.1\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 13.7\% | 4.9\% | 5.2\% | 10.3\% | 2.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 30 | Road D1 | 1.0\% | 32.6\% | 6.9\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 21.2\% | 7.6\% | 8.0\% | 15.8\% | 4.1\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 31 | $\xrightarrow{\text { Road } 3}$ | $\frac{1.3 \%}{1.40}$ | $\frac{44.8 \%}{461 \%}$ |  |  |  |  |  | $\frac{0.1 \%}{0.1 \%}$ |  |  | $\frac{15.19}{14.6 \%}$ |  |  |  |  | 0.0\% | -0.3\% | 0.0\% |  |
| 32 <br> 33 | $\xrightarrow{\text { Road D3 }}$ Road D5 | - $1.4 .4 \%$ |  | 9.8\% <br> $1.9 \%$ <br> 1.6 | -0.9\% | - | - $1.3 \%$ | - | - | -0.6\% | 0.2\% | $\xrightarrow{14.6 \%}$ | 㐌.2\% | 㐌.5\% | 10.9\% <br> $7.2 \%$ | 2.8\% | - | - | - $0.0 \%$ | 100.0\% |
| 34 | Road D5 | 1.5\% | 50.9\% | 10.8\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 12.2\% | 4.4\% | 4.7\% | 9.2\% | 2.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 35 | Road D5 | 0.9\% | 29.0\% | 6.1\% | 0.6\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | ${ }^{22.9 \%}$ | 8.2\% | 8.7\% | 17.1\% | 4.5\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 36 | Road D5 | 1.5\% | 49,1\% | 10.4\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 13.1\% | 4.7\% | 5.0\% | 9.8\% | 2.6\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 37 | Road D5 | 1.5\% | 49.6\% | 10.5\% | 0.9\% | 0.7\% | ${ }^{1.4 \%}$ | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 12.6\% | 4.5\% | 4.8\% | 9.4\% | 2.5\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| ${ }^{38}$ | Road D5 | ${ }^{1.46 \%}$ | ${ }^{46.1 \%}$ | 9.8\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 14.4\% | 5.2\% | 5.5\% | 10.8\% | 2.8\% | 0.0\% | 0.0\% | 0.5\% |  |
| 40 | Road D5 | 1.2\% | 41.3\% | 8.7\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 16.7\% | 6.0\% | 6.4\% | 12.5\% | 3.3\% | 0.0\% | 0.0\% | 0.6\% | 100.0\% |
| ${ }^{41}$ | Road D5 | 1.5\% | ${ }^{48.5 \%}$ | 10.3\% | 0.9\% | 0.6\% | ${ }^{1.4 \%}$ | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 13.1\% | 4.7\% | 5.0\% | 9.8\% | 2.6\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |
| ${ }^{42}$ | Road D5 | 1.0\% | 33.7\% | 7.1\% | 0.6\% | 0.4\% | 1.10\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 20.4\% | 7.3\% | 7.8\% | ${ }^{125.2 \%}$ | 4.0\% | 0.0\% | 0.0\% | 0.7\% | ${ }^{10000 \%}$ |
| ${ }^{43}$ | Slip road for Kong Sham Western Highway | 1.3\% | 41.8\% | 8.8\% | 0.8\% | 0.6\% | 1.2\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 16.7\% | 6.0\% | 6.3\% | 12.5\% | 3.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 44 | Slip road for Road D3 | 1.4\% | 45.9\% | 9.7\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 14.7\% | 5.3\% | 5.6\% | 11.0\% | 2.9\% | 0.0\% | 0.0\% | 0.0\% |  |
| 45 | Kong Sham Western Highway | 1.2\% | 40.2\% | 8.5\% | 0.8\% | 0.5\% | ${ }^{1.2 \%}$ | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 17.0\% | ${ }_{6.1 \%}^{6.1 \%}$ | 6.5\% | ${ }^{12.7 \%}$ | 3.3\% | 0.0\% | 1.3\% | 0.0\% | 100.0\% |
| 46 | Kong Sham Western Highway | 1.3\% | 43.4\% | 9.2\% | 0.8\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.6\% | 0.2\% | 15.5 | 5.6\% | 5.9\% | 11.6\% | 3.0\% | 0.0\% | 1.1\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

## Year 2036

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes

| Link No. | Road Name | $\left\|\begin{array}{c} 16- \\ \left.\begin{array}{c} 16 \text { otrocycl } \\ \text { es (MC) } \end{array} \right\rvert\, \end{array}\right\|$ | $\left.\begin{array}{c} \text { O1- } \\ \text { Private } \\ \text { Cars (PC) } \end{array}\right)$ | 02 - Taxi | $\left.\begin{array}{\|c} 11-\text { Non- } \\ \text { franchise } \\ \mathrm{d} \\ \text { Bus< }=6.4 \\ \mathrm{t} \end{array} \right\rvert\,$ | $\begin{array}{\|c\|} \hline \begin{array}{c} 12-\text { Non- } \\ \text { franchise } \\ \text { d Bus } 6.4 \end{array} \\ 15 t \end{array}$ | $\begin{array}{\|c} \begin{array}{c} 13-\text { Non- } \\ \text { franchise } \\ \text { d Bus } 15 t \\ 24 t \end{array} \\ \left.\begin{array}{c} \text { at } \end{array} \right\rvert\, \end{array}$ | $\begin{gathered} \begin{array}{c} \text { fre Non- } \\ \text { tranchise } \\ \text { d Bus } \\ >24 t \end{array} \\ \hline \end{gathered}$ | $\begin{array}{\|c\|} \hline 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 t \\ \hline \end{array}$ | $\left\|\begin{array}{c}10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 \mathrm{t}\end{array}\right\|$ | $\left\|\begin{array}{c}03-\text { Light } \\ \text { Goods } \\ \text { Vehicles< } \\ =2.5 t\end{array}\right\|$ | $\begin{array}{\|c\|} \hline 04-\text {-Lt } \\ \text { Goods } \\ \text { Vehicles } \\ 2.5-3.5 t \\ \hline \end{array}$ | $05-$ Light <br> Goods <br> Vehicles> <br> $3.5 t$$\|$ | $\square$ | $\begin{array}{\|c\|} \hline 07- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ \text { 15t-24t } \\ \hline \end{array}$ |  | $\begin{array}{\|c\|} \hline \text { 14- } \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | $\begin{array}{\|c\|} \hline 15 \\ \text { Franchis } \\ \text { ed (us) } \\ \text { (DD) } \end{array}$ | $\begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 1600-1700 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1 | Road P1 | 1.1\% | 34.5\% | 7.5\% | 0.8\% | 0.6\% | 1.2\% | 0.0\% | 0.1\% | 1.0\% | 0.2\% | 20.0\% | 7.2\% | 7.0\% | 13.8\% | 3.6\% | 0.0\% | 0.0\% | 1.5\% | 100.0\% |
| 2 | Kong Sham Western Highway | 1.1\% | 34.8\% | 7.5\% | 0.8\% | 0.6\% | 1.2\% | 0.0\% | 0.1\% | 1.0\% | 0.2\% | 18.8\% | 6.7\% | 6.6\% | 13.0\% | 3.4\% | 0.1\% | 4.0\% | 0.0\% | 100.0\% |
| 3 | Kong Sham Western Highway | 1.2\% | 36.2\% | 7.8\% | 0.8\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 1.1\% | 0.2\% | 17.5\% | 6.3\% | 6.2\% | ${ }^{12.1 \%}$ | 3.2\% | 0.1\% | 5.3\% | 0.0\% | 100.0\% |
|  | Road P1 | 1.2\% | 36.0\% | 7.8\% | 0.8\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 1.1\% | 0.2\% | 19.1\% | 6.9\% | 6.7\% | 13.2\% | 3.5\% | 0.0\% | 0.0\% | 1.7\% | 100.0\% |
| 5 | Road P1 | 1.4\% | 42.5\% | 9.2\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.2\% | 1.3\% | 0.2\% | 16.1\% | 5.8\% | 5.7\% | 11.2\% | 2.9\% | 0.0\% | 0.0\% | 0.5\% | 100.0\% |
| 6 | Road P1 | 1.4\% | 44.5\% | 9.6\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.2\% | 1.3\% | 0.2\% | 14.8\% | 5.3\% | 5.2\% | 10.3\% | 2.7\% | 0.0\% | 0.5\% | 0.7\% | 100.0\% |
| 7 | Road D5 | 1.5\% | 46.5\% | 10.1\% | 1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.2\% | 1.4\% | 0.1\% | 13.\% | 5.0\% | 4.9\% | 9.6\% | 2.5\% | 0.0\% | 0.4\% | 0.6\% | 100.0\% |
| 8 | Road D5 | 1.4\% | 43.6\% | 9.4\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.2\% | ${ }^{1.3 \%}$ | 0.2\% | 15.5\% | 5.6\% | 5.5\% | 10.7\% | 2.8\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 11 | Road P1 | ${ }^{1.4 \%}$ | 44.4\% |  |  | 0.7\% | 1.6\% |  | 0.2\% | 1.3\% | 0.2\% | 14.8\% | 5.3\% | 5.2\% |  | 2.7\% |  | 0.0\% | 1.3\% |  |
| 12 | Kong Sham Western Highway | 1.7\% | 54.0\% | 11.7\% | 1.2\% | 0.9\% | 1.9\% | 0.0\% | 0.2\% | 1.6\% | 0.1\% | 10.3\% | 3.7\% | 3.6\% | 7.2\% | 1.9\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 1.4\% | 45.1\% | 9.8\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.2\% | 1.3\% | 0.2\% | 15.0\% | 5.4\% | 5.3\% | 10.4\% | 2.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 1.3\% | 41.0\% | 8.9\% | 0.9\% | 0.7\% | 1.4\% | 0.0\% | 0.2\% | 1.2\% | 0.2\% | 16.9\% | 6.1\% | 5.9\% | 11.7\% | 3.0\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 15 | Road P1 | 1.4\% | 43.9\% | 9.5\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.2\% | 1.3\% | 0.2\% | 14.9\% | 5.3\% | 5.2\% | 10.3\% | 2.7\% | 0.0\% | 1.9\% | 0.0\% | 100.0\% |
| 16 | Road P1 | 1.6\% | 49,3\% | 10.7\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.2\% | 1.5\% | 0.1\% | 12.8\% | 4.6\% | 4.5\% | 8.8\% | 2.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 17 | Road D5 | 1.5\% | 47.5\% | 10.3\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.2\% | 1.4\% | 0.1\% | 12.7\% | 4.6\% | 4.5\% | 8.8\% | 2.3\% | 0.0\% | 1.4\% | 1.1\% | 100.0\% |
| 18 | Road D5 | 1.4\% | 44.9\% | 9.7\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.2\% | 1.3\% | 0.2\% | 14.8\% | 5.3\% | 5.2\% | 10.2\% | 2.7\% | 0.0\% | 0.0\% | 0.8\% |  |
| 19 | Kong Sham Western Highway | 1.3\% | 39.0\% | 8.4\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.1\% | 1.2\% | 0.2\% | 16.7\% | 6.0\% | 5.9\% | 11.6\% | 3.0\% | 0.1\% | 3.6\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 1.4\% | 42.1\% | 9.1\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.2\% | 1.2\% | 0.2\% | 15.5\% | 5.6\% | 5.5\% | 10.8\% | 2.8\% | 0.0\% | 2.5\% | 0.0\% | 100.0\% |
| 21 | Road D3 | 1.4\% | 43.7\% | 9.5\% | 1.0\% | 0.7\% | ${ }^{1.5 \%}$ | 0.0\% | 0.2\% | 1.3\% | 0.2\% | 15.1\% | 5.4\% | 5.3\% | 10.5\% | 2.7\% | 0.0\% | 1.4\% | 0.0\% | 100.0\% |
| 22 | Road $\mathrm{D}^{\text {3 }}$ | 1.4\% | 43.0\% | 9.3\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.2\% | 1.3\% | 0.2\% | 16.1\% | 5.8\% | 5.7\% | 11.1\% | 2.9\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 1.1\% | 34.7\% | 7.5\% | 0.8\% | 0.6\% | 1.2\% | 0.0\% | 0.1\% | 1.0\% | 0.2\% | 20.4\% | 7.3\% | 7.2\% | 14.1\% | 3.7\% | 0.0\% | 0.0\% | 0.0\% |  |
| 24 | Road D1 | 1.6\% | 48.4\% | 10.5\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.2\% | 1.4\% | 0.1\% | 13.3\% | 4.8\% | 4.7\% | 9.2\% | 2.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 25 | Road D1 | 1.0\% | 30.6\% | ${ }^{6.6 \%}$ | 0.7\% | 0.5\% | ${ }^{1.1 \%}$ | 0.0\% | 0.1\% | 0.9\% | 0.2\% | 22.5\% | ${ }^{8.1 \%}$ | 7.9\% | 15.6\% | 4.1\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 26 | Road D1 | 1.6\% | 49.9\% | 10.8\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.2\% | 1.5\% | 0.1\% | 12.4\% | 4.5\% | 4.4\% | 8.6\% | 2.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 27 | Road D1 | 1.0\% | 30.6\% | 6.6\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.9\% | 0.2\% | 22.5\% | 8.1\% | 7.9\% | 15.6\% | 4.1\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 28 | Road D1 | 1.6\% | 49.9\% | 10.8\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.2\% | 1.5\% | 0.1\% | 12.4\% | 4.5\% | 4.4\% | 8.6\% | 2.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 29 | Road D1 | 1.6\% | 48.7\% | 10.5\% | 1.1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.2\% | 1.4\% | 0.1\% | 13.1\% | 4.7\% | 4.6\% | 9.1\% | 2.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 30 | Road D1 | 1.1\% | 34.2\% | 7.4\% | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.1\% | 1.0\% | 0.2\% | 20.7\% | 7.4\% | 7.3\% | 14.3\% | 3.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 31 | $\xrightarrow{\text { Road } 3}$ | $\frac{1.5 \%}{1.50}$ | $\frac{45.8 \%}{4710}$ | 9.9\%\% | $\frac{1.19}{1.10}$ | - |  |  |  |  |  |  |  |  |  |  | -0.0\% | -0.3\% |  |  |
| 32 <br> 33 | $\xrightarrow{\text { Road D3 }}$ Road D5 | 1.5\% | ${ }^{47.1 \%} 5$ | 10.2\% | - $1.1 .1{ }^{1.1 \%}$ | - $0.8 \%$ | - | -0.0\% | - | - | -0.1\% | 13.9\% <br> $9.0 \%$ | 㐌.2\% | - ${ }^{4.9 \%}$ | 年.6\% | 2.5\% | - | - | - $0.0 \%$ | 100.0\% |
| 34 | Road D5 | 1.7\% | 51.5\% | 11.2\% | ${ }^{1.2 \%}$ | 0.8\% | 1.8\% | 0.0\% | 0.2\% | 1.5\% | 0.1\% | 11.6\% | 4.2\% | 4.1\% | 8.0\% | 2.1\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 35 | Road D5 | 1.0\% | 30.6\% | 6.6\% | 0.7\% | 0.5\% | ${ }^{1.1 \%}$ | 0.0\% | 0.1\% | 0.9\% | 0.2\% | 22.5\% | 8.1\% | 7.9\% | 15.6\% | 4.1\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 36 | Road D5 | 1.6\% | 49.9\% | 10.8\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.2\% | 1.5\% | 0.1\% | 12.4\% | 4.5\% | 4.4\% | 8.6\% | 2.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 37 | Road D5 | 1.6\% | 50.3\% | 10.9\% | 1.2\% | 0.8\% | ${ }^{1.8 \%}$ | 0.0\% | 0.2\% | 1.5\% | 0.1\% | 11.9\% | 4.3\% | 4.2\% | 8.3\% | 2.2\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| 38 | Road D5 | 1.5\% | 47.1\% | 10.2\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.2\% | 1.4\% | 0.1\% | 13.7\% | 4.9\% | 4.8\% | 9.5\% | 2.5\% | 0.0\% | 0.0\% | 0.5\% |  |
| 40 | Road D5 | 1.4\% | 42.5\% | 9.2\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.2\% | 1.3\% | 0.2\% | 16.1\% | 5.8\% | 5.7\% | 11.1\% | 2.9\% | 0.0\% | 0.0\% | 0.6\% | 100.0\% |
| ${ }^{41}$ | Road D5 | 1.6\% | 49.2\% | ${ }^{10.7 \%}$ | 1.1\% | 0.8\% | ${ }^{1.7 \%}$ | 0.0\% | 0.2\% | 1.5\% | 0.1\% | 12.4\% | 4.5\% | 4.4\% | ${ }^{8.6 \%}$ | 2.2\% | 0.0\% | 0.0\% | 1.0\% | 100.0\% |
| ${ }^{42}$ | Road D5 | 1.1\% | 35.1\% | 7.9\% | 0.8\% | 0.6\% | 1.2\% | 0.0\% | 0.1\% | 1.0\% | 0.2\% | 19.9\% | 7.1\% | 7.0\% | 13.8\% | 3.6\% | 0.0\% | 0.0\% | 0.8\% | ${ }^{10000 \%}$ |
| ${ }^{43}$ | Slip road for Kong Sham Western Highway | 1.4\% | 43.0\% | 9.3\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.2\% | 1.3\% | 0.2\% | 16.0\% | 5.8\% | 5.7\% | ${ }^{12.1 \%}$ | 2.9\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 44 | Slip road for Road D3 | 1.5\% | 46.9\% | 10.1\% | 1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.2\% | 1.4\% | 0.1\% | 14.0\% | 5.0\% | 4.9\% | 9.7\% | 2.5\% | 0.0\% | 0.0\% | 0.0\% |  |
| 45 | Kong Sham Western Highway | 1.3\% | 41.4\% | 9.0\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.2\% | ${ }^{1.2 \%}$ | 0.2\% | 16.3\% | 5.9\% | 5.8\% | ${ }^{11.3 \%}$ | 3.0\% | 0.0\% | 1.5\% | 0.0\% | 100.0\% |
| 46 | Kong Sham Western Highway | 1.4\% | 44.4\% | 9.6\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.2\% | 1.3\% | 0.2\% | 14.8\% | 5.3\% | 5.2\% | 10.3\% | 2.7\% | 0.0\% | 1.3\% | 0.0\% | 100.0\% |

## Appendix 3．4 Traffic Data

## Year 2036

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes

| Link No． | Road Name | $\left\lvert\, \begin{gathered} \text { 16- } \\ \text { Motorcycl } \\ \text { es (MC) } \end{gathered}\right.$ | $\left.\begin{array}{c} \text { O1- } \\ \text { Private } \\ \text { Cars (PC) } \end{array}\right)$ | 02 －Taxi | $\begin{gathered} 14-\text { Non } \\ \text { franchise } \\ \text { d } \\ \text { Bus }<6.4 \end{gathered}$ | $\begin{gathered} 12 \text { - Non- } \\ \text { franchise } \\ \text { d Bus } 6.4 \\ 15 t \end{gathered}$ | $\begin{array}{c\|} \hline 13 \text { - Non- } \\ \text { tranchis } \\ \text { d Bus } 5 \text { st } \\ 24 t \end{array}$ | $\begin{gathered} \begin{array}{c} \text { fre Non- } \\ \text { tranchise } \\ \text { d Bus } \\ >24 t \end{array} \\ \hline \end{gathered}$ | $\begin{array}{\|c\|} \hline 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 t \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline 10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 \mathrm{t} \\ \hline \end{array}$ | $\left\|\begin{array}{c}03-\text { Light } \\ \text { Goods } \\ \text { Vehicles＜} \\ =2.5 t\end{array}\right\|$ | $\begin{array}{\|c\|} \hline \text { O4-Lt } \\ \text { Goods } \\ \text { Vohics } \\ 2.5-3.55 \\ \hline \end{array}$ | $05-$ Light <br> Goods <br> Vehicles＞ <br> $3.5 t$$\|$ | $\square$ | $\begin{array}{\|c\|} \hline 07- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ \text { 15t-24t } \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline 17 . \\ \text { Heavy } \\ \text { Gooods } \\ \text { Vehicles } \\ >24 \mathrm{ta} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \text { 14- } \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | $\begin{array}{\|c} 15- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) } \\ \hline \end{array}$ | $\begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}$ | total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 700－1800 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\frac{1}{2}$ | ${ }_{\text {Kong Sham Westers Hio }}^{\text {Roal }}$ | ${ }^{2.4 \%}$ |  | ${ }^{6.8 \%} 6$ | 0．8\％ | 0．6\％ | 1．2\％ | 0．0\％ | ${ }^{0.1 \%}$ | 0．9\％ | ${ }_{0}^{0.2 \%}$ | ${ }_{\text {19，}}^{18.2 \%}$ | ${ }^{6.9 .4 \%}$ | ${ }^{5.6 \%}$ | $10.9 \%$ <br> $10.2 \%$ | ${ }_{\text {2．9\％}}^{2.7 \%}$ | ${ }^{0.0 \%}$ | － | ${ }^{\text {0．}}$ ．0\％ | ${ }^{1000.0 \%}$ |
| 3 | Kong Sham Western Highway | 2．4\％ | 41．5\％ | 7．0\％ | 0．8\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．1\％ | 0．9\％ | 0．2\％ | 16．6\％ | 6．0\％ | 4．8\％ | 9．5\％ | 2．5\％ | 0．2\％ | 5．7\％ | 0．0\％ | 100．0\％ |
|  | Road P1 | 2．5\％ | 41．6\％ | 7．0\％ | 0．8\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．1\％ | 0．9\％ | 0．2\％ | 18．3\％ | 6．6\％ | 5．3\％ | 10．4\％ | 2．7\％ | 0．0\％ | 0．0\％ | 1．8\％ | 100．0\％ |
| 5 | Road P1 | 2．8\％ | 49．7\％ | 7．9\％ | 0．9\％ | 0．6\％ | ${ }^{1.4 \%}$ | 0．0\％ | 0．1\％ | 1．0\％ | 0．2\％ | 14．7\％ | 5．3\％ | 4．3\％ | 8．4\％ | 2．2\％ | 0．0\％ | 0．0\％ | 0．5\％ | 100．0\％ |
| 6 | ${ }_{\text {Road P1 }}$ | 2．8\％ | 52．0\％ | 8．2\％ | 1．0\％ | 0．7\％ | 1．5\％ | 0．0\％ | ${ }^{0.1 \%}$ | 1．0\％ | 0．1\％ | ${ }^{13.3 \%}$ | 4．8\％ | 3．8\％ | 7．6\％ | 2．0\％ | 0．0\％ | 0．5\％ | 0．7\％ | 100．0\％ |
| 7 | Road D5 | 3．1\％ | 52．1\％ | 8．8\％ | 1．0\％ | 0．7\％ | 1．6\％ | 0．0\％ | 0．1\％ | 1．1\％ | 0．1\％ | 12．8\％ | 4．6\％ | 3．7\％ | 7．3\％ | 1．9\％ | 0．0\％ | 0．4\％ | 0．6\％ | 100．0\％ |
| 8 | Road D5 | 2．9\％ | 49，3\％ | 8．3\％ | 1．0\％ | 0．7\％ | 1．5\％ | 0．0\％ | 0．1\％ | 1．0\％ | 0．2\％ | 14．5\％ | 5．2\％ | 4．2\％ | 8．3\％ | 2．2\％ | 0．0\％ | 0．0\％ | 0．7\％ | 100．0\％ |
| $\frac{11}{12}$ | Road P1 | 2．8\％${ }^{3.8}$ | 年1．7\％ |  |  |  | － | ${ }^{\text {0．0\％}}$ | ${ }^{0.1 \%}$ | ${ }^{\text {1．0\％}}$ | 0．1\％ | ${ }^{13.4 \%}$ | －${ }_{\text {4．8\％}}^{3.36}$ | ${ }^{3.9 \%}$ |  | 2．0\％ | 0．0\％ | 0．0\％ | 1．3\％ | ${ }^{10000 \%}$ |
| 12 | Kong Sham Western Highway | 3．4\％ | 60．0\％ | ${ }^{\text {9．8\％}}$ | ${ }^{\text {1．1．1\％}}$ | 0．8\％ | ${ }^{1.7 \%}$ | 0．0\％ | 0．2\％ | ${ }^{1.2 \%}$ | 0．1\％ |  | ${ }^{3.3 \%}$ | 2．7\％ | ${ }^{5.2 \%}$ | ${ }^{1.4 \%}$ | 0．0\％ | 0．0\％ | 0．0\％ | ${ }^{100.0 \%}$ |
| ${ }^{13}$ | Kong Sham Western Highway | 2．9\％ | ${ }^{52.7 \%}$ | 8．2\％ | 1．0\％ | 0．7\％ | 1．5\％ | 0．0\％ | 0．1\％ | 1．0\％ | 0．1\％ | ${ }^{13.4 \%}$ | 4．8\％ | 3．9\％ | 7．6\％ | 2．0\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 14 | Road P1 | 2．7\％ | 47．7\％ | 7．7\％ | 0．9\％ | 0．6\％ | 1．4\％ | 0．0\％ | 0．1\％ | 1．0\％ | 0．2\％ | 15．\％ | 5．6\％ | 4．5\％ | 8．9\％ | 2．3\％ | 0．0\％ | 0．0\％ | 0．7\％ | 100．0\％ |
| 15 <br> 16 <br> 1 | ${ }_{\text {Road }}{ }^{\text {Pad }}$ | 2．9\％ | － $49.44 \%$ | ${ }^{8.4 .4 \%}$ | －$\frac{1.0 \%}{1.10}$ | 0．7\％ | 1．5\％ | 0．0\％ | ${ }_{0}^{0.1 \%}$ | $\frac{1.12 \%}{1.20}$ | ${ }_{0}^{0.1 \%}$ | －13．8\％ | 5．0\％ | 年．0\％ | 7．9\％ | ${ }_{\text {2．1\％}}^{170}$ | ${ }_{0}^{0.1 \%}$ | 2．0\％ | 0．0\％ | ${ }^{10000 \%}$ |
| 17 | Road D5 | 3．0\％ | 54．2\％ | 8．7\％ | 1．0\％ | 0．7\％ | 1．5\％ | 0．0\％ | ${ }_{0}^{0.1 \%}$ | ${ }_{1.11}$ | 0.19 | ${ }^{11.4 \%}$ | 4．1\％ | ${ }^{3.3 \%}$ | 6．5\％ | 1．7\％ | 0．0\％ | 4\％ | \％ | 100．0\％ |
| 18 | Road D5 | 2．9\％ | 51．6\％ | 8．4\％ | 1．0\％ | 0．7\％ | 1．5\％ | 0．0\％ | 0．1\％ | 1．1\％ | 0．1\％ | 13．5\％ | 4．8\％ | 3．9\％ | 7．7\％ | 2．0\％ | 0．0\％ | 0．0\％ | 0．8\％ | 100．0\％ |
| 19 | Kong Sham Western Highway | 2．6\％ | 45．2\％ | 7．4\％ | 0．9\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．1\％ | 0．9\％ | 0．2\％ | 15．\％ | 5．6\％ | 4．5\％ | 8．9\％ | 2．3\％ | 0．1\％ | 3．8\％ | 0．0\％ | 100．0\％ |
| 20 | Kong Sham Western Highway | 2．8\％ | 48．2\％ | 8．0\％ | 0．9\％ | 0．6\％ | ${ }^{1.4 \%}$ | 0．0\％ | 0．1\％ | 1．0\％ | 0．2\％ | 14．4\％ | 5．2\％ | 4．2\％ | 8．2\％ | 2．1\％ | 0．1\％ | 2．6\％ | 0．0\％ | 100．0\％ |
| ${ }^{21}$ | Road D3 | 2．9\％ | 49，3\％ | 8．3\％ | 1．0\％ | 0．7\％ | 1．5\％ | 0．0\％ | 0．1\％ | 1．1\％ | 0．1\％ | ${ }^{14.1 \%}$ | 5．1\％ | 4．1\％ | 8．0\％ | 2．1\％ | 0．0\％ | 1．5\％ | 0．0\％ | 100．0\％ |
| 22 | Road D3 | 2．9\％ | 48．7\％ | 8．2\％ | 1．0\％ | 0．7\％ | 1．5\％ | 0．0\％ | 0．1\％ | 1．0\％ | 0．2\％ | 15．1\％ | 5．4\％ | 4．4\％ | 8．6\％ | 2．2\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| ${ }^{23}$ | Road D1 | 2．4\％ | 40．5\％ | 6．9\％ | 0．8\％ | 0．6\％ | ${ }^{1.2 \%}$ | 0．0\％ | 0．1\％ | 0．9\％ | 0．2\％ | 19．6\％ | 7．1\％ | 5．7\％ | ${ }^{11.2 \%}$ | 2．9\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 24 | Road D1 | 3．2\％ | 53．9\％ | ${ }^{\text {9．1\％}}$ | 1．1\％ | 0．7\％ | 1．6\％ | 0．0\％ | 0．1\％ | 1．1\％ | 0．1\％ | ${ }^{122.2 \%}$ | 4．4\％ | 3．5\％ | 7．0\％ | 1．8\％ | 0．0\％ | 0．0\％ | 0．0\％ | ${ }^{10000 \%}$ |
| 25 | Road D1 | 2．1\％ | 36．2\％ | 6．1\％ | 0．7\％ | 0．5\％ | ${ }^{1.1 \%}$ | 0．0\％ | 0．1\％ | 0．8\％ | 0．2\％ | 22．0\％ | 7．9\％ | 6．4\％ | 12．6\％ | 3．3\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 26 | Road D1 | 3．3\％ | 55．4\％ | 9．4\％ | 1．1\％ | 0．8\％ | 1．7\％ | 0．0\％ | 0．2\％ | 1．2\％ | 0．1\％ | 11．4\％ | 4．1\％ | 3．3\％ | 6．5\％ | 1．7\％ | 0．0\％ | 0．0\％ | 0．0\％ |  |
| 27 | Road D1 | 2．1\％ | 36．2\％ | 6．1\％ | 0．7\％ | 0．5\％ | 1．1\％ | 0．0\％ | 0．1\％ | 0．8\％ | 0．2\％ | 22．0\％ | 7．9\％ | 6．4\％ | 12．6\％ | 3．3\％ | 0．0\％ | 0．0\％ | 0．0\％ |  |
| ${ }^{28}$ | Road D1 | 3．3\％ | 55．4\％ | 9．4\％ | 1．1．1\％ | 0．8\％ | 1．7\％ | 0．0\％ | 0．2\％ | 1．2\％ | 0．1\％ | 11．4\％ | 4．1\％ | 3．3\％ | 6．5\％ | 1．7\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 29 | Road D1 | 3．2\％ | 54．2\％ | 9．2\％ | 1．1\％ | 0．7\％ | 1．6\％ | 0．0\％ | 0．1\％ | 1．2\％ | 0．1\％ | 12．0\％ | 4．3\％ | 3．5\％ | 6．9\％ | 1．8\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 30 | Road D1 | 2．4\％ | 39．9\％ | 6．8\％ | 0．8\％ | 0．5\％ | 1．2\％ | 0．0\％ | 0．1\％ | 0．8\％ | 0．2\％ | 20．0\％ | 7．2\％ | 5．8\％ | 11．4\％ | 3．0\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 31 | Road D3 | 3．0\％ | ${ }^{51.5 \%}$ | 8．7\％ | 1．0\％ | 0．7\％ | 1．6\％ | 0．0\％ | 0．1\％ | 1．1\％ | 0．1\％ | 13．4\％ | 4．8\％ | ${ }^{3.9 \%}$ | 7．6\％ | 2．0\％ | 0．0\％ | 0．4\％ | 0．0\％ |  |
| 32 | Road D3 | 3．1\％ | 52．7\％ | 8．9\％ | 1．0\％ | 0．7\％ | 1．6\％ | 0．0\％ | 0．1\％ | 1．1\％ | 0．1\％ | 12．9\％ | 4．6\％ | 3．7\％ | ${ }^{7.3 \%}$ | 1．9\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 33 | Road D5 | 3．6\％ | 61．3\％ | 10．4\％ | 1．2\％ | 0．8\％ | 1．9\％ | 0．0\％ | 0．2\％ | 1．3\％ | 0．1\％ | ${ }^{8.1 \%}$ | 2．9\％ | 2．4\％ | 4．6\％ | 1．2\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 34 | Road D5 | 3．4\％ | 56．9\％ | ${ }^{\text {9．6\％}}$ | ${ }^{1.1 \%}$ | 0．8\％ | 1．7\％ | 0．0\％ | 0．2\％ | 1．2\％ | 0．1\％ | ${ }^{10.0 \% \%}$ | 3．8\％ | ${ }^{3.1 \%}$ | 6．0\％ | 1．1．6\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 35 <br> 36 | Road D5 | 2．1\％ | 36．2\％ | 6．1\％ | 0．1\％ | 0．5\％ | ${ }^{1.17 \%}$ | 0．0\％ | 0．1\％ | 0．8\％ | 0．2\％ | 22．0\％ | 7．9\％ | 6．4\％ | 12．6\％ | ${ }^{3.3 \%}$ | 0．0\％ | 0．0\％ | 0．0\％ | ${ }^{10000 \%}$ |
| ${ }^{37}$ | Road D5 | ${ }^{3.3 \%}$ | ${ }_{\text {55．6\％}}$ | ${ }^{9.4 \%}$ | ${ }_{\text {1．1\％}}$ | 0．8\％ | ${ }_{1}{ }_{1} .17 \%$ | 0．0\％ | 0．2\％ | ${ }_{\text {1．2\％}}$ | ${ }^{0.1 \%}$ | ${ }^{11.9 \%}$ | ${ }^{\text {3．9\％}}$ | ${ }^{3.2 \%}$ | 6．2\％ | ${ }_{\text {1．6\％}}$ | 0．0\％ | 0．0\％ | 0．8\％ | 100．0\％ |
| 38 | Road D5 | 3．1\％ | 52．6\％ | 8．9\％ | 1．0\％ | 0．7\％ | 1．6\％ | 0．0\％ | 0．1\％ | 1．1\％ | 0．1\％ | 12．7\％ | 4．6\％ | 3．7\％ | 7．2\％ | 1．9\％ | 0．0\％ | 0．0\％ | 0．5\％ | 100．0\％ |
| 40 | Road D5 | 2．8\％ | 48．2\％ | 8．2\％ | 1．0\％ | 0．7\％ | 1．5\％ | 0．0\％ | 0．1\％ | 1．0\％ | 0．2\％ | 15．1\％ | 5．4\％ | 4．4\％ | 8．6\％ | 2．2\％ | 0．0\％ | 0．0\％ | 0．7\％ | 100．0\％ |
| ${ }_{4}^{41}$ | Road D5 | ${ }^{3.2 \%}$ | 54．6\％ | ${ }^{9.2 \%}$ | ${ }_{\text {1．1．1\％}}$ | 0．8\％ | ${ }_{\text {1．12\％}}^{1.1}$ | ${ }^{\text {0．0\％}}$ | ${ }^{0.1 \%}$ | ${ }^{1.2 \%}$ | ${ }^{0.12 \%}$ | 11．4\％ | ${ }^{4.1 \%}$ | ${ }^{3.3 \%}$ | ${ }^{6.5 \%}$ | ${ }^{1.7 \% \%}$ | 0．0\％ | 0．0\％ | ${ }^{1.0 \%}$ | ${ }^{10000 \%}$ |
| ${ }^{42}$ | Road D5 | 2．4\％ | 40．8\％ | 6．9\％ | 0．8\％ | 0．6\％ | 1．2\％ | 0．0\％ | 0．1\％ | 0．9\％ | 0．2\％ | ${ }^{19.19}$ | 6．9\％ | 5．5\％ | 10．9\％ | 2．8\％ | 0．0\％ | 0．0\％ | 0．8\％ | ${ }^{10000 \%}$ |
| $\stackrel{43}{44}$ | Slip road for Kong Sham Western Highway Slip road for Road D3 | ${ }^{2.9 \%}$ | ${ }^{48.8 \%} 5$ | 年．3\％\％ | － | 0．7\％ 0 | － $1.5 \%$ | －0．0\％ | ${ }^{0.1 \%}$ | － $1.0 \%$ | ${ }^{0.2 \%}$ | －${ }_{\text {15．0\％}}^{1.0 \%}$ | 年．4\％ | 年．4\％ | －8．6\％ | 2．2\％ | －0．0\％ | －0．0\％ | 0．0\％ | －100．0\％ |
| 45 | Kong Sham Western Highway | 2．8\％ | 47．3\％ | 7．9\％ | 0．9\％ | 0．6\％ | 1．4\％ | 0．0\％ | 0．1\％ | 1．0\％ | 0．2\％ | 15．3\％ | 5．5\％ | 4．4\％ | 8．7\％ | 2．3\％ | 0．0\％ | 1．5\％ | 0．0\％ | 100．0\％ |
| 46 | Kong Sham Western Highway | 2．9\％ | 50．3\％ | 8．4\％ | 1．0\％ | 0．7\％ | 1．5\％ | 0．0\％ | 0．1\％ | 1．1\％ | 0．1\％ | 13．7\％ | 4．9\％ | 4．0\％ | 7．8\％ | 2．0\％ | 0．0\％ | 1．3\％ | 0．0\％ | 100．0\％ |

## Appendix 3．4 Traffic Data

## Year 2036

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes

| Link No． | Road Name | $\left\lvert\, \begin{gathered} \text { 16- } \\ \text { Motorcycl } \\ \text { es (MC) } \end{gathered}\right.$ | $\left.\begin{array}{c} \text { P1- } \\ \text { Private } \\ \text { Cais (PC) } \end{array}\right)$ | 02 －Taxi | $\begin{gathered} 14-\text { Non } \\ \text { franchise } \\ \text { d } \\ \text { Bus }<6.4 \end{gathered}$ | $\begin{array}{\|c\|} \hline \begin{array}{c} 12-\text { Non- } \\ \text { franchise } \\ \text { d Bus } 6.4 \end{array} \\ 15 t \end{array}$ | $\begin{array}{c\|} \hline 13 \text { - Non- } \\ \text { tranchis } \\ \text { d Bus } 5 \text { st } \\ 24 t \end{array}$ | $\begin{gathered} \begin{array}{c} \text { fre Non- } \\ \text { tranchise } \\ \text { d Bus } \\ >24 t \end{array} \\ \hline \end{gathered}$ | $\begin{array}{\|c\|} \hline 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 t \\ \hline \end{array}$ |  | $\begin{array}{\|c\|} \hline 03-\text { Light } \\ \text { Goods } \\ \text { Vehicles< } \\ =2.5 t \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \text { O4-Lt } \\ \text { Goods } \\ \text { Vohics } \\ 2.5-3.55 \\ \hline \end{array}$ | $05-$ Light <br> Goods <br> Vehicles＞ <br> $3.5 t$$\|$ | $\square$ | $\begin{array}{\|c\|} \hline 07- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ \text { 15t-24t } \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline 17 . \\ \text { Heavy } \\ \text { Gooods } \\ \text { Vehicles } \\ >24 \mathrm{ta} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \text { 14- } \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | $\begin{array}{\|c} 15- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) } \\ \hline \end{array}$ | $\begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 300－190 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Road P1 | 2．5\％ | 54．1\％ | 7．4\％ | 0．9\％ | 0．6\％ | ${ }^{1.4 \%}$ | 0．0\％ | 0．0\％ | 0．4\％ | 0．1\％ | 13．\％ | 4．9\％ | 3．6\％ | 7．0\％ | 1．8\％ | 0．0\％ | 0．0\％ | 1．6\％ | 100．0\％ |
| $\frac{2}{3}$ | Kong Sham Western Highway | ${ }_{2.24 \%}^{2.50}$ |  | 7．3\％ | 0．9\％ | 0．6\％ | ${ }^{1.446}$ | 0．0\％ | 0．0\％ | ${ }^{0.3 \%}$ | 0．1\％ | $\frac{12.6 \%}{1.15 \%}$ | ${ }^{4.5 \%}$ | ${ }_{3}^{3.3 \%}$ | ${ }_{\text {c }}^{6.5 \%}$ | $\frac{1.7 \%}{1.60}$ | ${ }^{0.1 \%}$ | 年．4\％\％ | 0．0\％ | ${ }^{100.0 \%}$ |
| 3 | Kong Sham Western Highway | 2．5\％ |  | 7．4\％ | 0．9\％ | 0．6\％ | － $1.4 \%$ | 0．0\％ | 0．0\％ | 0．4\％ | 0．1\％ | ${ }^{12.5 \%}$ | $\frac{4.1 \%}{46 \%}$ | 3．0\％ | 5．9\％ | － | ${ }^{0.1 \%}$ | 5．7\％ | 0．0\％ | 100．0\％ |
| 4 | Road P1 | 2．5\％ | 55．4\％ | 7．5\％ | 0．9\％ | 0．7\％ | 1．4\％ | 0．0\％ | 0．0\％ | 0．4\％ | 0．1\％ | 12．8\％ | 4．6\％ | 3．4\％ | 6．6\％ | 1．7\％ | 0．0\％ | 0．0\％ | 1．9\％ | 100．0\％ |
| 5 | Road P1 | 2．8\％ | ${ }^{61.4 \%}$ | 8．4\％ | 1．0\％ | 0．7\％ | 1．6\％ | 0．0\％ | 0．1\％ | 0．4\％ | 0．1\％ | 10．1\％ | 3．6\％ | 2．7\％ | 5．2\％ | 1．4\％ | 0．0\％ | 0．0\％ | 0．6\％ | 100．0\％ |
| 6 | Rood P1 | 2．9\％ | 62．8\％ | 8．5\％ | 1．1\％ | 0．7\％ | 1．6\％ | 0．0\％ | 0．1\％ | 0．4\％ | 0．1\％ | 9．1\％ | 3．3\％ | 2．4\％ | 4．7\％ | 1．2\％ | 0．0\％ | 0.5 | 0．7\％ |  |
| 7 | Road D5 | 2．9\％ | －64．4\％ | ${ }^{8.8 \%}$ | $\frac{1.1 \%}{1.10}$ | 0．8\％ | － $1.7 \%$ | 0．0\％ | ${ }^{0.1 \%}$ | ${ }^{0.4 \%}$ | 0．1\％ | 8．3\％ | 3．0\％ | ${ }_{\text {2．2．2\％}}^{2.20}$ | － | $\frac{1.1 \%}{1.10}$ | 0．0\％ | 0．4\％ | 0．6\％ | ${ }^{\text {1000．0\％}}$ |
| 11 | Road P1 | 2．8\％ | 62．6\％ | 8．5\％ | 1．1\％ | 0．7\％ | ${ }_{1}^{1.6}$ | 0．0\％ | 0．1\％ | 0.4 | 0．1\％ | 9．1\％ | 3．3\％ | 2．4\％ | 4．7\％ | 1．2\％ | 0．0\％ | 0．0\％ | ${ }^{1.3 \%}$ | ${ }^{10000 \%}$ |
| 12 | Kong Sham Western Highway | 3．2\％ | 69．8\％ | 9．5\％ | 1．2\％ | 0．8\％ | 1．8\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．1\％ | 5．8\％ | 2．1\％ | 1．5\％ | 3．0\％ | 0．8\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 13 | Kong Sham Western Highway | 2．9\％ | 63．6\％ | 8．6\％ | 1．1\％ | 0．8\％ | 1．7\％ | 0．0\％ | 0．1\％ | 0．4\％ | 0．1\％ | 9．2\％ | 3．3\％ | 2．4\％ | 4．7\％ | 1．2\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 14 | Road P1 | 2．7\％ | 60．1\％ | 8．2\％ | 1．0\％ | 0．7\％ | 1．6\％ | 0．0\％ | 0．1\％ | 0．4\％ | 0．1\％ | 10．7\％ | 3．9\％ | 2．8\％ | 5．5\％ | 1．4\％ | 0．0\％ | 0.0 | 0．8\％ |  |
| 15 | Road P1 | 2．8\％ | 62．1\％ | 8．4\％ | 1．1\％ | 0．7\％ | 1．6\％ | 0．0\％ | 0．1\％ | 0．4\％ | 0．1\％ | 9．1\％ | 3．3\％ | 2．4\％ | 4.78 | 1．2\％ | 0．0\％ | 1．9\％ | 0．0\％ | 100．0\％ |
| 16 | Road P1 | 3．0\％ | 66．7\％ | 9．1\％ | 1．1\％ | 0．8\％ | 1．7\％ | 0．0\％ | 0．1\％ | 0．4\％ | 0．1\％ | 7．5\％ | 2．7\％ | 2．0\％ | 3.92 | 1．0\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 17 | Road D5 | 2．9\％ | 64．6\％ | 8．8\％ | 1．1\％ | 0．8\％ | ${ }^{1.7 \%}$ | 0．0\％ | 0．1\％ | 0．4\％ | 0．1\％ | 7．5\％ | 2．7\％ | 2．0\％ | 3．9\％ | 1．0\％ | 0．0\％ | 1．4\％ | 1．1\％ | 100．0\％ |
| 18 | Road D5 | 2．9\％ | 63．2\％ | 8．6\％ | 1．1\％ | 0．7\％ | 1．6\％ | 0．0\％ | 0．1\％ | 0．4\％ | 0．1\％ | 9．0\％ | 3．2\％ | 2．4\％ | 4．7\％ | 1．2\％ | 0．0\％ | 0．0\％ | 0．8\％ | 100．0\％ |
| 19 | Kong Sham Western Highway | 2．6\％ | 57．6\％ | 7．8\％ | 1．0\％ | 0．7\％ | 1．5\％ | 0．0\％ | 0．0\％ | 0．4\％ | 0．1\％ | 10．7\％ | 3．9\％ | 2．8\％ | 5．5\％ | 1．4\％ | 0．1\％ | 3．8\％ | 0．0\％ | 100．0\％ |
| ${ }^{20}$ | Kong Sham Western Highway | 2．8\％ | 60．5\％ | 8．2\％ | 1．0\％ | 0．7\％ | 1．6\％ | 0．0\％ | 0．1\％ | 0．4\％ | 0．1\％ | 9．7\％ | 3．5\％ | 2．5\％ | 5．0\％ | 1．3\％ | 0．0\％ | 2．5\％ | 0．0\％ | 100．0\％ |
| 21 | Road D3 | 2．8\％ | 62．1\％ | 8．4\％ | 1．1\％ | 0．7\％ | 1．6\％ | 0．0\％ | 0．1\％ | 0．4\％ | 0．1\％ | 9．3\％ | 3．3\％ | 2．4\％ | 4．8\％ | 1．3\％ | 0．0\％ | 1．5\％ | 0．0\％ | 100．0\％ |
| 22 | Road D3 | 2．8\％ | 61．9\％ | 8．4\％ | 1．1\％ | 0．7\％ | 1．6\％ | 0．0\％ | 0．1\％ | 0．4\％ | 0．1\％ | 10．1\％ | 3．6\％ | 2.6 | 5．2\％ | 1．4\％ | 0．0\％ | 0.0 | 0．0\％ | 100．0\％ |
| 23 | Road D1 | 2．5\％ | 54．8\％ | 7．4\％ | 0．9\％ | 0．6\％ | ${ }^{1.4 \%}$ | 0．0\％ | 0．0\％ | 0．4\％ | 0．1\％ | 14．0\％ | 5．0\％ | 3．7\％ | 7．2\％ | 1．9\％ | 0．0\％ | 0．0\％ | 0．0\％ |  |
| 24 | Road D1 | 3．0\％ | 66．0\％ | 9．0\％ | 1．1\％ | 0．8\％ | ${ }^{1.7 \%}$ | 0．0\％ | 0．1\％ | 0．4\％ | 0．1\％ | 7．9\％ | 2．8\％ | 2．1\％ | 4．1\％ | 1．1\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 25 | Road D1 | 2．3\％ | 50．7\％ | 6．9\％ | 0．9\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．2\％ | 16．2\％ | 5．8\％ | 4．3\％ | 8．4\％ | 2．2\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 26 | Road D1 | 3．1\％ | 67．1\％ | 9．1\％ | 1．1\％ | 0．8\％ | 1．7\％ | 0．0\％ | 0．1\％ | 0．4\％ | 0．1\％ | 7．3\％ | 2．6\％ | 1．9\％ | 3．7\％ | 1．0\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 27 | Road D1 | 2．3\％ | 50．7\％ | 6．9\％ | 0．9\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．2\％ | 16．2\％ | 5．8\％ | 4．3\％ | 8．4\％ | 2．2\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| ${ }^{28}$ | Road D1 | 3．1\％ | 67．1\％ | 9．1\％ | 1．1\％ | 0．8\％ | ${ }^{1.7 \%}$ | 0．0\％ | 0．1\％ | 0．4\％ | 0．1\％ | 7．3\％ | 2．6\％ | 1．9\％ | 3．7\％ | 1．0\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 29 | Road Dl | 3．0\％ | 666．2\％ | 9．0\％ | ${ }^{1.1 \%}$ | 0．8\％ | ${ }^{1.7 \%}$ | 0．0\％ | ${ }^{0.1 \%}$ | 0．4\％ | 0．1\％ | ${ }^{7.7 \%}$ | 2．8\％ | 2．0\％ | 4．0\％ | 1．0\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 30 | Road D1 | 2．5\％ | 54．2\％ | 7．4\％ | 0．9\％ | 0．6\％ | 1．4\％ | 0．0\％ | 0．0\％ | 0．4\％ | 0．1\％ | 14．3\％ | 5．1\％ | 3．7\％ | 7．4\％ | 1．9\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| ${ }^{31}$ | ${ }_{\text {Road D3 }}$ | ${ }^{2.9 \%}$ | －64．0\％ | ${ }^{8.7 \%}$ | $\frac{1.1 \%}{1.10}$ | 0．8\％ | 年．7\％ | 0．0\％ | $\frac{0.1 \%}{0.1 \%}$ | 0．4\％ | 0．1\％ | 崖．8\％ | $\frac{3.1 \%}{3.0 \%}$ | $\frac{2.3 \%}{220}$ | ${ }^{4.5 \%}$ | $\frac{1.2 \%}{1.10}$ | 0．0\％ | ${ }^{0.3 \%}$ | 0．0\％ | ${ }^{10000 \%}$ |
| 32 <br> 33 | $\xrightarrow{\text { Roaad }}$ Road 5 | ${ }^{3.00 \%} 3.2 \%$ | ${ }^{65.13 \%}$ | －${ }_{\text {8．9．7\％}}^{9.7}$ | ${ }_{\text {1．2\％}}$ | 0．8\％ | －1．9\％ | ${ }^{0.00 \%}$ | ${ }^{\text {0．1\％}}$ | 0．5\％ | 0．1\％ | ${ }^{\frac{8.0 \%}{5}}$ | 1．8\％ | 1．3\％ | 2．6\％ | －1．7\％ | 0．0\％ | 0．0\％ | 0．0\％ | ${ }^{1000.0 \%}$ |
| 34 | Road D5 | 3．1\％ | 68．2\％ | 9．3\％ | 1．2\％ | 0．8\％ | 1．8\％ | 0．0\％ | 0．1\％ | 0．4\％ | 0．1\％ | 6．7\％ | 2．4\％ | 1．7\％ | 3．4\％ | 0．9\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 35 | Road D5 | 2．3\％ | 50．6\％ | 6．9\％ | 0．9\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．2\％ | 16．2\％ | 5．8\％ | 4．3\％ | 8．4\％ | 2．2\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 36 | Road D5 | 3．1\％ | 67．1\％ | 9．1\％ | 1．1\％ | 0．8\％ | 1．7\％ | 0．0\％ | 0．1\％ | 0．4\％ | 0．1\％ | 7．3\％ | 2．6\％ | 1．9\％ | 3．7\％ | 1．0\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 37 | Road D5 | 3．1\％ | 67．1\％ | 9．1\％ | 1．1\％ | 0．8\％ | ${ }^{1.7 \%}$ | 0．0\％ | 0．1\％ | 0．4\％ | 0．1\％ | 6．9\％ | 2．5\％ | 1．8\％ | 3．6\％ | 0．9\％ | 0．0\％ | 0．0\％ | 0．8\％ | 100．0\％ |
| ${ }^{38}$ | Road D5 | 3．0\％ | 64．9\％ | 8．8\％ | 1．1\％ | 0．8\％ | 1．7\％ | 0．0\％ | 0．1\％ | 0．4\％ | 0．1\％ | 8．2\％ | 3．0\％ | 2．2\％ | 4．2\％ | 1．1\％ | 0．0\％ | 0．0\％ | 0．5\％ | 100．0\％ |
| 40 | Road 05 | 2．8\％ | ${ }^{61.49 \%}$ | 8．3\％ | 1．10\％ | 0．7\％ | ${ }^{1.1 .7 \%}$ | 0．0\％ | ${ }^{0.1 \%}$ | 0．4\％ | 0．1\％ | 10．1\％ | ${ }^{3.6 \%}$ | 2．6\％ | 5．2\％ | ${ }^{\text {1．4\％}}$ | 0．0\％ | 0．0\％ | 0．1\％ | 100．0\％ |
| 41 | Road D5 | ${ }^{3.0 \%}$ | ${ }^{66.3 \%}$ | 9．0\％ | ${ }_{\text {1．1\％}}$ | 0．8\％ | ${ }^{1.7 \%}$ | 0．0\％ | ${ }^{0.1 \%}$ | 0．4\％ | 0．1\％ | ${ }^{7.3 \%}$ | 2．6\％ | ${ }^{1.9 \%}$ | ${ }^{3.8 \%}$ | ${ }^{1.0 \%}$ | 0．0\％ | 0．0\％ | 0．9\％ | ${ }^{100.0 \%}$ |
| ${ }^{42}$ | Road D5 | 2．5\％ | ${ }^{54.9 \%}$ | 7．5\％ | 0．9\％ | 0．7\％ | ${ }^{1.4 \%}$ | 0．0\％ | 0．0\％ | 0．4\％ | 0．1\％ | ${ }^{13.5 \%}$ | 4．8\％ | 3．5\％ | ${ }^{7.0 \%}$ | ${ }^{1.8 \%}$ | ${ }^{0.0 \% \%}$ | 0．0\％ | 0．9\％ | ${ }^{100.0 \%}$ |
| $\stackrel{43}{44}$ | $\frac{\text { Slip road for Kong Sham Western Highway }}{\text { Slip road for Road }}$ | － | 㐌64．0\％ | －${ }_{\text {8．4．}}^{8.8 \%}$ | － | － | － | －0．0\％ | ${ }_{\text {l }}^{0.10^{0.1 \%}}$ | － | － | －10．0\％ | 3．6\％${ }^{3.0 \%}$ |  | ${ }^{5.2 \% \%}$ | $\xrightarrow{\text { 1．4．1\％}}$ | － | ${ }^{0.00 \%}$ | 0．0\％ | －100．0\％ |
| 45 | Kong Sham Western Highway | 2．7\％ | 60．2\％ | 8．2\％ | 1．0\％ | 0．7\％ | 1．6\％ | 0．0\％ | 0．1\％ | 0．4\％ | 0．1\％ | 10．3\％ | 3．7\％ | 2．7\％ | 5．3\％ | 1．4\％ | 0．0\％ | 1．5\％ | 0．0\％ | 100．0\％ |
| 46 | Kong Sham Western Highway | 2．9\％ | 62．7\％ | 8．5\％ | 1．1\％ | 0．7\％ | 1．6\％ | 0．0\％ | 0．1\％ | 0．4\％ | 0．1\％ | 9．1\％ | 3．3\％ | 2．4\％ | 4．7\％ | 1．2\％ | 0．0\％ | 1．3\％ | 0．0\％ | 100．0\％ |

## Appendix 3．4 Traffic Data

## Year 2036

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes

| Link No． | Road Name | $\left\|\begin{array}{c} 16- \\ \left.\begin{array}{c} 16 \text { otrocycl } \\ \text { es (MC) } \end{array} \right\rvert\, \end{array}\right\|$ | $\begin{gathered} \left.\begin{array}{c} 01 \\ \text { Private } \\ \text { Cars (PC) } \end{array}\right) \end{gathered}$ | 02 －Taxi |  |  | $\begin{gathered} 13 \text { - Non- } \\ \text { franchise } \\ \text { d Bus } 15 t \\ 24 \mathrm{t} \end{gathered}$ | $\begin{gathered} \begin{array}{c} 18-\text { Non- } \\ \text { franchise } \\ \text { d Bus } \\ >24 t \end{array} \end{gathered}$ | $\left\lvert\, \begin{array}{c\|} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 \mathrm{t} \end{array}\right.$ | $10-$ <br> Private <br> Light Bus <br> $>3.5 \mathrm{~s}$$\|$ | $\left.\begin{array}{\|c\|} \hline 03 \text { Light } \\ \text { Goods } \\ \text { Vehicless } \\ =2.5 t \end{array} \right\rvert\,$ | $\begin{gathered} \text { o4- } \begin{array}{c} \text { ct } \\ \text { Goods } \\ \text { vehices } \\ 2.5-3.5 t \end{array} \end{gathered}$ | $\left\|\begin{array}{c}05-\text { Light } \\ \text { Gooos } \\ \text { Vehicles＞} \\ 3.5 t\end{array}\right\|$ |  | $\begin{gathered} \hline 07- \\ \begin{array}{c} \text { Heavy } \\ \text { Geoods } \\ \text { Vehicics } \\ 15-24 t \end{array} \\ \hline \end{gathered}$ | $17-$ <br> Heavy <br> Gooos <br> Vehicles <br> $>24 t$$\|$ | $\left.\begin{array}{\|c\|} \hline \text { 14- } \\ \text { Franchis } \\ \text { en Bus } \\ \text { (SD) } \end{array} \right\rvert\, \begin{gathered} \\ \hline \end{gathered}$ | $\begin{array}{\|c\|} \hline \text { 15- } \\ \begin{array}{c} \text { Franchis } \\ \text { el (Bus } \\ \text { (DD) } \end{array} \\ \hline \end{array}$ | $\left\lvert\, \begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}\right.$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | Road P1 | 1900－2000 | 592\％ | 8．2\％ | 1．1\％ | 0．8\％ | ${ }^{1.7 \%}$ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 10．7\％ | 3．8\％ | \％ | 6．1\％ | 1．6\％ | 0．0\％ | 0．0\％ | 19\％ | 100．0\％ |
| 2 | Kong Sham Western Highway | 1．5\％ | 58．4\％ | ${ }^{8.1 \%}$ | 1．1\％ | 0．8\％ | 1．7\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 9．8\％ | 3．5\％ | 2．8\％ | 5．6\％ | ${ }^{\text {1．5\％}}$ | 0．1\％ | 4．9\％ | 0．0\％ | 100．0\％ |
| 3 | Kong Sham Western Highway | 1．5\％ | 58．9\％ | 8．2\％ | 1．1\％ | 0．8\％ | 1．7\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 8．9\％ | 3．2\％ | 2．6\％ | 5．1\％ | 1．3\％ | 0．1\％ | 6．4\％ | 0．0\％ | 100．0\％ |
|  | Road P1 | 1．6\％ | 60．4\％ | 8．4\％ | 1．2\％ | 0．8\％ | 1．8\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 10．0\％ | 3．6\％ | 2．9\％ | 5．7\％ | 1．5\％ | 0．0\％ | 0．0\％ | 2．2\％ | 100．0\％ |
| 5 | Road P1 | ${ }^{1.7 \%}$ | 65．9\％ | 9．1\％ | 1．3\％ | 0．9\％ | 1．9\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 7．8\％ | 2．8\％ | 2．2\％ | 4．4\％ | 1．2\％ | 0．0\％ | 0．0\％ | 0．6\％ | 100．0\％ |
| 6 | Road Pl | 1．7\％ | 66．9\％ | 9．3\％ | 1．3\％ | 0．9\％ | 2．0\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 6．9\％ | 2．5\％ | 2．0\％ | 3．9\％ | 1．0\％ | 0．0\％ | 0．5\％ | 0．8\％ | 100．0\％ |
| 7 | Road D5 | 1．8\％ | 68．3\％ | 9．5\％ | 1．3\％ | 0．9\％ | 2．0\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 6．3\％ | 2．3\％ | 1．8\％ | 3．6\％ | 0．9\％ | 0．0\％ | 0．4\％ | 0．7\％ | 100．0\％ |
| 8 | Road D5 | ${ }^{1.7 \%}$ | 66．5\％ | 9．2\％ | ${ }^{1.3 \%}$ | 0．9\％ | 2．0\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 7．4\％ | 2．6\％ | 2．1\％ | 4．2\％ | 1．1\％ | 0．0\％ | 0．0\％ | 0．8\％ | 100．0\％ |
| ${ }^{11}$ | Road P1 | 1．7\％ | 66．8\％ | 9．2\％ | 1．3\％ | 0．9\％ | 2．0\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 6．9\％ | 2．5\％ | 2．0\％ | 3．9\％ | 1．0\％ | 0．0\％ | 0．0\％ | 1．5\％ | 100．0\％ |
| 12 | Kong Sham Western Highway | 1．9\％ | 73．0\％ | 10．1\％ | ${ }^{1.4 \%}$ | 1．0\％ | 2．2\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．0\％ | 4．3\％ | 1．6\％ | 1．3\％ | 2．5\％ | 0．6\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 13 | Kong Sham Western Highway | 1．7\％ | 67．9\％ | 9．4\％ | 1．3\％ | 0．9\％ | 2．0\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 7．0\％ | 2．5\％ | 2．0\％ | 4．0\％ | 1．0\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 14 | Road P1 | 1．7\％ | 64．7\％ | 9．0\％ | 1．3\％ | 0．9\％ | 1．9\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 8．3\％ | 3．0\％ | 2．4\％ | 4．7\％ | 1．2\％ | 0．0\％ | 0．0\％ | 0．9\％ | 100．0\％ |
| 15 | Road P1 | 1．7\％ | 66．2\％ | 9．2\％ | 1．3\％ | 0．9\％ | 1．9\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 7．0\％ | 2．5\％ | 2．0\％ | 4．0\％ | 1．0\％ | 0．0\％ | 2．1\％ | 0．0\％ | 100．0\％ |
| 16 | ${ }_{\text {Road Pl }}$ | 1．8\％ | 70．4\％ | 9．8\％ | 1．4\％ | 0．9\％ | 2．1\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | $\frac{5.7 \%}{5.7 \%}$ | 2．0\％ | 1．6\％ | 3．2\％ | 0．8\％ | 0．0\％ | 0．0\％ | 0．0\％ |  |
| 17 | Road D5 | 1．1．8\％ | 68．2\％ | 9．4\％\％ | 1．3\％ | 0．9\％ | 2．0\％ | 0．0\％ | 0．0\％ | ${ }^{0.1 \%}$ | 0．1\％ | ${ }_{\text {5．7\％}}^{5.7}$ | 2．0\％ | 1．1．6\％ | 3．2\％ | ${ }^{0.8 \%}$ | 0．0\％ | ${ }^{1.5 \%}$ | ${ }^{1.2 \%}$ | ${ }^{10000 \%}$ |
| 18 | Road D5 | 1．7\％ | 67．4\％ | 9．3\％ | 1．3\％ | 0．9\％ | 2．0\％ | 0．0\％ | 0．0\％ | ${ }^{0.1 \%}$ | 0．1\％ | ${ }^{6.9 \%}$ | 2．5\％ | ${ }^{2.0 \%}$ | ${ }^{3.9 \%}$ | 1．0\％ | 0．0\％ | 0．0\％ | 0．9\％ | ${ }^{10000 \%}$ |
| 19 | Kong Sham Western Highway | 1．6\％ | 61．9\％ | 8．6\％ | 1．2\％ | 0．8\％ | 1．8\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 8．3\％ | 3．0\％ | 2．4\％ | 4．7\％ | 1．2\％ | 0．1\％ | 4．2\％ | 0．0\％ | 100．0\％ |
| 20 | Kong Sham Western Highway | 1．7\％ | 64．7\％ | 9．0\％ | 1．3\％ | 0．9\％ | 1．9\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 7．4\％ | 2．7\％ | 2．2\％ | 4．2\％ | 1．1\％ | 0．0\％ | 2．8\％ | 0．0\％ | 100．0\％ |
| ${ }^{21}$ | Road D3 | 1．7\％ | 66．3\％ | 9．2\％ | 1．3\％ | 0．9\％ | 2．0\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 7．1\％ | 2．6\％ | 2．1\％ | 4．1\％ | 1．1\％ | 0．0\％ | 1．6\％ | 0．0\％ | 100．0\％ |
| 22 | Road D3 | 1．7\％ | 66．5\％ | 9．2\％ | 1．3\％ | 0．9\％ | 2．0\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 7．7\％ | 2．8\％ | 2．2\％ | 4．4\％ | 1．1\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 23 | Road D1 | 1．5\％ | ${ }^{60.2 \%}$ | 8．3\％ | 1．2\％ | 0．8\％ | 1．8\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 11．0\％ | 3．9\％ | 3．2\％ | ${ }^{6.2 \%}$ | 1．6\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 24 | Road D1 | 1．8\％ | 69．9\％ | 9．7\％ | 1．4\％ | 0．9\％ | 2．1\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 6．0\％ | 2．1\％ | 1．7\％ | 3．4\％ | 0．9\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 25 | Road D1 | 1．5\％ | 56．4\％ | 7．8\％ | ${ }^{1.1 \%}$ | 0．8\％ | 1．7\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 12．9\％ | 4．6\％ | ${ }^{3.7 \%}$ | 7．4\％ | 1．9\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 26 | Road D1 | 1．8\％ | 70．8\％ | 9．8\％ | 1．4\％ | 0．9\％ | $\frac{2.1 \%}{1.1}$ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 5．5\％ | 2．0\％ | 1．1．\％ | 3．1\％ | 0．8\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 27 | Road D1 | 1．5\％ | 56．4\％ | 7．8\％ | 1．1\％ | 0．8\％ | ${ }^{1.7 \%}$ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 12．9\％ | 4．6\％ | 3．7\％ | 7．4\％ | 1．9\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 2 | Road D1 | 1．8\％ | 70．8\％ | 9．8\％ | 1．4\％ | 0．9\％ | 2．1\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 5．5\％ | 2．0\％ | 1．6\％ | 3．1\％ | 0．8\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 29 | Road D1 | 年．8\％ | $\frac{70.1 \%}{597 \%}$ | 9，7\％\％ | ．1．4\％ | 0．9\％\％ | $\frac{2.10}{1.86}$ | 年．0\％ | 年．0\％ | 0．1\％ | 0．1\％ | 5．8\％ | $\frac{2.1 \%}{40 \%}$ | 立， $1.7 \%$ | ${ }^{3.3 \%}$ | 0．9\％\％ | 0．0\％ | －0．0\％ | 0．0\％ | ${ }^{10000 \%}$ |
| $\begin{array}{r}30 \\ 31 \\ \hline\end{array}$ | ${ }_{\text {Roaad }{ }^{\text {R3 }} \text {（ }}$ | 1．8\％ | ${ }^{\text {69，} 2 \%}$ | ${ }_{\text {en }}^{\text {9．4\％}}$ | ${ }_{\text {L }}^{1.3 \%}$ | 0．9\％ | 2．0\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | ${ }_{\text {cher }}^{6.7 \%}$ | ${ }^{\text {2．4\％}}$ | ${ }^{\text {1．9\％}}$ | ${ }^{\text {e．}}$ 3\％\％ | 1．0\％ | 0．0\％ | 0．4\％ |  |  |
| 32 | Road D3 | 1．8\％ | 69．2\％ | 9．6\％ | 1．3\％ | 0．9\％ | 2．0\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 6．3\％ | 2．3\％ | 1．8\％ | 3．6\％ | 0．9\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 33 | Road D5 | 1．9\％ | 74．3\％ | 10．3\％ | 1．4\％ | 1．0\％ | 2．2\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．0\％ | 3．7\％ | 1．3\％ | 1．1\％ | 2．1\％ | 0．5\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| ${ }^{34}$ | Road D5 | 1．8\％ | ${ }^{71.7 \%}$ | 9．9\％ | 1．4\％ | 1．0\％ | 2．1\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 5．0\％ | 1．8\％ | 1．5\％ | 2．9\％ | 0．7\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 35 | Road D5 | 1．5\％ | 56．4\％ | 7．8\％ | 1．1\％ | 0．8\％ | 1．7\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 12．9\％ | 4．6\％ | 3．7\％ | 7．4\％ | 1．9\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| ${ }^{36}$ | Road D5 | 1．8\％ | 70．8\％ | 9．8\％ | ${ }_{\text {1．4\％}}$ | 0．9\％ | ${ }_{\text {2．1\％}}$ | 0．0\％ | 0．0\％ | ${ }^{0.1 \%}$ | 0．1\％ | 5．5\％ | 2．0\％ | ${ }_{\text {1．6\％}}^{1.5}$ | 3．1\％ | 0．8\％ | 0．0\％ | 0．0\％ | 0．0\％ |  |
| 37 | Road D5 | 1．8\％ | 70．6\％ | 9．9\％ | －1．4\％ | 0．9\％ | ${ }_{2.1 \%}^{2.1 \%}$ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | ${ }_{\text {5．2\％}}$ | 1．9\％ | 1．5\％ | 3．0\％ | 0．8\％ | 0．0\％ | 0．0\％ | 0．9\％ | 100．0\％ |
| 38 | Road D5 | 1．8\％ | 68．9\％ | 9．5\％ | 1．3\％ | 0．9\％ | 2．0\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | ${ }_{6}^{6.2 \%}$ | 2．2\％ | 1．8\％ | 3．6\％ | 0．9\％ | 0．0\％ | 0．0\％ | 0．6\％ | 100．0\％ |
| 40 | Road D5 | 1．7\％ | ${ }^{65.9 \%}$ | 9．1\％ | 1．3\％ | 0．9\％ | 1．9\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 7．7\％ | 2．8\％ | 2．2\％ | 4．4\％ | 1．1\％ | 0．0\％ | 0．0\％ | 0．8\％ | 100．0\％ |
| ${ }^{41}$ | Road D5 | 1．8\％ | 69．9\％ | 9．7\％ | 1．4\％ | 0．9\％ | 2．1\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 5．5\％ | 2．0\％ | 1．6\％ | 3．1\％ | 0．8\％ | 0．0\％ | 0．0\％ | 1．0\％ | 100．0\％ |
| ${ }^{42}$ | Road D5 | 1．5\％ | ${ }^{60.1 \%}$ | 8．3\％ | 1．2\％ | 0．8\％ | 1．8\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 10．6\％ | 3．8\％ | 3．1\％ | 6．0\％ | 1．6\％ | 0．0\％ | 0．0\％ | 1．0\％ | 100．0\％ |
| ${ }^{43}$ | Slip road for Kong Sham Western Highway | 1．7\％ | 66．5\％ | 9．2\％ | 1．3\％ | 0．9\％ | 2．0\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 7．7\％ | 2．8\％ | 2．2\％ | 4．4\％ | 1．1\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| $\stackrel{44}{45}$ | Slip road for Road D3 | －1．8\％ | －69．0\％ | 9．6\％ | 1．3\％ | 0．9\％ | ${ }^{2.0 \%}$ | 0．0\％ | 0．0\％ | ${ }^{0.1 \%}$ | 0．1\％ | ${ }^{6.49 \%}$ | 2．3\％ | 1．9\％ | 3．7\％ | －1．0\％ | 0．0\％ | 0．0\％ | 0．0\％ | ${ }^{10000 \%}$ |
| 45 46 | Kong Sham Western Highway Kong Sham Western Higwway | $\frac{1.7 \%}{1.7 \%}$ | 64．7\％ | 9．0\％ 9 | $\xrightarrow{1.3 \%} 1.3 \%$ | 0．9\％ | － | － | 0．0\％ | 0．1\％ | $\frac{0.1 \%}{0.1 \%}$ | 7．9\％\％ | 2．8\％ | 2．3．3\％ | 4．5\％ | $\frac{1.2 \%}{1.0 \%}$ | 0．0\％ | $\frac{1.7 \%}{1.4 \%}$ | 0．0\％ | 100．0\％ |

## Appendix 3.4 Traffic Data

## Year 2036

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes

| Link No. | Road Name | $\left\|\begin{array}{c} 16- \\ \left.\begin{array}{c} 16 \text { otrocycl } \\ \text { es (MC) } \end{array} \right\rvert\, \end{array}\right\|$ | $\left.\begin{array}{c} \text { O1- } \\ \text { Private } \\ \text { Cars (PC) } \end{array}\right)$ | 02 - Taxi | $\begin{gathered} 14-\text { Non } \\ \text { franchise } \\ \text { d } \\ \text { Bus }<6.4 \end{gathered}$ | $\begin{array}{\|c\|} \hline 12-\text { Non- } \\ \text { franchise } \\ \text { d Bus } 6.4 \\ 15 t \\ \hline \end{array}$ | $\begin{array}{\|c} \begin{array}{c} 13-\text { Non- } \\ \text { franchise } \\ \text { d Bus } 15 t \\ 24 t \end{array} \\ \left.\begin{array}{c} \text { at } \end{array} \right\rvert\, \end{array}$ | $\begin{gathered} 18 \text { - Non } \\ \text { tranhise } \\ \text { d Bus } \\ >244 \\ >24 \end{gathered}$ | $\begin{array}{\|c\|} \hline 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 t \\ \hline \end{array}$ | $\left\|\begin{array}{c}10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 \mathrm{t}\end{array}\right\|$ | $\left\|\begin{array}{c}03-\text { Light } \\ \text { Goods } \\ \text { Vehicles< } \\ =2.5 t\end{array}\right\|$ | $\begin{array}{\|c\|} \hline 04-\text {-Lt } \\ \text { Goods } \\ \text { Vehicles } \\ 2.5-3.5 t \\ \hline \end{array}$ | $\|$$05-$ Light <br> Gooos <br> Vehicles> <br> $3.5 t$ |  | $\begin{array}{\|c\|} \hline 07- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ \text { 15t-24t } \\ \hline \end{array}$ |  | $\begin{array}{\|c\|} \hline \text { 14- } \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | $\begin{array}{\|c\|} \hline 15 \\ \text { Franchis } \\ \text { ed (us) } \\ \text { (DD) } \end{array}$ | $\begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 000-2100 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1 | Road P1 | 1.7\% | 57.6\% | 11.8\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 9.4\% | 3.4\% | 2.9\% | 5.7\% | 1.5\% | 0.0\% | 0.0\% | 2.2\% | 100.0\% |
| 2 | Kong Sham Western Highway | 1.7\% | 56.5\% | 11.6\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 8.6\% | 3.1\% | 2.6\% | 5.2\% | 1.4\% | 0.1\% | 5.5\% | 0.0\% | 100.0\% |
| 3 | Kong Sham Western Highway | 1.7\% | 56.8\% | ${ }^{11.7 \%}$ | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 7.8\% | 2.8\% | 2.4\% | 4.7\% | 1.2\% | 0.2\% | 7.0\% | 0.0\% | 100.0\% |
|  | Road P1 | 1.7\% | 58.\% | 12.0\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 8.8\% | 3.2\% | 2.7\% | 5.3\% | 1.4\% | 0.0\% | 0.0\% | 2.4\% | 100.0\% |
| 5 | Road P1 | 1.9\% | 63.6\% | 13.1\% | 1.2\% | 0.9\% | 1.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 6.8\% | 2.4\% | 2.1\% | 4.1\% | 1.1\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 6 | Road P1 | 1.9\% | 64.4\% | 13.2\% | 1.3\% | 0.9\% | 1.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 6.1\% | 2.2\% | 1.9\% | 3.6\% | 1.0\% | 0.0\% | 0.6\% | 0.9\% | 100.0\% |
| 7 | Road D5 | 1.9\% | 65.7\% | 13.5\% | 1.3\% | 0.9\% | 1.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 5.5\% | 2.0\% | 1.7\% | 3.3\% | 0.9\% | 0.0\% | 0.4\% | 0.7\% | 100.0\% |
| 8 | Road D5 | 1.9\% | 64.2\% | 13.2\% | 1.3\% | 0.9\% | 1.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 6.5\% | 2.3\% | 2.0\% | 3.9\% | 1.0\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |
| 11 | Road P1 | 1.9\% | 64,3\% |  |  |  | 1.9\% |  |  | 0.1\% | 0.1\% | 6.1\% | 2.2\% | 1.9\% | 3.7\% | 1.0\% |  | 0.0\% | 1.7\% |  |
| 12 | Kong Sham Western Highway | 2.1\% | 69.9\% | 14.3\% | ${ }^{1.4 \%}$ | 0.9\% | 2.1\% | 0.0\% | 0.0\% | 0.1\% | 0.0\% | 3.8\% | 1.4\% | 1.2\% | 2.3\% | 0.6\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 1.9\% | 65.4\% | 13.4\% | 1.3\% | 0.9\% | 1.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | ${ }^{6.2 \%}$ | 2.2\% | 1.9\% | 3.7\% | 1.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 1.9\% | 62.6\% | 12.8\% | 1.2\% | 0.8\% | 1.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 7.3\% | 2.6\% | 2.2\% | 4.4\% | 1.1\% | 0.0\% | 0.0\% | 1.0\% | 100.0\% |
| 15 | Road P1 | 1.9\% | 63.7\% | 13.1\% | 1.2\% | 0.9\% | 1.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 6.1\% | 2.2\% | 1.9\% | 3.7\% | 1.0\% | 0.1\% | 2.4\% | 0.0\% | 100.0\% |
| 16 | Road P1 | 2.0\% | 67.7\% | 13.9\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 5.0\% | 1.8\% | 1.5\% | 3.0\% | 0.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 17 | Road D5 | 1.9\% | 65.4\% | ${ }^{13.4 \%}$ | ${ }^{1.3 \%}$ | 0.9\% | 1.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 4.9\% | 1.8\% | 1.5\% | 3.0\% | 0.8\% | 0.0\% | 1.6\% | 1.4\% | 100.0\% |
| 18 | Road D5 | 1.9\% | 64.9\% | 13.3\% | 1.3\% | 0.9\% | 1.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 6.0\% | 2.2\% | 1.8\% | 3.6\% | 0.9\% | 0.0\% | 0.0\% | 1.0\% |  |
| 19 | Kong Sham Western Highway | 1.8\% | 59.7\% | 12.2\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 7.2\% | 2.6\% | 2.2\% | 4.4\% | 1.1\% | 0.1\% | 4.7\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 1.8\% | 62.4\% | 12.8\% | 1.2\% | 0.8\% | 1.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 6.5\% | 2.3\% | 2.0\% | 3.9\% | 1.0\% | 0.1\% | 3.1\% | 0.0\% | 100.0\% |
| 21 | Road D3 | 1.9\% | 63.9\% | 13.1\% | 1.2\% | 0.9\% | 1.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 6.3\% | 2.2\% | 1.9\% | 3.8\% | 1.0\% | 0.0\% | 1.8\% | 0.0\% | 100.0\% |
| ${ }^{22}$ | Road D3 | 1.9\% | 64.2\% | 13.2\% | 1.3\% | 0.9\% | 1.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 6.8\% | 2.4\% | 2.1\% | 4.1\% | 1.1\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 1.7\% | 58.7\% | 12.0\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 9.8\% | 3.5\% | 3.0\% | 5.9\% | 1.5\% | 0.0\% | 0.0\% | 0.0\% |  |
| 24 | Road D1 | 2.0\% | 67.2\% | 13.8\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 5.2\% | 1.9\% | 1.6\% | 3.1\% | 0.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 25 | Road D1 | 1.6\% | 55.4\% | 11.4\% | ${ }^{1.1 \%}$ | 0.7\% | 1.6\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 11.5\% | 4.1\% | 3.5\% | 6.9\% | 1.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 26 | Road D1 | 2.0\% | 68.0\% | 13.9\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 4.8\% | 1.7\% | 1.5\% | 2.9\% | 0.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 27 | Road D1 | 1.6\% | 55.4\% | 11.4\% | 1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 11.5\% | 4.1\% | 3.5\% | 6.9\% | 1.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| ${ }^{28}$ | Road D1 | 2.0\% | 68.0\% | 13.9\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 4.8\% | 1.7\% | 1.5\% | 2.9\% | 0.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 29 | Road D1 | 2.0\% | 67.4\% | 13.8\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 5.1\% | 1.8\% | 1.6\% | 3.1\% | 0.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 30 | Road D1 | 1.7\% | 58.3\% | 12.0\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 10.0\% | 3.6\% | 3.1\% | 6.0\% | 1.6\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 31 | $\xrightarrow{\text { Road } 3}$ | $\frac{1.9 \%}{\frac{1.90}{20 \%}}$ | $\frac{65.79 \%}{66.6 \%}$ | $\frac{13.5 \%}{1370}$ |  | 0.9\%\% |  | -0.0\% |  |  | $\frac{0.1 \%}{0.1 \%}$ | 年.9\%\% |  | $\frac{1.8 \%}{1.70}$ | - $3.5 \%$ |  | 0.0\% | 0.4\% | 0.0\% |  |
| 32 <br> 33 | $\xrightarrow{\text { Road D3 }}$ Road D5 | $\frac{2.0 \%}{2.1 \%}$ | -66.6\% | 13.7\% | - $1.3 \%$ | - | 2.0\% | - | - | - | -0.1\% | - ${ }_{\text {5.6\% }}^{3.2 \%}$ | $\frac{2.0 \%}{1.2 \%}$ | - $1.7 \%$ | 3.3\% | 0.9\% | - | - | - $0.0 \%$ | 100.0\% |
| 34 | Road D5 | 2.0\% | 68.8\% | 14.1\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.0\% |  | 0.0\% | 4.4\% | 1.6\% | 1.3\% | 2.6\% | 0.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 35 | Road D5 | 1.6\% | 55.3\% | 11.4\% | 1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 11.5\% | 4.1\% | ${ }^{3.5 \%}$ | 6.9\% | 1.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 36 | Road D5 | 2.0\% | 68.0\% | 13.9\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 4.8\% | 1.7\% | 1.5\% | 2.9\% | 0.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 37 | Road D5 | 2.0\% | 67.7\% | 13.9\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.0\% | 0.1\% | 0.0\% | 4.5\% | 1.6\% | ${ }^{1.4 \%}$ | 2.7\% | 0.7\% | 0.0\% | 0.0\% | 1.0\% | 100.0\% |
| 38 | Road D5 | 2.0\% | 66.2\% | 13.6\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 5.5\% | 2.0\% | 1.7\% | 3.3\% | 0.9\% | 0.0\% | 0.0\% | 0.6\% |  |
| ${ }^{40}$ | Road D5 | 1.9\% | ${ }^{63.6 \%}$ | 13.0\% | 1.2\% | 0.9\% | 1.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 6.8\% | 2.4\% | 2.1\% | 4.1\% | 1.1\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| ${ }^{41}$ | Road D5 | 2.0\% | ${ }^{67.19}$ | 13.8\% | ${ }^{1.3 \%}$ | 0.9\% | 2.0\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 4.8\% | 1.7\% | 1.5\% | 2.9\% | 0.8\% | 0.0\% | 0.0\% | ${ }^{1.2 \%}$ | 100.0\% |
| 42 | Road D5 | 1.7\% | 58.5\% | 12.0\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.0\% | 0.1\% | ${ }^{0.1 \%}$ | ${ }^{\text {9.4\% }}$ | 3.4\% | 2.9\% | 5.6\% | 1.1.\% | 0.0\% | 0.0\% | 1.1\% | ${ }^{10000 \%}$ |
| 43 | Slip road for Kong Sham Western Highway | 1.9\% | ${ }^{64.3 \%}$ | ${ }^{13.2 \%}$ | 1.3\% | 0.9\% | 1.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 6.8\% | 2.4\% | 2.1\% | 4.1\% | 1.1\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 44 | Slip road for Road D3 | 2.0\% | 66.4\% | 13.6\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 5.6\% | 2.0\% | 1.7\% | 3.4\% | 0.9\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 45 | Kong Sham Western Highway | 1.8\% | 62.4\% | ${ }_{\text {12.8\% }}^{12.8}$ | ${ }^{1.2 \%}$ | 0.8\% | $\stackrel{1.9 \%}{1.9}$ | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 7.0\% | ${ }^{2.5 \%}$ | 2.1\% | 4.2\% | ${ }^{1.1 \%}$ | 0.0\% | ${ }^{1.9 \%}$ | 0.0\% | 100.0\% |
| 46 | Kong Sham Western Highway | 1.9\% | 64.4\% | 13.2\% | 1.3\% | 0.9\% | 1.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 6.1\% | 2.2\% | 1.9\% | 3.6\% | 1.0\% | 0.0\% | 1.5\% | 0.0\% | 100.0\% |

## Appendix 3．4 Traffic Data

## Year 2036

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes

| Link No． | Road Name | $\left\lvert\, \begin{gathered} \text { 16- } \\ \text { Motorcycl } \\ \text { es (MC) } \end{gathered}\right.$ | $\left.\begin{gathered} 01- \\ \text { Private } \\ \text { Cars (PC) } \end{gathered} \right\rvert\,$ | 02－Taxi | $\begin{gathered} 11-\text { Non- } \\ \text { franchise } \\ \text { d } \\ \text { Bus< }=6.4 \end{gathered}$ | $\begin{gathered} \text { 12- Non- } \\ \text { franchise } \\ \text { d Bus } 6.4 \\ 15 t \end{gathered}$ | $\begin{array}{\|c\|} \hline \text { ch } \begin{array}{c} \text { Non- } \\ \text { franchise } \\ \text { d Bus } 15 t \end{array} \\ 24 \mathrm{t} \end{array}$ | 18 －Non franchise d Bus $>24$ | $9-$ <br> Private <br> Light Bus <br> $<=3.5 \mathrm{t}$$\|$ | $10-$ Private Light Bus $>3.5 \mathrm{t}$$\|$ | $\begin{array}{\|c\|} \hline 03-\text { Light } \\ \text { Goods } \\ \text { Vehicles }< \\ =2.5 \mathrm{t} \end{array}$ | $\begin{gathered} 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Vehicles } \\ 2.5-3.5 \mathrm{t} \\ \hline \end{gathered}$ | $\left.\begin{array}{\|c\|} \hline \begin{array}{c} 05-\text { Light } \\ \text { Goods } \\ \text { venicless } \end{array} \\ \text { 3.5t } \end{array} \right\rvert\,$ |  | $\begin{array}{\|c\|} \hline 07- \\ \text { Heavy } \\ \text { Goods } \\ \text { Gehicles } \\ 15 t-24 t \\ \hline \end{array}$ | $\begin{array}{\|c} 17- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \end{array}$ | $\begin{gathered} 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{gathered}$ | $\begin{array}{\|c\|} \hline 15- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) } \\ \hline \end{array}$ | $\begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 2100－2200 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{1}$ | ${ }_{\text {Road P1 }}^{\text {Sham Western }}$ | $\frac{2.3 \%}{2020}$ | ${ }^{55.8 \%}$ | $\frac{13.9 \%}{13.6 \%}$ | 0．8\％ | 0．5\％ | $\frac{1.2 \%}{1.1 \%}$ | 0．0\％ | 年．0\％ | $\frac{0.1 \%}{0.10}$ | ${ }^{0.1 \%}$ |  | $\frac{3.2 \%}{2020}$ | $\frac{3.1 \%}{200}$ | $\frac{6.1 \%}{5.560}$ | $\frac{1.6 \%}{1.50}$ | 0．0\％ | $\frac{0.0 \%}{5.0 \%}$ | 2．4\％ | 100．0\％ |
| ${ }^{3}$ | Kong Sham Western Highway | ${ }_{\text {2．3\％}}$ | ${ }_{55.1 \%}$ | 13．7\％ | 0．8\％ | 0．5\％ | ${ }^{1.1 \%}$ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 7．3\％ | 2．6\％ | 2．6\％ | 5．1\％ | ${ }_{1}^{1.3 \%}$ | 0．2\％ | ${ }^{7.2 \%}$ | 0．0\％ | ${ }^{1000.0 \%}$ |
| 4 | Road P1 | 2．3\％ | 56．8\％ | 14．1\％ | 0．8\％ | 0．5\％ | 1．2\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 8．3\％ | 3．0\％ | 2．9\％ | 5．7\％ | 1．5\％ | 0．0\％ | 0．0\％ | 2．7\％ | 100．0\％ |
| 5 | Road P1 | 2．5\％ | 61．8\％ | ${ }^{15.4 \%}$ | 0．8\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 6．4\％ | 2．3\％ | 2．3\％ | 4．4\％ | 1．2\％ | 0．0\％ | 0．0\％ | 0．8\％ | 100．0\％ |
| 6 | Road P1 | 2．6\％ | 62．6\％ | 15．5\％ | 0．9\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 5．7\％ | 2．0\％ | 2．0\％ | 3．9\％ | 1．0\％ | 0．0\％ | 0．6\％ | 1．1\％ |  |
| 7 | Road D5 | 2．6\％ | 63．8\％ | 15．9\％ | 0．9\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 5．2\％ | 1．9\％ | 1．8\％ | 3．6\％ | 0．9\％ | 0．0\％ | 0．5\％ | 0．8\％ | 100．0\％ |
| 8 | Road D5 | 2．5\％ | 62．3\％ | 15．5\％ | 0．9\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 6．1\％ | 2．2\％ | 2．1\％ | 4．2\％ | 1．1\％ | 0．0\％ | 0．0\％ | 1．0\％ | 100.0 |
| 11 | Road P1 | 2．5\％ | 62. |  | 0．9\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | \％ | 2．1\％ | 2．0\％ | 4．0\％ | 1．0\％ |  | 0．0\％ | 1．9\％ |  |
| 12 | Kong Sham Western Highway | 2．8\％ | 67．9\％ | 16．9\％ | 0．9\％ | 0．6\％ | 1．4\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．0\％ | 3．6\％ | 1．3\％ | 1．3\％ | 2．5\％ | 0．6\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| ${ }^{13}$ | Kong Sham Western Highway | 2．6\％ | 63．6\％ | 15．8\％ | 0．9\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 5．8\％ | 2．1\％ | 2．0\％ | 4．0\％ | 1．0\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 14 | Road P1 | 2．5\％ | 60．7\％ | 15．1\％ | 0．8\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 6．9\％ | 2．5\％ | 2．4\％ | 4．7\％ | 1．2\％ | 0．0\％ | 0．0\％ | 1．1\％ | 100．0\％ |
| ${ }^{15}$ | Rood P1 | 2．5\％ | 61．9\％ | 15．4\％ | 0．8\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 5．7\％ | 2．1\％ | 2．0\％ | 4．0\％ | 1．0\％ | 0．1\％ | 2．4\％ | 0．0\％ | 100．0\％ |
| 16 | Road P1 | 2．7\％ | 65．8\％ | 16．4\％ | 0．9\％ | 0．6\％ | 1．4\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．0\％ | 4．7\％ | 1．7\％ | 1．6\％ | 3．2\％ | 0．8\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 17 | Road D5 | 2．6\％ | 63．4\％ | 15．8\％ | 0．9\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．0\％ | 4．6\％ | 1．7\％ | 1．6\％ | 3．2\％ | 0．8\％ | 0．0\％ | 1．7\％ | 1．6\％ |  |
| 18 | Road D5 | 2．6\％ | 63．0\％ | ${ }^{15} 5$ | 0．9\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 5．7\％ | 2．0\％ | 2．0\％ | 3．9\％ | 1．0\％ | 0．0\％ | 0．0\％ | ${ }^{1.1 \%}$ | 100．0\％ |
| 19 | Kong Sham Western Highway | 2．4\％ | 58．0\％ | 14．4\％ | 0．8\％ | 0．6\％ | 1．2\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 6．8\％ | 2．4\％ | 2．4\％ | 4．7\％ | 1．2\％ | 0．1\％ | 4．8\％ | 0．0\％ | 100．0\％ |
| ${ }^{20}$ | Kong Sham Western Highway | 2．5\％ | 60．6\％ | 15．0\％ | 0．8\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 6．1\％ | 2．2\％ | 2．2\％ | 4．2\％ | 1．1\％ | 0．1\％ | 3．2\％ | 0．0\％ | 100．0\％ |
| 21 | Road D3 | 2．5\％ | 62．0\％ | 15．4\％ | 0．8\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 5．9\％ | 2．1\％ | 2．1\％ | 4．1\％ | ${ }^{1.1 \%}$ | 0．0\％ | 1．8\％ | 0．0\％ | 100．0\％ |
| 22 | Road D3 | 2．6\％ | 62．4\％ | 15．5\％ | 0．9\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 6．4\％ | 2．3\％ | 2．3\％ | 4．4\％ | 1．2\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 23 | Road D1 | 2．3\％ | 57．0\％ | 14．2\％ | 0．8\％ | 0．5\％ | 1．2\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 9．2\％ | 3．3\％ | 3．2\％ | 6．3\％ | 1．7\％ | 0．0\％ | 0．0\％ | 0．0\％ |  |
| 24 | Road D1 | 2．7\％ | 65．3\％ | 16．2\％ | 0．9\％ | 0．6\％ | 1．4\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 4．9\％ | 1．8\％ | 1．7\％ | 3．4\％ | 0．9\％ | 0．0\％ | 0．0\％ | 0．0\％ |  |
| 25 | Road D1 | 2．2\％ | 53．8\％ | 13．4\％ | 0．7\％ | 0．5\％ | ${ }^{1.1 \%}$ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 10．9\％ | 3．9\％ | 3．8\％ | 7．5\％ | 2．0\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 26 | Road D1 | 2．7\％ | 66．1\％ | 16．4\％ | 0．9\％ | 0．6\％ | 1．4\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．0\％ | 4．5\％ | 1．6\％ | 1．6\％ | 3．1\％ | 0．8\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 27 | Road DI | 2．2\％ | 53．\％ | 13．4\％ | 0．7\％ | 0．5\％ | 1．1\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 10．9\％ | 3．9\％ | 3．8\％ | 7．5\％ | 2．0\％ | 0．0\％ | 0．0\％ | 0．0\％ | ${ }^{100.0 \%}$ |
| 28 | Road D1 | 2．7\％ | ${ }^{66.1 \%}$ | 16．4\％ | 0．9\％ | 0．6\％ | 1．4\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．0\％ | 4．5\％ | 1．6\％ | 1．6\％ | 3．1\％ | 0．8\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 29 | Road D1 | 2．7\％ | 65．5\％ | 16．3\％ | 0．9\％ | 0．6\％ | 1．4\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 4．8\％ | 1．7\％ | 1．7\％ | 3．3\％ | 0．9\％ | 0.0 | 0．0\％ | 0．0\％ | 100．0\％ |
| 30 | Road D1 | 2．3\％ | 56．6\％ | 14．1\％ | 0．8\％ | 0．5\％ | 1．2\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 9．4\％ | 3．4\％ | 3．3\％ | 6．5\％ | 1．7\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 31 | Rooa D3 | 2．6\％ | 63．8\％ | 15．9\％ | 0．9\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 5．5\％ | 2．0\％ | 1．9\％ | 3．8\％ | 1．0\％ | 0．0\％ | 0．4\％ | 0．0\％ | 100．0\％ |
| 32 | Road D3 | 2．6\％ | ${ }^{64.7 \%}$ | 16．1\％ | 0．9\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 5．2\％ | 1．9\％ | 1．8\％ | 3．6\％ | 0．9\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 33 | Road D5 | ${ }_{\text {2．8\％}}$ | 69．0\％ | 17．1\％ | 0．9\％ | 0．7\％ | ${ }_{\text {1．4\％}}$ | 0．0\％ | 0．0\％ | 0．1\％ | 0．0\％ | ${ }^{3.0 \%}$ | ${ }_{\text {1．1\％}}^{1.1}$ | ${ }_{\text {1．1\％}}$ | ${ }_{\text {2．1\％}}$ | 0．5\％ | 0．0\％ | 0．0\％ | 0．0\％ | ${ }^{100.0 \%}$ |
| 34 | Road D5 | 2．7\％ | 66．9\％ | 16．6\％ | 0．9\％ | 0．6\％ | 1．4\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．0\％ | 4．1\％ | 1．5\％ | 1．5\％ | 2．9\％ | 0．7\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 35 | Road D5 | 2．2\％ | 53．8\％ | 13．4\％ | 0．7\％ | 0．5\％ | 1．1\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 10．9\％ | 3．9\％ | 3．8\％ | 7．5\％ | 2．0\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 36 | Road D5 | 2．7\％ | 66．1\％ | 16．4\％ | 0．9\％ | 0．6\％ | 1．4\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．0\％ | 4．5\％ | 1．6\％ | 1．6\％ | 3．1\％ | 0．8\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| ${ }^{37}$ | Road D5 | 2．7\％ | ${ }^{65.7 \%}$ | 16．3\％ | 0．9\％ | 0．6\％ | ${ }^{1.4 \%}$ | 0．0\％ | 0．0\％ | 0．1\％ | 0．0\％ | 4．3\％ | 1．5\％ | 1．5\％ | 3．0\％ | 0．8\％ | 0．0\％ | 0．0\％ | ${ }^{1.1 \%}$ |  |
| 38 <br> 8 | ${ }_{\text {Road D5 }}$ | $\frac{2.6 \%}{2.5 \%}$ | $\frac{64.3 \%}{6170^{\circ}}$ | $\frac{16.0 \%}{1530}$ | 0．9\％ | 0．6\％ | ${ }^{1.3 \%}$ | ${ }^{\text {0．0\％}}$ | ${ }^{\text {0．0\％}}$ | ${ }^{0.1 \%}$ | ${ }^{0.1 \%}$ | ${ }^{5.1 \%}$ | ${ }_{\text {l }}^{1.88 \%}$ | ${ }^{1.8 \%}$ | 3．6\％ | 0．9\％\％ | 0．0\％ | ${ }^{0.0 \%}$ | 0．7\％ | ${ }^{1000.0 \%}$ |
| 40 | Road D5 | 2．5\％ | ${ }^{61.7 \%}$ | 15．3\％ | 0．8\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | ${ }^{6.4 \%}$ | 2．3\％ | 2．3\％ | 4．4\％ | 1．2\％ | 0．0\％ | 0．0\％ | 1．0\％ | ${ }^{10000 \%}$ |
| 41 | Road D5 | 2．7\％ | ${ }^{65.1 \%}$ | ${ }^{16.2 \%}$ | 0．9\％ | 0．6\％ | ${ }^{1.4 \%}$ | 0．0\％ | 0．0\％ | 0．1\％ | 0．0\％ | 4．5\％ | ${ }^{1.6 \%}$ | ${ }^{1.6 \%}$ | ${ }^{3.1 \%}$ | 0．8\％ | 0．0\％ | 0．0\％ | ${ }^{1.3 \%}$ | ${ }^{100.0 \%}$ |
| ${ }_{4}^{42}$ | Road D5 | 2．3\％ | ${ }^{56.8 \%}$ | ${ }^{14.1 \%}$ | 0．8\％ | 0．5\％ | ${ }^{1.2 \%}$ | 0．0\％ | 0．0\％ | ${ }^{0.1 \%}$ | 0．1\％ | ${ }^{8.8 \%}$ | ${ }^{3.2 \%}$ | ${ }^{3.1 \%}$ | ${ }^{6.1 \%}$ | ${ }^{1.6 \%}$ | 0．0\％ | 0．0\％ | 1．3\％ | ${ }^{10000 \%}$ |
| 44 | Stip road for Kong S Sam Weatern Highway |  | 年 $64.56 \%$ | － $1.5 .5 \%$ | － | －0．6\％ | （1．3\％ | －0．0\％ | 年．0\％\％ | － | － |  | 2．3\％ | 2．2\％ | 4．4．\％ | 年．2\％ | －0．0\％ | － | 0．0\％ | ${ }^{\text {100．0\％}}$ |
| 45 | Kong Sham Western Highway | 2．5\％ | 60．7\％ | 15．1\％ | 0．8\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 6．6\％ | 2．4\％ | 2．3\％ | 4．5\％ | 1．2\％ | 0．0\％ | 1．9\％ | 0．0\％ | 100．0\％ |
| 46 | Kong Sham Western Highway | 2．6\％ | 62．6\％ | 15．5\％ | 0．9\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 5．7\％ | 2．1\％ | 2．0\％ | 4．0\％ | 1．0\％ | 0．0\％ | 1．6\％ | 0．0\％ | 100．0\％ |

## Appendix 3.4 Traffic Data

## Year 2036

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes

| Link N | ood Name | $\left\lvert\, \begin{gathered} \text { 16- } \\ \text { Motorcycl } \\ \text { es (MC) } \end{gathered}\right.$ | $\left.\begin{gathered} 01- \\ \text { Private } \\ \text { Cars (PC) } \end{gathered} \right\rvert\,$ | 02- Taxi | $\begin{gathered} 11-\text { Non- } \\ \text { franchise } \\ \text { d } \\ \text { Bus< }=6.4 \end{gathered}$ | $\begin{gathered} \text { 12- Non- } \\ \text { franchise } \\ \text { d Bus } 6.4 \\ 15 t \end{gathered}$ | $\begin{array}{\|c\|} \hline \text { ch } \begin{array}{c} \text { Non- } \\ \text { franchise } \\ \text { d Bus } 15 t \end{array} \\ 24 \mathrm{t} \end{array}$ | 18-Nonfranchise d Bus $>24 \mathrm{t}$ | $9-$ <br> Private <br> Light Bus <br> $<=3.5 \mathrm{t}$$\|$ | $10-$ Private Light Bus $>3.5 \mathrm{t}$$\|$ | $\begin{array}{\|c\|} \hline 03-\text { Light } \\ \text { Goods } \\ \text { Vehicles }< \\ =2.5 \mathrm{t} \end{array}$ | $\begin{gathered} 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Vehicles } \\ 2.5-3.5 \mathrm{t} \\ \hline \end{gathered}$ | $\left.\begin{array}{\|c\|} \hline \begin{array}{c} 05-\text { Light } \\ \text { Goods } \\ \text { venicless } \end{array} \\ \text { 3.5t } \end{array} \right\rvert\,$ |  | $\begin{array}{\|c\|} \hline 07- \\ \text { Heavy } \\ \text { Goods } \\ \text { Gehicles } \\ 15 t-24 t \\ \hline \end{array}$ | $\begin{array}{\|c} 17- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \end{array}$ | $\begin{gathered} 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{gathered}$ | $\begin{array}{\|c\|} \hline 15- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) } \\ \hline \end{array}$ | $\begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 200-230 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1 | Road P1 | 2.1\% | 59.0\% | 15.3\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 8.0\% | 2.9\% | 2.5\% | 5.0\% | 1.3\% | 0.0\% | 0.0\% | 2.0\% | 100.0\% |
| $\stackrel{2}{2}$ | Kong Sham Western Highway | $\frac{2.1 \%}{2.10}$ | 57.2\% | $\frac{14.9 \%}{14.9 \%}$ | 0.5\% | 0.4\% | 0.8\% | ${ }^{0.0 \% \%}$ | 0.0\% | ${ }^{0.1 \%}$ | ${ }^{0.1 \%}$ | 7.3\% | $\frac{2.6 \%}{2.26}$ | ${ }_{\text {2.3\% }}^{2.10}$ | 4.5\% | ${ }_{\frac{1.2 \%}{1.2 \%}}$ | ${ }_{\text {0.2\% }}^{0.2 \%}$ | 5.9\% | ${ }^{0.0 \% \%}$ | ${ }^{100.0 \%}$ |
| 3 | ng Sham Western Highway | $\frac{2.1 \%}{220}$ | 57.3\% | 14.9\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | ${ }^{0.1 \%}$ | 0.1\% | ${ }^{6.5 \%}$ | 2.3\% | ${ }_{\text {2.1\% }}^{2.1}$ | 4.0\% | $\frac{1.12 \%}{1.20}$ | ${ }^{0.2 \%}$ | 7.6\% | 0.0\% | ${ }^{1000.0 \%}$ |
| 4 | Road P1 | 2.2\% | 59.8\% | 15.5\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 7.5\% | 2.7\% | 2.3\% | 4.6\% | 1.2\% | 0.0\% | 0.0\% | 2.2\% | ${ }^{100.0 \%}$ |
| 5 | ${ }_{\text {Road Pl }}$ | 2.3\% | ${ }^{64.2 \%}$ | ${ }^{16.7 \%}$ | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | ${ }^{5.7 \%}$ | 2.1\% | 1.8\% | 3.5\% | 0.9\% | 0.0\% | 0.0\% | 0.6\% | ${ }^{1000 \%}$ |
| 6 | Road P1 | ${ }^{2.4 \%}$ | 64.8\% | 16.8\% | 0.6\% | 年.4\% | 0.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 5.1\% | 1.8\% | 1.6\% | 3.1\% | 0.8\% | 0.0\% | 0.6\% | 0.8\% |  |
| 7 | Road D5 | 2.4\% | 65.9\% | 17.1\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.1\% | 0.0\% | 4.6\% | 1.7\% | 1.4\% | 2.8\% | 0.7\% | 0.0\% | 0.5\% | 0.7\% | 100.0\% |
| ${ }^{8}$ | Road D5 | 2.3\% | 64.7\% | 16.8\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 5.4\% | 1.9\% | 1.7\% | 3,3\% | 0.9\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| 11 | Road P1 | 2.3\% | 64.8\% |  | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 5.1\% | 1.8\% | 16\% | 3.1\% | 0.8\% | 0\% | 0.0\% | 1.5\% |  |
| 12 | Kong Sham Western Highway | 2.5\% | 69.5\% | 18.1\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.0\% | 0.1\% | 0.0\% | 3.1\% | 1.1\% | 1.0\% | 1.9\% | 0.5\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| ${ }^{13}$ | Kong Sham Western Highway | 2.4\% | 65.8\% | 17.1\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 5.1\% | 1.8\% | 1.6\% | 3.2\% | 0.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 2.3\% | 63.3\% | 16.4\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 6.1\% | 2.2\% | 1.9\% | 3.8\% | 1.0\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |
| ${ }^{15}$ | Rood P1 | 2.3\% | 63.9\% | 16.6\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 5.1\% | 1.8\% | 1.6\% | 3.1\% | 0.8\% | 0.1\% | 2.5\% | 0.0\% | 100.0\% |
| 16 | Road P1 | 2.5\% | 67.7\% | 17.6\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.1\% | 0.0\% | 4.1\% | 1.5\% | 1.3\% | 2.5\% | 0.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 17 | Road D5 | 2.4\% | 65.4\% | 17.0\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.1\% | 0.0\% | 4.1\% | 1.5\% | 1.3\% | 2.5\% | 0.7\% | 0.1\% | 1.7\% | 1.2\% |  |
| 18 | Road D5 | 2.4\% | 65.3\% |  | 0.6\% | 6.4\% | 0.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 5.0\% | 1.8\% | 1.6\% | 3.1\% | 0.8\% | 0.0\% | 0\% | 0.9\% | 100.0\% |
| 19 | Kong Sham Western Highway | 2.2\% | 60.2\% | 15.6\% | 0.6\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 6.1\% | 2.2\% | 1.9\% | 3.7\% | 1.0\% | 0.1\% | 5.0\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 2.3\% | 62.7\% | 16.3\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 5.4\% | 2.0\% | 1.7\% | 3.4\% | 0.9\% | 0.1\% | 3.3\% | 0.0\% | 100.0\% |
| 21 | Road D3 | 2.3\% | 64.2\% | 16.7\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 5.2\% | 1.9\% | 1.6\% | 3.2\% | 0.8\% | 0.1\% | 1.9\% | 0.0\% | 100.0\% |
| 22 | Road D3 | 2.3\% | 64.8\% | 16.8\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 5.7\% | 2.0\% | 1.8\% | 3.5\% | 0.9\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 2.2\% | 60.0\% | 15.6\% | 0.6\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 8.3\% | 3.0\% | 2.6\% | 5.1\% | 1.3\% | 0.0\% | 0.0\% | 0.0\% |  |
| 24 | Road D1 | 2.4\% | 67.3\% | ${ }^{17}$ | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.1\% | 0.0\% | 4.3\% | 1.6\% | 1.4\% | 2.7\% | 0.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 25 | Road D1 | 2.1\% | 57.0\% | 14.8\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 9.9\% | 3.5\% | 3.1\% | 6.1\% | 1.6\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 26 | Road D1 | 2.5\% | 68.0\% | 17.6\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.1\% | 0.0\% | 4.0\% | 1.4\% | ${ }^{1.3 \%}$ | 2.5\% | 0.6\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 27 | Road DI | 2.1\% | 57.0\% | 14.8\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 9.9\% | 3.5\% | ${ }^{3.1 \%}$ | 6.1\% | 1.6\% | 0.0\% | 0.0\% | 0.0\% | ${ }^{100.0 \%}$ |
| 28 | Road D1 | 2.5\% | 68.0\% | 17.6\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.1\% | 0.0\% | 4.0\% | ${ }^{1.4 \%}$ | 1.3\% | 2.5\% | 0.6\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 29 | Road D1 | 2.4\% | 67.4\% | 17.5\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.1\% | 0.0\% | 4.3\% | 1.5\% | 1.3\% | 2.6\% | 0.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 30 | Road D1 | 2.2\% | 59.6\% | 15.5\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 8.5\% | 3.0\% | 2.7\% | 5.2\% | ${ }^{1.4 \%}$ | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 31 | Road D3 | 2.4\% | 65.9\% | 17.1\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 4.9\% | 1.8\% | 1.5\% | 3.0\% | 0.8\% | 0.0\% | 0.4\% | 0.0\% | 100.0\% |
| 32 | Road D3 | 2.4\% | 66.8\% | 17.3\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.1\% | 0.0\% | 4.6\% | 1.7\% | 1.5\% | 2.9\% | 0.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 33 | Road D5 | 2.6\% | 70.4\% | 18.3\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.0\% | 0.1\% | 0.0\% | 2.6\% | 1.0\% | 0.8\% | 1.6\% | 0.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 34 | Road D5 | 2.5\% | 68.6\% | 17.8\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.0\% | 0.1\% | 0.0\% | 3.6\% | 1.3\% | 1.1\% | 2.2\% | 0.6\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 35 | Road D5 | 2.1\% | 57.0\% | 14.8\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 9.9\% | 3.6\% | 3.1\% | 6.1\% | 1.6\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| ${ }^{36}$ | Road D5 | 2.5\% | 68.0\% | 17.6\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.1\% | 0.0\% | 4.0\% | 1.4\% | 1.3\% | 2.5\% | 0.6\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| ${ }^{37}$ | Road D5 | 2.5\% | ${ }^{67.7 \%}$ | ${ }^{17.6 \%}$ | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.1\% | 0.0\% | 3.8\% | 1.4\% | 1.2\% | 2.3\% | 0.6\% | 0.0\% | 0.0\% | 0.9\% |  |
| ${ }^{38}$ | Road D5 | 2.4\% | 66.5\% | 17.3\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.1\% | 0.0\% | 4.6\% | 1.6\% | ${ }^{1.4 \%}$ | 2.8\% | 0.7\% | 0.0\% | 0.0\% | 0.6\% |  |
| 40 | Road D5 | 2.3\% | 64.2\% | 16.7\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 5.7\% | 2.0\% | 1.8\% | 3.5\% | 0.9\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| 41 | Road D5 | 2.4\% | ${ }^{667.2 \%}$ | 17.4\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | ${ }^{0.1 \%}$ | 0.0\% | ${ }^{4.0 \%}$ | ${ }^{1.4 \%}$ | ${ }_{\text {1.3\% }}^{1.3}$ | 2.5\% | 0.6\% | 0.0\% | 0.0\% | ${ }^{1.0 \%}$ | ${ }^{10000 \%}$ |
| ${ }^{42}$ | Road D5 | 2.2\% | 59.8\% | 15.5\% | 0.5\% | 0.4\% | 0.8\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 8.0\% | 2.9\% | 2.5\% | 4.9\% | 1.3\% | 0.0\% | 0.0\% | 1.0\% | 100.0\% |
| ${ }^{43}$ | Sip road for Kong Sham Western Highway | 2.3\% | 64.8\% | 16.8\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 5.7\% | 2.0\% | 1.8\% | 3.5\% | 0.9\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 44 | Slip road for Road D3 | 2.4\% | 66.6\% | 17.3\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.1\% | 0.0\% | 4.7\% | 1.7\% | 1.5\% | 2.9\% | 0.8\% | 0.0\% | 0.0\% | 0.0\% | \% |
| 45 | Kong Sham Western Highway | 2.3\% | $\frac{62.96}{64.70^{\circ}}$ | $\frac{16.3 \%}{168 \%}$ | 0.6\% 0.6 | 0.4\% 0.46 | $\frac{0.9 \%}{0.9 \%}$ |  | 0.0\% | $\frac{0.1 \%}{0.1 \%}$ | $\frac{0.1 \%}{0.1 \%}$ | $\frac{5.8 \%}{5.1 \%}$ | $\frac{2.19 \%}{18 \%}$ | $\frac{1.8 \%}{1.6 \%}$ | $\frac{3.6 \%}{3.1 \%}$ | 0.9\% 0 | $\frac{0.10}{0.0 \%}$ | $\frac{2.0 \%}{1.7 \%}$ | $\frac{0.0 \%}{0.0 \%}$ |  |
| 46 | Kong Sham Western Highway | 2.3\% | 64.7\% | 16.8\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.1\% |  | 5.1\% | 1.8\% | 1.6\% | 3.1\% | 0.8\% | 0.0\% | 1.7\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

## Year 2036

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes

| Link No. | Road Name | $\left\|\begin{array}{c} 16- \\ \left.\begin{array}{c} 16 \text { otrocycl } \\ \text { es (MC) } \end{array} \right\rvert\, \end{array}\right\|$ | $\left.\begin{array}{c} \text { O1- } \\ \text { Private } \\ \text { Cars (PC) } \end{array}\right)$ | 02 - Taxi | $\begin{gathered} 14-\text { Non } \\ \text { franchise } \\ \text { d } \\ \text { Bus }<6.4 \end{gathered}$ | $\begin{array}{\|c\|} \hline 12-\text { Non- } \\ \text { franchise } \\ \text { d Bus } 6.4 \\ 15 t \\ \hline \end{array}$ | $\begin{array}{\|c} \begin{array}{c} 13-\text { Non- } \\ \text { franchise } \\ \text { d Bus } 15 t \\ 24 t \end{array} \\ \left.\begin{array}{c} \text { at } \end{array} \right\rvert\, \end{array}$ | $\begin{gathered} 18 \text { - Non } \\ \text { tranhise } \\ \text { d Bus } \\ >244 \\ >24 \end{gathered}$ | $\begin{array}{\|c\|} \hline 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 t \\ \hline \end{array}$ | $\left\|\begin{array}{c}10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 \mathrm{t}\end{array}\right\|$ | $\left\|\begin{array}{c}03-\text { Light } \\ \text { Goods } \\ \text { Vehicles< } \\ =2.5 t\end{array}\right\|$ | $\begin{array}{\|c\|} \hline 04-\text {-Lt } \\ \text { Goods } \\ \text { Vehicles } \\ 2.5-3.5 t \\ \hline \end{array}$ | $\|$$05-$ Light <br> Gooos <br> Vehicles> <br> $3.5 t$ |  | $\begin{array}{\|c\|} \hline 07- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ \text { 15t-24t } \\ \hline \end{array}$ |  | $\begin{array}{\|l\|l} \hline \begin{array}{l} 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline 15 \\ \text { Franchis } \\ \text { ed (us) } \\ \text { (DD) } \end{array}$ | $\begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 00-2400 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1 | Road P1 | 2.2\% | 56.8\% | 14.6\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 9.0\% | 3.2\% | 2.9\% | 5.7\% | 1.5\% | 0.0\% | 0.0\% | 2.0\% | 100.0\% |
| 2 | Kong Sham Western Highway | 2.1\% | 55.3\% | 14.2\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 8.1\% | 2.9\% | 2.6\% | 5.1\% | 1.3\% | 0.2\% | 5.8\% | 0.0\% | 100.0\% |
| 3 | Kong Sham Western Highway | 2.1\% | ${ }^{55.5 \%}$ | 14.2\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 7.3\% | 2.6\% | 2.4\% | 4.6\% | 1.2\% | 0.2\% | 7.5\% | 0.0\% | 100.0\% |
|  | Road P1 | 2.2\% | 57.7\% | 14.8\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 8.4\% | 3.0\% | 2.7\% | 5.3\% | 1.4\% | 0.0\% | 0.0\% | 2.2\% | 100.0\% |
| 5 | Road P1 | 2.4\% | 62.5\% | 16.0\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 6.4\% | 2.3\% | 2.1\% | 4.1\% | 1.1\% | 0.0\% | 0.0\% | 0.6\% | 100.0\% |
| 6 | Road P1 | 2.4\% | 63.2\% | 16.2\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 5.7\% | 2.1\% | 1.8\% | 3.6\% | 0.9\% | 0.0\% | 0.6\% | 0.9\% | 100.0\% |
| 7 | Road D5 | 2.5\% | 64.4\% | 16.5\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 5.2\% | 1.9\% | 1.7\% | 3.3\% | 0.9\% | 0.0\% | 0.5\% | 0.7\% | 100.0\% |
| 8 | Road D5 | 2.4\% | 63.0\% | 16.2\% | 0.7\% | 0.5\% | ${ }^{1.11 \%}$ | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 6.1\% | 2.2\% | 2.0\% | 3.9\% | 1.0\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| 11 | Road P1 | 2.4\% | 63.1\% | 16.2\% | 0.7\% | 0.5\% | ${ }^{1.1 \%}$ | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 5.8\% | 2.1\% | 1.8\% | 3.6\% | 0.9\% | 0.0\% | 0.0\% | 1.5\% | 100.0\% |
| 12 | Kong Sham Western Highway | 2.6\% | 68.3\% | 17.5\% | 0.8\% | 0.5\% | ${ }^{1.2 \%}$ | 0.0\% | 0.0\% | 0.2\% | 0.0\% | 3.6\% | 1.3\% | 1.1\% | 2.3\% | 0.6\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 2.4\% | 64.1\% | 16.4\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 5.8\% | 2.1\% | 1.9\% | 3.7\% | 1.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 2.3\% | 61.4\% | 15.8\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 6.9\% | 2.5\% | 2.2\% | 4.4\% | 1.1\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |
| 15 | Road P1 | 2.4\% | 62.3\% | 16.0\% | 0.7\% | 0.5\% | ${ }_{\text {1.1\% }}$ | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 5.8\% | 2.1\% | 1.8\% | 3.6\% | 0.9\% | 0.1\% | 2.5\% | 0.0\% | 100.0\% |
| 16 | Road P1 | 2.5\% | 66.3\% | 17.0\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.2\% | 0.0\% | 4.7\% | 1.7\% | 1.5\% | 3.0\% | 0.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 17 | Road D5 | 2.4\% | 64.0\% | 16.4\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.2\% | 0.0\% | 4.7\% | 1.7\% | 1.5\% | 2.9\% | 0.8\% | 0.0\% | 1.7\% | 1.2\% | 100.0\% |
| 18 | Road D5 | 2.4\% | 63.7\% | 16.3\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 5.7\% | 2.0\% | 1.8\% | 3.6\% | 0.9\% | 0.0\% | 0.0\% | 0.9\% |  |
| 19 | Kong Sham Western Highway | 2.2\% | 58.4\% | 15.0\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 6.8\% | 2.5\% | 2.2\% | 4.3\% | 1.1\% | 0.1\% | 5.0\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 2.3\% | 61.0\% | 15.6\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | ${ }^{6.1 \%}$ | 2.2\% | 2.0\% | 3.9\% | 1.0\% | 0.1\% | 3.3\% | 0.0\% | 100.0\% |
| 21 | Road D3 | 2.4\% | 62.5\% | 16.0\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 5.9\% | 2.1\% | 1.9\% | 3.7\% | 1.0\% | 0.1\% | 1.9\% | 0.0\% | 100.0\% |
| 22 | Road $\mathrm{D}^{\text {3 }}$ | 2.4\% | 63.0\% | 16.2\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 6.4\% | 2.3\% | 2.1\% | 4.1\% | 1.1\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 2.2\% | 57.7\% | 14.8\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 9.2\% | 3.3\% | 3.0\% | 5.8\% | 1.5\% | 0.0\% | 0.0\% | 0.0\% |  |
| 24 | Road D1 | 2.5\% | 65.8\% | 16.9\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 4.9\% | 1.8\% | 1.6\% | 3.1\% | 0.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 25 | Road D1 | 2.1\% | 54.5\% | 14.0\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 11.0\% | 3.9\% | 3.5\% | 6.9\% | 1.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 26 | Road D1 | 2.5\% | 66.5\% | 17.1\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.2\% | 0.0\% | 4.5\% | 1.6\% | 1.5\% | 2.9\% | 0.7\% | 0.0\% | 0.0\% | 0.0\% |  |
| 27 | Road D1 | 2.1\% | 54.5\% | 14.0\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 11.0\% | 3.9\% | 3.5\% | 6.9\% | 1.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 28 | Road D1 | 2.5\% | 66.5\% | 17.1\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.2\% | 0.0\% | 4.5\% | 1.6\% | 1.5\% | 2.9\% | 0.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 29 | Road D1 | 2.5\% | 66.0\% | 16.9\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 4.8\% | 1.7\% | 1.6\% | 3.0\% | 0.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 30 | Road D1 | 2.2\% | 57.3\% | 14.7\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 9.5\% | 3.4\% | 3.0\% | 6.0\% | 1.6\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 31 | $\xrightarrow{\text { Road } 3}$ | $\frac{2.5 \%}{250}$ | $\frac{64.3 \%}{652 \%}$ |  |  |  |  |  |  |  |  |  |  |  |  |  | 0.0\% | 0.4\% |  |  |
| 32 <br> 33 | $\xrightarrow{\text { Road D3 }}$ Road D5 | 2.5\% | 65.2\% <br> $6.3 \%$ | ${ }^{16.7 \%} 17.8{ }^{17 \%}$ | 0.7\% 0.8 | -0.5\% | - 1.1 .1 | -0.0\% | - $0.0 \%$ | -0.2\% | -0.1\% | 5.2\% 3.0\% | -1.1.9\% | 1.7\% <br> $1.0 \%$ | 3.3\% | 0.9\%\% | - | - | - $0.0 \%$ | 100.0\% |
| 34 | Road D5 | 2.6\% | 67.3\% | 17.3\% | 0.8\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.2\% | 0.0\% | 4.1\% | 1.5\% | 1.3\% | 2.6\% | 0.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 35 | Road D5 | 2.1\% | 54.5\% | 14.0\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 11.0\% | 3.9\% | ${ }^{3.5 \%}$ | 6.9\% | 1.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 36 | Road D5 | 2.5\% | 66.5\% | 17.1\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.2\% | 0.0\% | 4.5\% | 1.6\% | 1.5\% | 2.9\% | 0.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 37 | Road D5 | 2.5\% | 66.3\% | 17.0\% | 0.7\% | 0.5\% | ${ }^{1.1 \%}$ | 0.0\% | 0.0\% | 0.2\% | 0.0\% | 4.3\% | 1.5\% | ${ }^{1.4 \%}$ | 2.7\% | 0.7\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |
| 38 | Road D5 | 2.5\% | 64.9\% | 16.6\% | 0.7\% | 0.5\% | ${ }_{\text {1.1\% }}$ | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 5.2\% | 1.9\% | 1.7\% | 3.3\% | 0.9\% | 0.0\% | 0.0\% | 0.6\% |  |
| 40 | Road D5 | 2.4\% | 62.4\% | 16.0\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 6.4\% | 2.3\% | 2.1\% | 4.1\% | 1.1\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| ${ }^{41}$ | Road D5 | 2.5\% | ${ }^{65.7 \%}$ | 16.9\% | 0.7\% | 0.5\% | ${ }_{\text {1.1\% }}^{1.10}$ | 0.0\% | 0.0\% | 0.2\% | 0.0\% | 4.5\% | 1.6\% | 1.5\% | 2.9\% | 0.7\% | 0.0\% | 0.0\% | 1.0\% | 100.0\% |
| ${ }^{42}$ | Road D5 | 2.2\% | 57.6\% | 14.8\% | 0.6\% | 0.4\% | -1.0\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 8.9\% | 3.2\% | 2.9\% | 5.6\% | 1.1.\% | 0.0\% | 0.0\% | 1.0\% | ${ }^{10000 \%}$ |
| ${ }^{43}$ | Slip road for Kong Sham Western Highway | 2.4\% | 63.0\% | ${ }^{16.2 \%}$ | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 6.4\% | 2.3\% | 2.1\% | 4.0\% | 1.1\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 4 | Slip road for Road D3 | 2.5\% | 65.1\% | 16.7\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 5.3\% | 1.9\% | 1.7\% | 3.4\% | 0.9\% | 0.0\% | 0.0\% | 0.0\% |  |
| 45 | Kong Sham Western Highway | 2.3\% | 61.2\% | ${ }_{15}^{15.7 \%}$ | 0.7\% | 0.5\% | ${ }^{1.0 \%}$ | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 6.6\% | ${ }^{2.4 \%}$ | 2.1\% | ${ }^{4.2 \%}$ | 1.1\% | 0.1\% | 2.0\% | 0.0\% | 100.0\% |
| 46 | Kong Sham Western Highway | 2.4\% | 63.0\% | 16.2\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.2\% | 0.1\% | 5.7\% | 2.1\% | 1.8\% | 3.6\% | 0.9\% | 0.0\% | 1.6\% | 0.0\% | 100.0\% |

## Appendix 3.4 Traffic Data

## Year 2036

| Link No. | Road Name | Road Type | $\begin{gathered} \text { Speed } \\ \text { Spimit } \\ \hline \text { Lit } \end{gathered}$ | ${ }_{\substack{\text { Speed } \\ \text { (kph) }}}$ | Speed | $\begin{array}{\|l} \hline \text { Speed } \\ (\mathrm{kph}) \end{array}$ | $\begin{aligned} & \text { Speed } \\ & \text { (kph) } \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & \text { (kph) } \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & \text { (kph) } \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & \text { (kph) } \end{aligned}$ | $\begin{array}{\|l} \hline \text { Speed } \\ \text { (kph) } \end{array}$ | $\begin{aligned} & \text { Speed } \\ & \text { (kph) } \end{aligned}$ | $\begin{aligned} & \text { Speeed } \\ & (\mathrm{kph}) \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & (\mathrm{kph}) \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & \text { (kph) } \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & (\mathrm{kph}) \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & (\mathrm{kph}) \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & (\mathrm{kph}) \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & \text { (kph) } \end{aligned}$ | $\begin{aligned} & \substack{\text { Speed } \\ (k p h)} \end{aligned}$ | $\begin{aligned} & \substack{\text { Speed } \\ (k p h)} \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & (\text { (kph) } \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & (k p h) \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & (k p h) \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & (\text { (kph) } \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & \text { (kph) } \end{aligned}$ | $\begin{aligned} & \text { Speed } \\ & (\mathrm{kph}) \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | km/hr | 0000-0100 | 0100-020 | 02000330 | 0300-0200 | 0000.0500 | 0500.0600 | 0600-0700 | 0700-0800 | 0880.0900 | 0900-1000 | 100-1100 | 1100-1200 | 1200-1300 | ${ }^{1300-1200}$ | 1400-1500 | 1500-160 | 1600-1770 | 1700-1800 | 1800-1900 | 1900-200 | 2000-2100 | 2100-2200 | 2200-2300 | 2300.0000 |
| 1 | Road P1 | District Distributor | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 49 | 49 | 49 | 49 | 49 | 49 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 48 | 48 | 48 | 49 | 49 |
| 2 | Kong Sham Western Highway | Expressway | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 |
| 3 | Kong Sham Western Highway | Expressway | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 |
| 4 | Road P1 | District Distributor | 50 | 49 | 50 | 50 | 50 | 50 | 50 | 49 | 47 | 47 | 46 | 46 | 47 | 48 | 48 | 47 | 47 | 47 | 47 | 47 | 48 | 49 | 49 | 49 | 49 |
| 5 | Road P1 | District Distributor | 50 | 48 | 49 | 49 | 49 | 49 | 49 | 47 | 42 | 40 | 41 | 42 | 42 | 43 | 43 | 42 | 42 | 42 | 41 | 42 | 44 | 45 | 46 | 46 | 47 |
| 6 | Road P1 | District Distrributor | 50 | 48 | 49 | 49 | 49 | 49 | 49 | 47 | 44 | 43 | 43 | 44 | 44 | 45 | 45 | 45 | 44 | 44 | 44 | 44 | 45 | 46 | 47 | 47 | 48 |
| 7 | Road D5 | District Distributor | 50 | 32 | 34 | 36 | 37 | 37 | 35 | 30 | 28 | 28 | 28 | 28 | 28 | 29 | 28 | 28 | 28 | 28 | 28 | 28 | 29 | 29 | 29 | 29 | 30 |
| 8 | Road D5 | District Distributor | 50 | 32 | 35 | 36 | 37 | 37 | 35 | 30 | 28 | 28 | 28 | 28 | 28 | 29 | 29 | 29 | 29 | 28 | 28 | 28 | 29 | 29 | 30 | 30 | 30 |
| 11 | Road P1 | District Distributor | 50 | 49 | 49 | 50 | 50 | 50 | 49 | 48 | 46 | 46 | 46 | 46 | 46 | 47 | 47 | 47 | 47 | 47 | 46 | 47 | 47 | 48 | 48 | 48 | 49 |
| 12 | Kong Sham Western Highway | Expressway | 50 | 48 | 49 | 49 | 49 | 49 | 49 | 47 | 43 | 42 | 43 | 43 | 44 | 43 | 43 | 42 | 42 | 41 | 40 | 40 | 42 | 44 | 44 | 45 | 46 |
| 13 | Kong Sham Western Highway | Expressway | 50 | 48 | 48 | 49 | 49 | 49 | 49 | 46 | 42 | 40 | 42 | 42 | 43 | 45 | 45 | 45 | 45 | 45 | 44 | 44 | 46 | 47 | 47 | 47 | 48 |
| 14 | Road P1 | District Distributor | 50 | 49 | 49 | 49 | 50 | 49 | 49 | 48 | 45 | 44 | 44 | 44 | 45 | 45 | 45 | 44 | 44 | 44 | 44 | 44 | 45 | 47 | 47 | 47 | 48 |
| 15 | Road P1 | District Distrributor | 50 | 49 | 49 | 50 | 50 | 50 | 49 | 48 | 46 | 46 | 46 | 46 | 46 | 48 | 48 | 47 | 47 | 47 | 47 | 47 | 48 | 48 | 48 | 48 | 49 |
| 16 | Road P1 | District Distributor | 50 | 49 | 50 | 50 | 50 | 50 | 50 | 49 | 48 | 47 | 48 | 48 | 48 | 48 | 48 | 48 | 48 | 48 | 48 | 48 | 48 | 49 | 49 | 49 | 49 |
| 17 | Road D5 | District Distributor | 50 | 34 | 36 | 37 | 38 | 38 | 37 | 31 | 29 | 29 | 29 | 29 | 29 | 30 | 30 | 30 | 30 | 29 | 29 | 29 | 30 | 30 | 30 | 31 | 33 |
| 18 | Road D5 | District Distrributor | 50 | 35 | 37 | 37 | 38 | 38 | 37 | 31 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 30 | 30 | 30 | 30 |
| 19 | Kong Sham Western Highway | Expressway | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 |
| 20 | Kong Sham Western Highway | Expressway | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 |
| 21 | Road D3 | District Distributor | 50 | 36 | 37 | 38 | 38 | 38 | 37 | 33 | 29 | 29 | 29 | 30 | 30 | 30 | 30 | 30 | 29 | 29 | 29 | 29 | 30 | 30 | 31 | 31 |  |
| 22 | Road D3 | District Distributor | 50 | 36 | 37 | 38 | 38 | 38 | 37 | 33 | 29 | 29 | 30 | 30 | 30 | 31 | 31 | 30 | 30 | 30 | 30 | 30 | 32 | 34 | 35 | 35 | 36 |
| 23 | Road D1 | District Distributor | 50 | 33 | 35 | 36 | 37 | 37 | 36 | 30 | 28 | 28 | 28 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 30 | 30 | 30 |  |
| 24 | Road D1 | District Distributor | 50 | 33 | 35 | 37 | 37 | 37 | 36 | 30 | 28 | 28 | 28 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 30 | 30 | 30 | 32 |
| 25 | Road D1 | Local Road | 50 | ${ }^{28}$ | ${ }^{28}$ | 29 | 29 | 29 | 28 | 26 | 24 | 24 | ${ }^{24}$ | ${ }^{24}$ | ${ }^{24}$ | 25 | 25 | 25 | 25 | 25 | 25 | 25 | ${ }^{26}$ | $\stackrel{27}{27}$ | $\stackrel{27}{25}$ | ${ }^{27}$ | ${ }^{28}$ |
| 26 | Road D1 | Local Road | 50 | 29 | 29 | 29 | 29 | 29 | 29 | 28 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 24 | 24 | 24 | 24 | 25 | 25 | 25 | 25 | 26 |
| 27 | Road D1 | Local Road | 50 | 28 | 29 | 29 | 29 | 29 | 29 | 27 | 25 | 25 | 25 | 25 | 25 | 26 | 26 | 25 | 25 | 25 | 25 | 26 | 27 | 28 | 28 | 28 | 29 |
| 28 | Road D1 | Local Road | 50 | 29 | 29 | 30 | 30 | 30 | 29 | 28 | 26 | 25 | 25 | 25 | 26 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 26 | 27 | 27 | 28 |
| 29 | Road D1 | District Distributor | 50 | 36 | 37 | 38 | 38 | 38 | 37 | 32 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 28 | 28 | 28 | 28 | 28 | 29 | 29 | 29 | 29 |  |
| 30 | Road D1 | District Distributor | 50 | 31 | 34 | 36 | 37 | 36 | 35 | 30 | 28 | 28 | 28 | 28 | 28 | 30 | 30 | 29 | 29 | 29 | 29 | 30 | 30 | 32 | 32 | 33 |  |
| 31 | Road D3 | District Distributor | 50 | 32 | 34 | 36 | 37 | 37 | 35 | 30 | 28 | 28 | 28 | 28 | 28 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 28 | 28 | 29 | 29 | 29 |
| 32 | Road D3 | District Distributor | 50 | 29 | 30 | 32 | 33 | 33 | 30 | 28 | 25 | 24 | 25 | 25 | 26 | 28 | 28 | 28 | 28 | 28 | 27 | 28 | 28 | 29 | 29 | 29 |  |
| 33 | Road D5 | Local Road | 50 | 26 | ${ }^{27}$ | ${ }^{28}$ | 28 | 28 | 28 | 25 | ${ }^{23}$ | ${ }^{23}$ | ${ }^{23}$ | ${ }^{23}$ | ${ }^{23}$ | 23 | ${ }^{23}$ | ${ }^{23}$ | 22 | 22 | 22 | 22 | ${ }^{22}$ | ${ }^{23}$ | ${ }^{23}$ | ${ }^{24}$ | ${ }^{24}$ |
| 34 | Road D5 | Local Road | 50 | 25 | 26 | 27 | 27 | 27 | 26 | 24 | 21 | 21 | 21 | 22 | 22 | 24 | 24 | 24 | 23 | 23 | 23 | 23 | 24 | 24 | 24 | 24 | 25 |
| 35 | Road D5 | Local Road | 50 | 28 | 28 | 29 | 29 | 29 | 29 | 26 | 24 | 24 | 24 | 24 | 24 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 26 | 27 | 27 | 27 | 28 |
| 36 | Road D5 | Local Road | 50 | 29 | 29 | 29 | 29 | 29 | 29 | 28 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 24 | 24 | 24 | 24 | 25 | 25 | 25 | 25 |  |
| 37 | Road D5 | District Distributor | 50 | 33 | 35 | 36 | 37 | 37 | 35 | 30 | 28 | 28 | 28 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 30 | 30 | 30 | 31 |
| 38 | Road D5 | District Distributor | 50 | 33 | 35 | 37 | 37 | 37 | 36 | 30 | 28 | 28 | 28 | 28 | 29 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 29 | 29 | 29 | 30 |
| 40 | Road D5 | District Distributor | 50 | 31 | 34 | 35 | 36 | 36 | 34 | 30 | 28 | 27 | 28 | 28 | 28 | 29 | 29 | 28 | 28 | 28 | 28 | 28 | 29 | 29 | 29 | 30 |  |
| ${ }^{41}$ | Road D5 | District Distributor | 50 | 36 | 37 | 38 | 38 | 38 | 37 | 33 | 29 | 29 | 29 | 29 | 29 | ${ }^{29}$ | 29 | ${ }^{29}$ | 29 | 29 | 29 | ${ }^{29}$ | ${ }^{29}$ | 30 | 30 | 30 | 32 |
| 42 | Road D5 | District Distributor | 50 | 33 | 35 | 36 | 37 | 37 | 36 | 30 | 28 | 28 | 28 | 28 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 30 | 30 | 30 | 31 |
| 43 | Slip road for Kong Sham Western Highway | District Distributor | 50 | 46 | 47 | 48 | 48 | 48 | 47 | 43 | 36 | 35 | 36 | 37 | 37 | 33 | 33 | 32 | 32 | 32 | 31 | 32 | 35 | 37 | 38 | 38 | 40 |
| 44 | Slip road for Road D3 | District Distributor | 50 | 40 | ${ }^{43}$ | 45 | 46 | 46 | 44 | 36 | 17 | 11 | 16 | 20 | ${ }^{23}$ | 35 | 34 | 34 | 33 | 33 | 32 | 32 | ${ }^{35}$ | ${ }^{38}$ | 38 | 39 | ${ }^{41}$ |
| 45 | Kong Sham Western Highway | Expressway | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 |
| 46 | Kong Sham Western Highway | Expressway | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 |

## Appendix 3.4 Traffic Data

## Year 2041

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes

| Link No. | Road Name | Road Type | $\begin{aligned} & \text { Speed } \\ & \text { Sumit } \end{aligned}$ | Total Vehicle | $\begin{gathered} \text { Total } \\ \text { Vehicle } \end{gathered}$ | Total vehicle | $\begin{gathered} \text { Total } \\ \text { Vehicle } \end{gathered}$ | Total vehicle | Total vehicie | Total Vehicle | Total vehicle | Total vehicle | Total vehicle | Total vehicic | Total vehicle | Total vehicle | Total vehicle | Total vehicle | Total vehicle | Total vehicic | Total vehicle | $\begin{gathered} \text { Total } \\ \text { vehicle } \end{gathered}$ | Total vehicle | Total vehicle | $\begin{gathered} \text { Total } \\ \text { Vehicle } \end{gathered}$ | Total Vehicle | Total Vehicle |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | km/hr | 0000.0100 | 0100.2200 | ${ }^{0200.0300}$ | 0300.0400 | 00000.50 | 050.0600 | 0600.070 | 0700.0800 | 0800.090 | 0900-1000 | 100-1100 | 1100-1200 | ${ }^{1200-1300}$ | 130-1200 | $1200 \cdot 150$ | ${ }^{150} \mathbf{0}$-1600 | 160-1700 | 1700-1800 | $1200-190$ | 1900-200 | 200-2120 | $2100 \cdot 2200$ | 200.330 | 2300.000 |
|  | Road P1 | District Distributio | 50 | 34 | 23 | 17 | ${ }^{13}$ | ${ }^{13}$ | 20 | 52 | ${ }^{123}$ | ${ }^{136}$ | 119 | 109 | 105 | 232 | ${ }^{241}$ | 258 | 263 | 272 | 293 | 283 | 220 | 169 | ${ }^{154}$ | ${ }^{147}$ | 112 |
| 2 | Kong Sham Western Highway | Expressway | 80 | ${ }^{103}$ | ${ }^{69}$ | 49 | ${ }^{39}$ | 39 | 57 | ${ }^{127}$ | ${ }^{345}$ | ${ }_{3} 385$ | ${ }^{321}$ | ${ }_{2}^{286}$ | 278 | 535 | 552 | 589 | ${ }^{606}$ | 633 | 693 | $\frac{691}{5}$ | 545 | 422 | 385 | 372 | ${ }^{283}$ |
| $\frac{3}{4}$ | Kong Sham Western Highway | $\frac{\text { Expressway }}{\text { Distric }}$ | -80 | $\frac{136}{61}$ | ${ }^{93}$ | ${ }^{67}$ | $\stackrel{54}{25}$ | ${ }^{56}$ | ${ }^{83}$ | 219 104 | ${ }^{524}$ | $\frac{575}{277}$ | 540 272 | $\frac{511}{263}$ | 年 246 | 412 <br> 198 | $\stackrel{425}{204}$ | ${ }_{2}^{452}$ | $\stackrel{466}{224}$ | $\stackrel{489}{ }{ }^{233}$ | $\begin{array}{r}537 \\ \hline 255 \\ \hline\end{array}$ | 539 <br> 55 <br> 25 | $\stackrel{427}{421}$ | 331 <br> 155 | 302 <br> 141 | 293 | $\stackrel{223}{103}$ |
| 5 | ${ }_{\text {Road P1 }}$ | District Distributor | 50 | ${ }^{198}$ | ${ }^{42}$ | ${ }_{96}$ | 25 | ${ }_{78}$ | ${ }^{115}$ | 100 300 | ${ }_{713}$ | ${ }_{821}$ | ${ }_{7} 708$ | ${ }_{651} 6$ | ${ }_{6} 245$ | $\stackrel{5}{57}$ | $\stackrel{5}{575}$ | $\underline{608}$ | ${ }_{6}^{224}$ | ${ }_{6}^{233}$ | ${ }_{756}$ | 255 | ${ }_{607}$ | 150 470 | 142 429 | 136 415 | ${ }_{315}^{103}$ |
| 6 | Road P1 | District Distributor | 50 | 149 | 101 | 72 | ${ }^{58}$ | 59 | 87 | 227 | 541 | 628 | 542 | 501 | 480 | 397 | 409 | 431 | 449 | 474 | 548 | 552 | 441 | 342 | 312 | 303 | 230 |
| 7 | Road D5 | District Distributor | 50 | 195 | 132 | ${ }_{9} 9$ | 75 | 76 | ${ }^{111}$ | 290 | 686 | 766 | 664 | 604 | 583 | 489 | 503 | 529 | 553 | 585 | 656 | 695 | 557 | ${ }^{433}$ | 395 | 385 | 291 |
| 8 | Road D5 | District Distributor | 50 | 175 | 119 | 85 | ${ }^{67}$ | ${ }^{68}$ | 100 | 262 | 622 | 695 | 606 | ${ }^{554}$ | 534 | ${ }^{406}$ | ${ }^{418}$ | ${ }^{443}$ | 459 | ${ }^{482}$ | 534 | 550 | $\stackrel{437}{459}$ | ${ }^{338}$ | 309 | 299 | ${ }^{227}$ |
| 11 | Road P1 | District Distributor | 50 | 83 |  | 40 | 32 |  |  |  | 289 | 336 |  | ${ }^{253}$ |  |  | 238 |  |  |  |  |  | 259 |  | 183 | 178 |  |
| 12 | Kong Sham Western Highway | Expressway | 50 | ${ }^{88}$ | 60 | 43 | 34 | 35 | 51 | ${ }^{134}$ | ${ }^{318}$ | 369 | 318 | ${ }^{293}$ | ${ }^{281}$ | ${ }^{300}$ | ${ }^{301}$ | 319 | 339 | ${ }^{364}$ | 428 | ${ }^{465}$ | 379 | 296 | 270 | 265 |  |
| ${ }^{13}$ | Kong Sham Western Highway | Exprossway | 50 <br> 50 | ${ }^{112}$ | 75 | 53 | $\stackrel{42}{48}$ | ${ }_{4}^{42}$ | ${ }_{61}^{61}$ | ${ }_{1}^{157}$ | ${ }_{3}^{367}$ | ${ }^{428}$ | ${ }^{338}$ | ${ }_{2}^{297}$ | 292 | ${ }^{177}$ | ${ }^{180}$ | 189 | 199 | ${ }_{2}^{211}$ | $\begin{array}{r}248 \\ \hline 50\end{array}$ | ${ }_{2}^{255}$ | ${ }^{205}$ | 160 | 145 | $\stackrel{142}{1295}$ | 107 |
| ${ }^{14}$ | ${ }^{\text {Road } \mathrm{Pl}}$ | District Distributor | 50 | ${ }^{119}$ | ${ }^{82}$ | 60 | ${ }^{48}$ | $\stackrel{49}{36}$ | 74 | - 195 | 469 <br> 344 | 531 | 491 | 467 340 | 441 | 377 | 390 | ${ }^{414}$ | ${ }_{4}^{428}$ | ${ }_{4}^{427}$ | 500 | 495 | ${ }^{391}$ | 302 | 275 | 265 | 202 |
| ${ }_{16}^{16}$ | ${ }_{\text {Road }}^{\text {Rod }}$ | District Distributor | 50 | 65 | ${ }_{4}^{61}$ | ${ }_{31}^{44}$ | ${ }^{35}$ | ${ }_{26}^{36}$ | 36 | 94 | ${ }^{344}$ | 380 <br>  <br>  <br>  <br>  <br> 18 | 358 <br> 213 | 340 | -321 <br> 186 | ${ }^{136}$ | 198 <br> 140 <br> 1 | 209 <br> 147 <br> 1 | 217 <br> 154 | 230 <br> 164 <br> 1 | - 256 | $\stackrel{268}{200}$ | 215 <br> 161 | 161 <br> 126 <br> 1 | 152 <br> 15 <br> 15 | 148 <br> 12 <br> 12 | ${ }_{8}^{112}$ |
| 17 | Road D5 | District Distributor | 50 | 113 | 76 | 54 | 43 | 43 | 64 | 165 | 390 | ${ }^{453}$ | 379 | ${ }^{342}$ | 332 | ${ }^{281}$ | 288 | 302 | 317 | 337 | 391 | 409 | 330 | ${ }^{257}$ | 235 | 22 | 173 |
| 18 | Road D5 | District Distributor | 50 | ${ }^{126}$ | 86 | 61 | ${ }^{48}$ | 49 | 72 | 189 | 449 | 519 | 446 | 408 | 394 | 370 | 382 | 403 | 419 | 441 | 502 | 512 | 409 | 317 | 289 | 280 | 212 |
| 19 | Kong Sham Western Highway | Expressway | 80 | ${ }^{248}$ | 169 | 121 | 96 | 97 | ${ }^{143}$ | 375 | 891 | 1003 | ${ }^{879}$ | 808 | 775 | 588 | 606 | 641 | 665 | 699 | 785 | 794 | 632 | 491 | 448 | 435 |  |
| 20 | Kong Sham Western Highway | Expresway | 80 | 191 | 129 | 92 | 73 | 74 | 108 | 281 | 663 | 753 | 639 | 579 | 559 | 835 | 860 | 908 | 945 | 997 | 1121 | 1156 | 924 | 718 | 654 | 637 | 482 |
| 21 | Road D3 | District Distributor | 50 | 103 | 70 | 50 | 39 | 40 | 59 | 153 | 362 | 405 | ${ }^{351}$ | 320 | 308 | 265 | 273 | 288 | 300 | 317 | ${ }^{354}$ | 371 | 297 | 230 | 210 | 204 |  |
| 22 | Road D3 | District Distributor | 50 | 115 | 78 | 56 | 44 | 45 | ${ }^{66}$ | 172 | 408 | 457 | 397 | 362 | 349 | 172 | 178 | 188 | 196 | 206 | 229 | 239 | 190 | 147 | 134 | 131 | 99 |
| ${ }^{23}$ | Road D 1 | District Distributor | 50 | 164 | 111 | 79 | ${ }^{62}$ | ${ }^{63}$ | 92 | 239 | 565 | 634 | 540 | 487 | 472 | 385 | 399 | 427 | ${ }^{438}$ | 454 | 492 | 482 | 375 | 288 | ${ }^{263}$ | 252 |  |
| 24 | Road D1 | District Distributor | 50 | 130 |  | ${ }^{63}$ | 50 | 51 | 75 | 196 | 467 | 521 | 461 | ${ }^{423}$ | 407 | 330 | 339 | 354 | ${ }^{373}$ | ${ }^{398}$ | 452 | ${ }_{4} 492$ | ${ }^{398}$ | 310 | 5 | $\stackrel{27}{27}$ |  |
| 25 | Road D1 | Local Road | 50 | 54 | 37 | 26 | ${ }^{21}$ | ${ }^{21}$ | 30 | 79 | 187 | 210 | ${ }^{178}$ | 161 | ${ }^{156}$ | ${ }^{94}$ | 97 | 105 | 107 | 110 | ${ }^{117}$ | 110 | 84 | 64 | ${ }_{58}$ | 55 |  |
| 26 | Road D1 | Local Road | 50 | 26 | 18 | ${ }^{13}$ | 11 | 11 | 16 | ${ }^{43}$ | 105 | 116 | 111 | 106 | 100 | 126 | 130 | ${ }^{136}$ | 143 | 152 | 173 | 187 | 151 | ${ }^{118}$ | 107 | 105 |  |
| 27 | Road D1 | Local Road | 50 | 37 | ${ }^{25}$ | 18 | 14 | 14 | 21 | ${ }^{54}$ | 127 | ${ }^{143}$ | ${ }^{121}$ | 109 | 106 | ${ }^{64}$ | 66 | 72 | 73 | 75 | 79 | 75 | 57 | ${ }^{44}$ | 40 | ${ }^{38}$ | 29 |
| 28 | Road D 1 | Local Road | 50 | ${ }^{18}$ | 12 | 9 | 7 | 7 | ${ }^{11}$ | 30 | 71 | 79 | 75 | 72 | ${ }^{68}$ | 86 | 88 | 92 | ${ }^{97}$ | 104 | 117 | ${ }^{127}$ | 103 | 80 | 73 | 72 | 54 |
| 29 | Road D1 | District Distributor | 50 | 86 | 59 | ${ }^{43}$ | 34 | ${ }^{36}$ | 53 | 141 | 338 | 374 | ${ }^{353}$ | 336 | 317 | 475 | 488 | 512 | 538 | 571 | 646 | 697 | 562 | ${ }^{437}$ | 398 | 390 | 294 |
| 30 | Road D1 | District Distributor | 50 | 180 | 121 | ${ }^{86}$ | ${ }^{68}$ | ${ }^{68}$ | 100 | 260 | 612 | 689 | ${ }^{581}$ | 521 | 506 | 272 | 281 | 300 | 309 | 322 | 352 | ${ }^{354}$ | 278 | 214 | 195 | 188 | 143 |
| 31 | Road D3 | District Distributor | 50 | ${ }^{286}$ | 194 | 138 | 109 | 110 | 161 | 420 | ${ }^{991}$ | 1112 | ${ }^{950}$ | 859 | 831 | 1146 | 1180 | 1240 | ${ }^{1299}$ | 1374 | 1545 | 1643 | 1320 | 1026 | ${ }^{934}$ | ${ }^{912}$ |  |
| 32 | Road D3 | District Distributor | 50 | 647 | ${ }^{438}$ | 311 | ${ }^{246}$ | ${ }^{249}$ | 364 | 947 | ${ }^{2236}$ | 2510 | 2139 | 1929 | 180 | ${ }^{945}$ | 972 | 1020 | 1071 | 1135 | ${ }^{1282}$ | 1376 | 1108 | 862 | ${ }^{185}$ | 167 | 578 |
| ${ }^{33}$ | Road D5 | Local Road | 50 | ${ }^{89}$ | 60 | ${ }^{42}$ | ${ }^{33}$ | ${ }^{34}$ | 49 | ${ }^{128}$ | 302 | 340 <br> 341 | 286 | ${ }^{257}$ | 250 | $\begin{array}{r}309 \\ \\ \\ \\ \hline 15\end{array}$ | ${ }^{316}$ | ${ }_{327} 32$ | ${ }^{350}$ | 376 <br> 254 | ${ }^{436}$ | 493 | 404 | 316 <br> 301 | $\stackrel{288}{ }$ | ${ }_{2}^{284}$ | 213 |
| ${ }^{34}$ | Road D5 | Local Road | 50 | 142 | ${ }^{96}$ | ${ }^{68}$ | ${ }^{53}$ | ${ }^{54}$ | 79 | 204 | 481 | ${ }^{541}$ | 455 | 407 | 396 | 211 | 216 | 226 | 238 | 254 | 290 | 318 | 258 | ${ }^{201}$ | 183 | 180 | 135 |
| 35 | Road D5 | Local Road | 50 | 54 | ${ }^{36}$ | 26 | 20 | ${ }^{21}$ | 30 | 79 | 186 | 209 | 177 | 160 | 155 | ${ }^{93}$ | ${ }^{97}$ | 105 | 106 | 109 | ${ }^{116}$ | 109 | 83 | 64 | 58 | 55 | ${ }_{4} 4$ |
| ${ }^{36}$ | Road D5 | Local Road | 50 | ${ }^{26}$ | 18 | 13 | 10 | 11 | 16 | ${ }^{43}$ | 104 | ${ }^{115}$ | 110 | 105 | 99 | 126 | 129 | ${ }^{135}$ | ${ }^{142}$ | 151 | 172 | 186 | ${ }^{151}$ | ${ }^{117}$ | 107 | 105 | 79 |
| 37 | Road D5 | District Distributor | 50 | 161 | 109 | ${ }^{78}$ | 61 | 62 | ${ }_{91}$ | ${ }^{237}$ | 561 | 628 | 540 | 489 | 473 | ${ }^{342}$ | 351 | ${ }^{367}$ | ${ }^{387}$ | 412 | 467 | ${ }^{506}$ | ${ }_{4} 40$ | 319 | ${ }^{291}$ | 285 | 214 |
| 38 | Road D5 | District Distributor | 50 | 161 | 109 | $\stackrel{78}{18}$ | 62 | ${ }^{63}$ | ${ }^{93}$ | 242 | 574 | 641 | 561 | 513 | 494 | 525 | 540 | 569 | ${ }_{594}$ | ${ }^{628}$ | ${ }^{7} 03$ | 742 | 595 | 462 | ${ }_{4}^{421}$ | 410 | 310 |
| 40 | Road ${ }^{\text {S }}$ | District Distributor | 50 | ${ }_{2}^{214}$ | 145 | 103 | 82 | ${ }^{83}$ | 122 | ${ }^{318}$ | ${ }^{53}$ | ${ }^{842}$ | $\stackrel{729}{ }$ | 663 | ${ }^{640}$ | ${ }^{2} 26$ | ${ }^{400}$ | ${ }^{4} 31$ | ${ }^{433}$ | 500 | 535 | 561 | 439 | ${ }^{347}$ | 321 | ${ }^{306}$ | ${ }^{232}$ |
| 41 | Road D5 | District Distributor | 50 | $\stackrel{82}{ }$ | ${ }^{56}$ | 40 | ${ }^{32}$ | ${ }^{33}$ | 49 | ${ }^{128}$ | ${ }^{3} 5$ | ${ }^{338}$ | ${ }^{306}$ | 285 | 272 | 292 | 300 | ${ }^{314}$ | 330 | $\begin{array}{r}350 \\ \hline 01\end{array}$ | 395 <br> 129 | ${ }_{4}^{424}$ | 342 <br> 314 | 266 <br> 240 | 243 <br> 29 | 237 <br> 208 | 179 |
| 42 | Road D5 | District Distributor | 50 | ${ }^{163}$ | 111 | 79 | ${ }^{63}$ | 64 | ${ }^{94}$ | 244 | 579 | 646 | 563 | 513 | 495 | ${ }^{343}$ | 356 | 383 | 390 | 401 | 429 | 408 | 314 |  |  |  |  |
| $\stackrel{4}{4}$ | Slip road tor Kong Sham Western highway | $\frac{\text { District Distributor }}{\text { District Distributor }}$ | 50 50 | 225 <br> 543 | 152 <br> 368 | 108 <br> 262 | 85 <br> 207 | 86 <br> 80 <br> 209 | 127 <br> 307 | 329 <br> 99 | $\frac{778}{1887}$ |  | 743 1813 | $\frac{610}{1640}$ | 650 <br> 158 | 919 <br> 846 | 948 <br> 880 <br> 8 | 1001 913 | ${ }^{1043}$ | $\frac{1098}{1016}$ | ${ }_{1}^{1225}$ | ${ }^{1282}$ | ${ }_{9}^{1023}$ | ${ }_{7} 770$ | $\stackrel{1}{701}$ | - 686 | 517 <br> 517 |
| 45 | Kong Sham Western Highway | Expessway | 80 | ${ }^{473}$ | 321 | 229 | ${ }^{181}$ | 184 | 270 | 704 | 1668 | 1875 | 1622 | 1478 | ${ }^{1224}$ | 1507 | ${ }^{1553}$ | 1642 | 1708 | 1797 | 2009 | 2076 | 1655 | 1284 | 1170 | ${ }^{1138}$ | 862 |
| 46 | Kong Sham Western Highway | Expresway | 80 | 734 | 497 | 354 | 279 | 283 | 415 | 1079 | 2551 | 2871 | 2452 | 2218 | 2146 | 1680 | 1730 | 1821 | 1904 | 2013 | 2267 | 2385 | 1913 | 1488 | 1356 | 1323 | 999 |

## Appendix 3．4 Traffic Data

## Year 2041

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes

| Link No． | Road Name | $\left\|\begin{array}{c} \text { 16- } \\ \text { Motorcycl } \\ \text { es (MC) } \end{array}\right\|$ | $\left.\begin{gathered} \text { P1- } \\ \text { Private } \\ \text { Cars (PC) } \end{gathered} \right\rvert\,$ | 02 －Taxi | $\begin{aligned} & 14-\text { Non } \\ & \text { franchise } \\ & \text { d } \\ & \text { Bus }<6.4 \end{aligned}$ | $\begin{gathered} 12 \text { - Non- } \\ \text { franchise } \\ \text { d Bus } 6.4 \\ 15 t \end{gathered}$ | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { 13- Non- } \\ \text { franchise } \\ \text { d Bus } 15 t \end{array} \\ 24 t \end{array}$ | $\begin{gathered} \begin{array}{c} 18 \text { - Non- } \\ \text { franchise } \\ \text { d Bus } \\ >24 t \end{array} \\ \hline \end{gathered}$ | $\begin{array}{\|c\|} \hline 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 t \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline 10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 \mathrm{t} \\ \hline \end{array}$ | $\left\|\begin{array}{c}03-\text { Light } \\ \text { Goods } \\ \text { Vehicles＜} \\ =2.5 t\end{array}\right\|$ | $\begin{array}{\|c\|} \hline \text { O4-Lt } \\ \text { Goods } \\ \text { Vohics } \\ 2.5-3.55 \\ \hline \end{array}$ | $\left\|\begin{array}{c}05-\text { Light } \\ \text { Goods } \\ \text { Vehicles＞} \\ 3.5 t\end{array}\right\|$ |  | $\begin{array}{\|c\|} \hline 07- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ \text { 15t-24t } \\ \hline \end{array}$ | $\begin{array}{c\|} \hline 17 . \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ >24 \mathrm{t} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \text { 14- } \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | $\begin{array}{\|c} 15- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) } \\ \hline \end{array}$ | $\begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | $0000-0100$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Road P1 | 2．4\％ | 59．8\％ | 15．1\％ | 0．8\％ | 0．6\％ | ${ }^{1.2 \%}$ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | 6．5\％ | ${ }^{2.3}$ | 2．1\％ | 4．2\％ | 1．1\％ | 0．0\％ | ．0\％ | 3．7\％ | ${ }^{100.0 \%}$ |
| ${ }^{2}$ | Kong Sham Western Highway | $\frac{2.5 \%}{20 \%}$ | $\frac{62.5 \%}{50.5}$ | $\frac{15.8 \%}{120 \%}$ | 0．8\％ | 0．6\％ | $\frac{1.3 \%}{1.30 \%}$ | ${ }^{\text {0．0\％}}$ | ${ }^{\text {0．0\％}}$ | 0．3\％ | 0．0\％ | 4．0\％ | $\frac{1.4 \%}{3.6 \%}$ | $\frac{1.3 \%}{1.36}$ | $\frac{2.6 \%}{6.5 \%}$ | $\frac{0.7 \%}{17 \%}$ | ${ }^{0.2 \%}$ | $\frac{5.9 \%}{6.4}$ | ${ }^{\text {0．0\％}}$ | $\frac{100.0 \%}{1000 \%}$ |
| 4 | Kong Sham Western Highway | $\frac{2.0 \%}{1.9 \%}$ |  | $\frac{12.9 \%}{120 \%}$ | 0．7\％ | 0．5\％ 0.4 | $\frac{1.0 \%}{1.0 \%}$ | $\frac{0.0 \%}{0.0 \%}$ | ${ }^{0.0 \%}$ | 0．2\％ | ${ }^{0.1 \%}$ | $\frac{10.1 \%}{13.60}$ | 3．6\％ | $\frac{3.3 \%}{4.4}$ | $\frac{6.5 \%}{6.7}$ | $\frac{1.7 \%}{2.30}$ | 0．2\％ | $\frac{6.4 \%}{0.0 \%}$ | 0．0\％ | 100．0\％ |
| 5 | ${ }_{\text {Road P1 }}$ | ${ }_{\text {2．4\％}}$ | 60．7\％ | ${ }^{12.4 .4 \%}$ | 0．8\％ | 0．6\％ | ${ }_{\text {l }}^{1.2 \%}$ | 0．0\％ | ${ }^{0.00 \%}$ | 0．3\％ | ${ }^{0.1 \%}$ | ${ }_{\text {l }}^{\text {7．1\％}}$ | ${ }^{\text {2．6\％}}$ | 2．3\％ | ${ }^{8.6 \%}$ | ${ }^{\text {en }}$ | 0．0\％ | 0．0\％ | 0．6\％ | 100．0\％ |
| 6 | Road P1 | 2．4\％ | 59．4\％ | 15．0\％ | 0．8\％ | 0．5\％ | ${ }_{\text {1．2\％}}$ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | 7．6\％ | 2．7\％ | 2．5\％ | 4．9\％ | 1．3\％ | 0．0\％ | ${ }_{0} 0.5$ | 0．8\％ | 100．0\％ |
| 7 | Road D5 | 2．5\％ | 62．2\％ | 15．7\％ | 0．8\％ | 0．6\％ | ${ }^{1.3 \%}$ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | 6．2\％ | 2．2\％ | 2．0\％ | 4．0\％ | 1．0\％ | 0．0\％ | 0.4 | 0．6\％ | 100．0\％ |
| 8 | Road D5 | 2．5\％ | ${ }^{61.8 \%}$ | 15．6\％ | 0．8\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | 6．6\％ | 2．4\％ | 2．1\％ | 4．2\％ | 1．1\％ | 0．0\％ | 0．0\％ | 0．7\％ | 100．0\％ |
| ${ }^{11}$ | Road P1 | ${ }^{2.5 \%}$ | 63．1\％ |  |  | 0．6\％ |  | ${ }^{0.0 \%}$ | ${ }^{0.0 \%}$ | 0．3\％ | 0．1\％ | 5．6\％ | 2.0 | ${ }^{1.8 \%}$ | 3．6\％ | 0．9\％ | $0 \%$ | 000 |  |  |
| 12 | Kong Sham Western Highway | $\xrightarrow{2.47 \%}$ |  | $\frac{15.4 \%}{17.3 \%}$ | － | － $0.60 \%$ | $\frac{1.2 \%}{1.4 \%}$ | － | 0．0\％ | 0．3\％ | 0．0\％ | ${ }^{3.2 \%}$ | ${ }^{\text {2．2．2\％}}$ | ${ }^{\text {c．1．1\％}}$ | $\frac{4.1 \%}{4.1 \%}$ | ${ }^{\text {0．}}$ ． 5 \％ | 0．0\％ | 0．0\％ | －0．0\％ | ${ }^{10000 \%}$ |
| ${ }_{14}$ | $\frac{\text { Road P1 }}{}$ | ${ }_{\text {2．1．}}^{2.1 \%}$ | ${ }^{\text {6．3．4\％}}$ | 13．5\％ | 0．7\％ | 0．5\％ | ${ }_{\text {l }}^{1.1 .1 \%}$ | 0．0\％ | ${ }_{0}^{0.0 \%}$ | 0．2\％ | $\stackrel{0.1 \%}{0.1 \%}$ | ${ }^{3.20 \%}$ | ${ }^{\text {l．}}$ 3．9\％ |  | ${ }^{2.0 \%}$ | 1．8\％ | 0．0\％ | 0.00 | 1．1\％ | ${ }^{10000 \%}$ |
| 15 | Road P1 | 2．1\％ | 53．0\％ | 13．4\％ | 0．7\％ | 0．5\％ | 1．1．\％ | 0．0\％ | 0．0\％ | 0．2\％ | 0．1\％ | 10．8\％ | 3．9\％ | ${ }^{3.5 \%}$ | 6．9\％ | 1．8\％ | 0．0\％ | 1．8\％ | 0．0\％ | 100．0\％ |
| 16 | Road P1 | 2．6\％ | 64．5\％ | 16．3\％ | 0．9\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | 5．4\％ | 1．9\％ | 1．8\％ | 3．5\％ | 0．9\％ | 0．0\％ | 0．0\％ | $0.0 \%$ | 100．0\％ |
| 17 | Road D5 | 2．5\％ | 62．8\％ | 15．9\％ | 0．8\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | 5．3\％ | 1．9\％ | 1．7\％ | 3．4\％ | 0．9\％ | 0．0\％ | 4\％ | 1．1\％ | 100 |
| 18 | Road D5 | 2．5\％ | 61．4\％ | 15．5\％ | 0．8\％ | 0．6\％ | 1．2\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | 6．7\％ | 2．4\％ | 2．2\％ | 4．3\％ | 1．1\％ | 0．0\％ | 0．0\％ | 1．0\％ | 100．0\％ |
| 19 | Kong Sham Western Highway | 2．4\％ | ${ }^{58.9 \%}$ | 14．9\％ | 0．8\％ | 0．5\％ | ${ }^{1.2 \%}$ | 0．0\％ | 0．0\％ | 0．3\％ | ${ }^{0.1 \%}$ | 7．0\％ | 2．5\％ | 2．3\％ | 4．5\％ | 1．2\％ | 0．1\％ | 3．5\％ | 0．0\％ | ${ }^{1000.0 \%}$ |
| ${ }^{20}$ | Kong Sham Western Highway | 2．5\％ | ${ }^{61.7 \%}$ | 15．6\％ | 0．8\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | 5．6\％ | 2．0\％ | 1．8\％ | 3．6\％ | 0．9\％ | 0．1\％ | ${ }^{3.2 \%}$ | 0．0\％ | 100．0\％ |
| 21 | Road D3 | 2．5\％ | 61．8\％ | 15．6\％ | 0．8\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | 6．2\％ | 2．2\％ | 2．0\％ | 4．0\％ | 1．0\％ | 0．0\％ | 1．6\％ | 0．0\％ | 100．0\％ |
| 22 | Road D3 | 2．5\％ | 62．6\％ | 15．8\％ | 0．8\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | 6．4\％ | 2．3\％ | 2．1\％ | 4．1\％ | 1．1\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| ${ }^{23}$ | Road D1 | 2．6\％ | 64．4\％ | 16．3\％ | 0．9\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | 5．4\％ | 2．0\％ | 1．8\％ | 3．5\％ | 0．9\％ | 0．0\％ | 0．0\％ | 0\％ |  |
| 24 | Road 1 | 2．4．40 | ${ }^{61.1 .1 \%}$ | ${ }^{15.4 \%}$ | 0．8\％ | 0．6\％ | ${ }^{1.2 \%}$ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ |  | 2．6\％ | 2．4\％ | － | ${ }^{1.2 \%}$ | 0．0\％ |  | ${ }^{\text {0．0\％}}$ | ${ }^{\text {100．0\％}}$ |
| 25 | $\xrightarrow{\text { Road }}$ D1 | 年．1．\％ | 64．5\％ $519 \%$ | ${ }_{\text {l }}^{16.3 \%}$ | 0．9\％ | 0．6\％ | － | 号．0\％ | －0．0\％ | － | ${ }_{\text {O．1\％}}^{0.1 \%}$ | 5．4\％6 | － | 年．8\％\％ | －${ }_{\text {3．5\％}}^{7.8 \%}$ | － | － | － | 0．0\％ | ${ }^{1000.0 \%}$ |
| 27 | Road D1 | 2．6\％ | 64．5\％ | 16．3\％ | 0．9\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | 5．4\％ | 1．9\％ | 1．8\％ | 3．5\％ | 0．9\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 28 | Road D1 | 2．1\％ | 51．9\％ | 13．1\％ | 0．7\％ | 0．5\％ | ${ }^{1.1 \%}$ | 0．0\％ | 0．0\％ | 0．2\％ | 0．1\％ | 12．1\％ | 4．3\％ | 4．0\％ | 7．8\％ | 2．0\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 29 | Road D1 | 2．2\％ | 53．8\％ | 13．6\％ | 0．7\％ | 0．5\％ | 1．1\％ | 0．0\％ | 0．0\％ | 0．2\％ | 0．1\％ | 11．1\％ | 4．0\％ | 3．6\％ | 7.1 | 1．9\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 30 | Road D1 | 2．6\％ | ${ }^{65.3 \%}$ | 16．5\％ | 0．9\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | 5．0\％ | 1．8\％ | 1．6\％ | 3．2\％ | 0．8\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 31 | Road D3 | 2．6\％ | 63．7\％ | 16．1\％ | 0．8\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | 5．6\％ | 2．0\％ | 1．8\％ | 3．6\％ | 0．9\％ | 0．0\％ | 0．6\％ | 0．0\％ |  |
| 32 | Road D3 | 2．6\％ | 64．4\％ | 16．3\％ | 0．9\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | 5．5\％ | 2．0\％ | 1．8\％ | 3．5\％ | 0．9\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| ${ }^{33}$ | Road D5 | 2．6\％ | 65．3\％ | 16．5\％ | 0．9\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | 5．0\％ | 1．8\％ | 1．6\％ | 3．2\％ | 0．8\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| ${ }^{34}$ | Road D5 | 2．6\％ | 65．6\％ | 16．6\％ | 0．9\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | 4．8\％ | 1．7\％ | 1．6\％ | 3．1\％ | 0．8\％ | 0．0\％ | 0．0\％ | 0．0\％ | ${ }^{10000 \%}$ |
| 35 | Road D5 | 2．6\％ | 64．5\％ | 16．3\％ | 0．9\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | 5．4\％ | 1．9\％ | 1．8\％ | 3．5\％ | 0．9\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| ${ }^{36}$ | Road D5 | 2．1\％ | 51．9\％ | 13．1\％ | 0．7\％ | 0．5\％ | ${ }^{1.1 \%}$ | 0．0\％ | 0．0\％ | 0．2\％ | 0．1\％ | 12．1\％ | 4．3\％ | 4．0\％ | 7．8\％ | 2．0\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 37 | Road D5 | 2．5\％ | 63．1\％ | 16．0\％ | 0．8\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | 5．8\％ | 2．1\％ | 1．9\％ | 3．7\％ | 1．0\％ | 0．0\％ | 0．0\％ | 0．8\％ | 100．0\％ |
| $\begin{array}{r}38 \\ \hline 40 \\ \hline\end{array}$ | Road D | 2．5\％ | ${ }^{61.5 \%}$ | ${ }^{15.56 \%}$ | 0．8\％ | 0．6\％ | $\frac{1.2 \%}{1.3 \%}$ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | ${ }^{6.7 \%}$ | ${ }^{2.4 \%}$ | ${ }^{2.2 \%}$ | 4．3\％ | ${ }^{1.1 .1 \%}$ | 0．0\％ | 0．0\％ | 0．8\％ | ${ }^{1000.0 \%}$ |
| 41 | ${ }_{\text {Road }}^{\text {Road }}$ D | $\xrightarrow{2.5 \%}$ | ${ }^{62.6 \%}$ | 114．6\％ | 0．8\％ | － | ${ }_{\text {l }}^{1.2 \%}$ | － | 0．0\％ | － | O．1\％ | ${ }^{6.24 \%}$ | ${ }^{2.2 .0 \%}$ | 2．8．\％ | ${ }^{\text {5．4．4\％}}$ | ${ }^{\text {1．4\％}}$ | 0．0\％ | 0．0\％ | 1．5\％ |  |
| 42 | Road D5 | 2．5\％ | 62．0\％ | 15．7\％ | 0．8\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | 6．4\％ | 2．3\％ | 2．1\％ | 4．1\％ | 1．1\％ | 0．0\％ | 0．0\％ | 0．8\％ | 100．0\％ |
| ${ }^{43}$ | Slip road for Kong Sham Western Highway | 2．6\％ | 64．4\％ | 16．3\％ | 0．9\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | 5．5\％ | 2．0\％ | 1．8\％ | 3．5\％ | 0．9\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 44 | Slip road for Road D3 | ${ }^{2.6 \%}$ | 63．9\％ | 16．2\％ | 0．9\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | 5．7\％ | 2．0\％ | ${ }^{1.9 \%}$ | 3．7\％ | 1．0\％ | 0．0\％ | 0．0\％ | 0．0\％ | ${ }^{100.0 \%}$ |
| $\stackrel{45}{46}$ | Kong Sham Western Highway | 2．5\％ | $\frac{61.5 \%}{63.4 \%}$ | $\frac{15.6 \%}{16.6 \%}$ | 0．8\％ 0.8 | $\frac{0.6 \%}{0.6 \%}$ | $\frac{1.2 \%}{1.3 \%}$ | $\frac{0.0 \%}{0.0 \%}$ | 0．0\％ | 0．3\％ | $\frac{0.1 \%}{0.1 \%}$ | $\frac{6.3 \%}{5.7 \%}$ | $\frac{2.2 \%}{20 \%}$ | $\frac{2.0 \%}{1.9 \%}$ | 4．0\％ | $\frac{1.10 \%}{1.0 \%}$ | 0．0\％ | 年．8\％\％ | O．0\％\％ | －100．0\％ |

## Appendix 3．4 Traffic Data

## Year 2041

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes

| Link No． | Road Name | $\left\|\begin{array}{c} 16- \\ \text { Motorycl } \\ \text { es (Mc) } \end{array}\right\|$ | $\left.\begin{gathered} \text { P1- } \\ \text { Private } \\ \text { Cars (PC) } \end{gathered} \right\rvert\,$ | 02 －Taxi | $\left.\begin{array}{\|c} 11-\text { Non- } \\ \text { franchise } \\ \mathrm{d} \\ \text { Bus< }=6.4 \\ \mathrm{t} \end{array} \right\rvert\,$ | $12-$ Non－ <br> franchise <br> d Bus 6.4 <br> $15 t$ | $\begin{array}{\|c} \begin{array}{c} 13-\text { Non- } \\ \text { franchise } \\ \text { d Bus } 15 t \\ 24 t \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { 18-Non- } \\ \text { franchise } \\ \text { d Bus } \\ \text { 24t } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 t \\ \hline \end{array}$ | $10-$ <br> Private <br> Light Bus <br> $>3.5 \mathrm{t}$$\|$ | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { O3-Light } \\ \text { Goods } \\ \text { Vehicles }< \\ =2.5 t \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline 04-\text {-Lt } \\ \text { Goods } \\ \text { Vehicles } \\ 2.5-3.5 \mathrm{t} \\ \hline \end{array}$ | $\|$$05-$ Light <br> Goods <br> Vehicles $>$ <br> $3.5 t$ | $\square$ | $\left.\begin{gathered}\text { O7．} \\ \text { Heavy } \\ \text { Goods } \\ \text { Venicles．} \\ 15 t-24 t\end{gathered} \right\rvert\,$ |  | $\begin{array}{\|c\|} \hline \text { 14- } \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | $15-$ <br> Franchis <br> ed Bus <br> （DD） | $\begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 0100－0200 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Road P1 | 2．5\％ | 58．1\％ | 14．5\％ | 0．9\％ | 0．6\％ | 1．4\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | 7．1\％ | 2．6\％ | 2．4\％ | 4．7\％ | 1．2\％ | 0．0\％ | 0．0\％ | 3．7\％ | 100．0\％ |
| 2 | Kong Sham Western Highway | ${ }^{2.6 \%}$ | ${ }^{61.3 \%}$ | ${ }^{15.3 \%}$ | 1．0\％ | 0．7\％ | 1．5\％ | 0．0\％ | 0．0\％ | 0．4\％ | 0．0\％ | 4．5\％ | 1．6\％ | ${ }^{1.5 \%}$ | 2．9\％ | 0．8\％ | 0．2\％ | 5．9\％ | 0．0\％ | ${ }^{10000 \%}$ |
| 3 | Kong Sham Western Highway | 2．1\％ | 48．9\％ | 12．2\％ | 0．8\％ | 0．5\％ | 1．2\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | 11．0\％ | 3．9\％ | 3．6\％ | 7．2\％ | 1．9\％ | 0．2\％ | 6．2\％ | 0．0\％ | 100．0\％ |
| 4 | Road P1 | 1．9\％ | 45．2\％ | 11．3\％ | 0．7\％ | 0．5\％ | 1．1\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．2\％ | 14．7\％ | 5．3\％ | 4．9\％ | 9．6\％ | 2．5\％ | 0．0\％ | 0．0\％ | 2．1\％ | 100．0\％ |
| 5 | Road P1 | 2．5\％ | 58．9\％ | 14．7\％ | 0．9\％ | 0．6\％ | 1．4\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | 7．9\％ | 2．8\％ | 2．6\％ | 5．1\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．6\％ | 100．0\％ |
| 6 | Road P1 | 2．4\％ | 57．5\％ | 14．3\％ | 0．9\％ | 0．6\％ | 1．4\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | 8．3\％ | 3．0\％ | 2．8\％ | 5．4\％ | 1．4\％ | 0．0\％ | 0．5\％ | 0．9\％ |  |
| 7 | Road D5 | 2．6\％ | 60．6\％ | 15．1\％ | 0．9\％ | 0．7\％ | 1．4\％ | 0．0\％ | 0．0\％ | 0．4\％ | 0．1\％ | 6．8\％ | 2．5\％ | 2．3\％ | 4．5\％ | 1．2\％ | 0．0\％ | 0．4\％ | 0．7\％ | 100．0\％ |
| 8 | Road D5 | 2．5\％ | 60．0\％ | 15．0\％ | 0．9\％ | 0．6\％ | ${ }^{1.4 \%}$ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | 7．3\％ | 2．6\％ | 2．4\％ | 4．7\％ | 1．2\％ | 0．0\％ | 0．0\％ | 0．7\％ | 100．0\％ |
| 11 |  | 2．6\％ |  |  | 1．0\％ |  | 1．5\％ |  |  | 0．4\％ | 0．1\％ |  |  | 2．0\％ | 4．0\％ | 1．0\％ | 0．0\％ | 0．0\％ |  |  |
| ${ }^{12}$ | Kong Sham Western Highway | 2．5\％ | 58．9\％ | 14．7\％ | 0．9\％ | 0．6\％ | ${ }^{1.4 \%}$ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | 8．1\％ | 2．9\％ | 2．7\％ | 5．3\％ | 1．4\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 13 | Kong Sham Western Highway | 2．8\％ | 67．4\％ | 16．8\％ | 1．1\％ | 0．7\％ | 1．6\％ | 0．0\％ | 0．1\％ | 0．4\％ | 0．0\％ | 3．6\％ | 1．3\％ | 1．2\％ | 2．4\％ | 0．6\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 14 | Road P1 | 2．2\％ | 51．1\％ | 12．7\％ | 0．8\％ | 0．6\％ | 1．2\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | 11．9\％ | 4．3\％ | 3．9\％ | ．8\％ | 2．0\％ | 0．0\％ |  | 1．1\％ | 100．0\％ |
| 15 | Road P1 | 2．1\％ | 50．9\％ | 12．7\％ | 0．8\％ | 0．6\％ | ${ }^{1.2 \%}$ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | ${ }^{11.7 \%}$ | 4．2\％ | 3．9\％ | 7．6\％ | 2．0\％ | 0．0\％ | 1．8\％ | 0．0\％ | 100．0\％ |
| 16 | Road P1 | 2．7\％ | 63．0\％ | 15．7\％ | 1．0\％ | 0．7\％ | 1．5\％ | 0．0\％ | 0．0\％ | 0．4\％ | 0．1\％ | 6．0\％ | 2．1\％ | 2．0\％ | 3．9\％ | 1．0\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 17 | Road D5 | 2．6\％ | 61．4\％ | 15．3\％ | 1．0\％ | 0．7\％ | 1．5\％ | 0．0\％ | 0．0\％ | 0．4\％ | 0．1\％ | 5．8\％ | 2．1\％ | 1．9\％ | 3．8\％ | 1．0\％ | 0．0\％ | 1．4\％ | 1．1\％ | 100．0\％ |
| ${ }^{18}$ | Road D5 | 2．5\％ | ${ }^{59.7 \%}$ | 14．9\％ | 0．9\％ | 0．6\％ | 1．4\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | 7．3\％ | 2．6\％ | 2．4\％ | 4．8\％ | 1．3\％ | 0．0\％ | 0．0\％ | 1．0\％ |  |
| 19 | Kong Sham Western Highway | 2．4\％ | 57．1\％ | 14．2\％ | 0．9\％ | 0．6\％ | 1．4\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | 7．7\％ | 2．8\％ | 2．6\％ | 5．0\％ | 1．3\％ | 0．1\％ | 3．5\％ | 0．0\％ | 100．0\％ |
| 20 | Kong Sham Western Highway | 2．5\％ | 60．2\％ | 15．0\％ | 0．9\％ | 0．7\％ | 1．4\％ | 0．0\％ | 0．0\％ | 0．4\％ | 0．1\％ | 6．2\％ | 2．2\％ | 2．0\％ | 4．0\％ | 1．1\％ | 0．1\％ | ${ }^{3.2 \%}$ | 0．0\％ | 100．0\％ |
| 21 | Road D3 | 2．5\％ | 60．2\％ | 15．0\％ | 0．9\％ | 0．7\％ | 1．4\％ | 0．0\％ | 0．0\％ | 0．4\％ | 0．1\％ | 6．9\％ | 2．5\％ | 2．3\％ | 4．5\％ | 1．2\％ | 0．0\％ | 1．5\％ | 0．0\％ | 100．0\％ |
| 22 | Road D 3 | 2．6\％ | 60．9\％ | 15．2\％ | 1．0\％ | 0．7\％ | ${ }^{1.4 \%}$ | 0．0\％ | 0．0\％ | 0．4\％ | 0．1\％ | 7．1\％ | 2．5\％ | 2．4\％ | 4．6\％ | 1．2\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 23 | Road D1 | 2．7\％ | 62．9\％ | 15．7\％ | 1．0\％ | 0．7\％ | 1．5\％ | 0．0\％ | 0．0\％ | 0．4\％ | 0．1\％ | 6．0\％ | 2．2\％ | 2．0\％ | 3．9\％ | 1．0\％ | 0．0\％ | 0．0\％ | 0．0\％ |  |
| 24 | Road 1 | 2．5\％ | ${ }^{59,3 \%}$ | ${ }^{14.8 \%}$ | 0．9\％ | 0．6\％ | ${ }^{1.4 \%}$ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | 8．0\％ | 2．9\％ | 2．6\％ | 5．2\％ | 1．4\％ | 0．0\％ | 0．0\％ | 0．0\％ | ${ }^{10000 \%}$ |
| 25 <br> 26 |  | $\frac{2.7 \%}{2.1 \%}$ | 63．0\％ <br> $496 \%$ <br> 0.0 | ${ }_{\text {15 }}^{15.7 \%}$ | 1．0\％ | ${ }_{0}^{0.7 \%}$ | －1．5\％ | 0．0\％ | 0．0\％ | ${ }^{0.4 \% \%}$ | 0．1\％ | $\frac{6.0 \%}{1310}$ | $\frac{2.1 \%}{4.7}$ | $\frac{2.0 \%}{4.4}$ | 3．9\％ | ${ }^{1.0 \%}$ | 0．0\％ | 0．0\％ | 0．0\％ | ${ }^{10000 \%}$ |
| ${ }^{26}$ | Road D1 | ${ }^{2.12 \%}$ | 499．6\％ | 12．4\％ | 0．8\％ | 0．5\％ | 1．2\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | 13．1\％ | 4．7\％ | 4．4\％ | 8．6\％ | 2．2\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 27 | Road D1 | 2．7\％ | 63．0\％ | 15．7\％ | 1．0\％ | 0．7\％ | 1．5\％ | 0．0\％ | 0．0\％ | 0．4\％ | 0．1\％ | 6．0\％ | 2．1\％ | 2．0\％ | 3．9\％ | 1．0\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 28 | Road D1 | 2．1\％ | 49．6\％ | 12．4\％ | 0．8\％ | 0．5\％ | 1．2\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | 13．1\％ | 4．7\％ | 4．4\％ | 8．6\％ | 2．2\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 29 | Road D1 | 2．2\％ | 51．5\％ | 12．8\％ | 0．8\％ | 0．6\％ | 1．2\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | 12．1\％ | 4．3\％ | 4．0\％ | 7．9\％ | 2．1\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| ${ }^{30}$ | Road D1 | 2．7\％ | 63．8\％ | 15．9\％ | 1．0\％ | 0．7\％ | ${ }^{1.5 \%}$ | 0．0\％ | 0．0\％ | 0．4\％ | 0．1\％ | 5．5\％ | 2．0\％ | 1．8\％ | 3．6\％ | 0．9\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 31 | Road D3 | $\frac{2.6 \%}{2.70}$ | ${ }^{62.2 \%}$ | $\frac{15.5 \%}{157 \%}$ | ${ }^{1.0 \%}$ | 0．7\％ | － 1.5 | 0．0\％ | 0．0\％ | 0．4\％ | 0．1\％ | －6．2\％ |  | $\frac{2.0 \%}{20 \%}$ | $\frac{4.0 \%}{4.0 \%}$ | ${ }^{1.1 .1 \%}$ | 0．0\％ | ${ }^{0.6 \%}$ | 0．0\％ |  |
| 32 <br> 33 | $\xrightarrow{\text { Road D3 }}$ Road D5 | $\frac{2.7 \%}{2.7 \%}$ | 年62．8\％ $63.8 \%$ | $\frac{15.7 \%}{15.9 \%}$ | 年．0\％ | － | － | － | 0．0\％ | 0．4\％ | $\frac{0.1 \%}{0.1 \%}$ | 㐌．1\％\％ | $\frac{2.2 \%}{2.0 \%}$ | $\frac{2.0 \%}{1.8 \%}$ | ${ }^{4.0 \%}$ | － | －0．0\％ | － | 0．0\％ | $\frac{100.0 \%}{100.0 \%}$ |
| 34 | Road D5 | 2．7\％ | 64．2\％ | 16．0\％ | 1．0\％ |  | 1．5\％ | 0．0\％ | 0．0\％ |  | 0．1\％ | 5．4\％ | 1．9\％ | 1．8\％ | 3．5\％ | 0．9\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 35 | Road D5 | 2．7\％ | 63．0\％ | 15．7\％ | 1．0\％ | 0．7\％ | 1．5\％ | 0．0\％ | 0．0\％ | 0．4\％ | 0．1\％ | 6．0\％ | 2．1\％ | 2．0\％ | 3．9\％ | 1．0\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| ${ }^{36}$ | Road D5 | 2．1\％ | 49．6\％ | 12．4\％ | 0．8\％ | 0．5\％ | ${ }^{1.2 \%}$ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | 13．1\％ | 4．7\％ | 4．4\％ | 8．6\％ | 2．2\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 37 <br> 38 | $\xrightarrow{\text { Road D5 }}$ | ${ }_{\text {2．}}^{2.5 \%}$ | ¢$61.5 \%$ <br> $59.8 \%$ | 15．3\％ <br> $140 \%$ <br> 1 | $\frac{1.0 \%}{1.0 \%}$ | － | － 1.5 | －0．0\％ | －0．0\％ | －0．4\％ | O．1．1\％ | －$\frac{6.4 \%}{740^{2}}$ | ${ }^{2.3 \%}$ | $\frac{2.1 \%}{2.4 \%}$ | $\frac{4.2 \%}{4.8 \%}$ | $\frac{1.1 \%}{1.10}$ | 0．0\％ | 0．0\％ | 0．8\％ | ${ }^{10000 \%}$ |
| $\begin{array}{r}38 \\ \hline\end{array}$ | Road D5 | ${ }^{2.5 \%}$ | 59．8\％ | $\frac{14.9 \%}{152 \%}$ | 0．9\％ | 0．6\％ | ${ }_{\text {1．4\％}}^{1.10}$ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | $\frac{7.4 \%}{6.9 \%}$ | $\frac{2.6 \%}{20 \%}$ | ${ }^{2.4 \%}$ | ${ }_{4}^{4.8 \%}$ | $\frac{1.3 \%}{1.20}$ | 0．0\％ | 0．0\％ | 0．8\％ | $\stackrel{100.0 \%}{1000}$ |
| ${ }^{41}$ | Road D5 | ${ }^{2.4 \%}$ | ${ }^{\text {515．7\％}}$ | 1．3．9\％ | 0．9\％ | 0．6\％ | ${ }^{\text {1．3\％}}$ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | ${ }_{\text {en }}$ | 3．3\％ | ${ }^{\text {3．1\％}}$ | 6．0\％ | 1．6\％ | 0．0\％ | 0．0\％ | 1．5\％ | 100．0\％ |
| 42 | Road D5 | 2．5\％ | 60．3\％ | 15．0\％ | 0．9\％ | 0．7\％ | ${ }^{1.4 \%}$ | 0．0\％ | 0．0\％ | 0．4\％ | 0．1\％ | 7．1\％ | 2．6\％ | 2．4\％ | 4．6\％ | 1．2\％ | 0．0\％ | 0．0\％ | 0．8\％ | 100．0\％ |
| 43 | Slip road for Kong Sham Western Highway | 2．7\％ | 62．8\％ | 15．7\％ | 1．0\％ | 0．7\％ | 1．5\％ | 0．0\％ | 0．0\％ | 0．4\％ | 0．1\％ | 6．0\％ | 2．2\％ | 2．0\％ | 3．9\％ | 1．0\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 44 | Slip road for Road D3 | ${ }^{2.6 \%}$ | ${ }^{62.4 \%}$ | ${ }^{15.5 \%}$ | 1．0\％ | 0．7\％ | ${ }^{1.5 \%}$ | 0．0\％ | 0．0\％ | 0．4\％ | 0．1\％ | 6．3\％ | 2．3\％ | 2．1\％ | 4．1\％ | 1．1\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| $\frac{45}{46}$ | Kong Sham Western Highway | $\frac{2.5 \%}{2.6 \%}$ | $\frac{59.8 \%}{618 \%}$ | $\frac{14.9 \%}{15.4 \%}$ | $\frac{0.9 \%}{10 \%}$ | $\frac{0.6 \%}{0.7 \%}$ | 年．4\％ | $\frac{0.0 \%}{0.0 \%}$ | 0．0\％ | 0．3\％ | $\frac{0.1 \%}{0.1 \%}$ | $\frac{6.9 \%}{63 \%}$ | $\frac{2.5 \%}{23 \%}$ | $\frac{2.3 \% \%}{2.1 \%}$ | $\frac{4.5 \%}{4.1 \%}$ | $\frac{1.2 \%}{1.1 \%}$ | $\frac{0.0 \%}{0.0 \%}$ | $\frac{1.8 \%}{0.8 \%}$ | $\frac{0.0 \%}{0.0 \%}$ | $\frac{100.0 \%}{100 \%}$ |

## Appendix 3．4 Traffic Data

## Year 2041

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes

| Link No． | Road Name | $16-$ Motorcy es（MC） $\qquad$ | $\begin{gathered} \left.\begin{array}{c} 01 \\ \text { Private } \\ \text { Cars (PC) } \end{array}\right) \end{gathered}$ | 02 －Taxi | $\begin{gathered} 11-\text { Non- } \\ \text { franchise } \\ \text { Bus=6e. } \\ \text { t } \end{gathered}$ | $\left\|\begin{array}{c} 12 \text { - Non- } \\ \text { franchise } \\ \text { d Bus } 6.4 \\ 15 t \end{array}\right\|$ | $\begin{aligned} & \text { 13 - Non- } \\ & \text { franchise } \\ & \text { d Bus } 15 t \end{aligned}$ $24 t$ | $18-$ Non－ franchise d Bus $>24 t$ | $\left\lvert\, \begin{gathered} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.55 \end{gathered}\right.$ | $\left\|\begin{array}{c}10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 \mathrm{t}\end{array}\right\|$ | 03 －Light Goods Vehicles | $\begin{gathered} \text { o4-Lt } \\ \text { Goods } \\ \text { Vehicles } \\ \text { 2.5.3.5t } \end{gathered}$ | $\left\|\begin{array}{c}05-\text { Light } \\ \text { Gooods } \\ \text { vehicles＞} \\ 3.5 t\end{array}\right\|$ | $06-$ <br> Heavy <br> Goods <br> Vehicles＜ <br> $=15 t$ <br> $=$ | $07-$ <br> Heavy <br> Gooods <br> Vehicles <br> $155-24 t$ | $17-$ <br> Heavy <br> Goods <br> Vehicles <br> $>24 t$ | $\begin{array}{\|l\|} \hline 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | $\begin{gathered} 15- \\ \text { Franchis } \\ \text { ed Bus } \end{gathered}$ (DD) | $\left\lvert\, \begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}\right.$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road P1 | 0200－0300 | 56．4\％ | 13．8\％ | 1．0\％ | 0．7\％ | 1．5\％ | 0．0\％ | 0．1\％ | 0．4\％ | 0．1\％ | 7．8\％ | 2．8\％ | 6\％ | 1\％ | 1．3\％ | 0．0\％ | 0．0\％ | 3．8\％ | 100．0\％ |
| 2 | Kong Sham Western Highway | ${ }^{2.7 \%}$ | 60．0\％ | 14．7\％ | 1．1\％ | 0．8\％ | 1．6\％ | 0．0\％ | 0．1\％ | 0．4\％ | 0．1\％ | 5．0\％ | 1．8\％ | ${ }^{1.7 \%}$ | 3．3\％ | 0．9\％ | ${ }^{0.1 \%}$ | 5．9\％ | 0．0\％ | 100．0\％ |
| 3 | Kong Sham Western Highway | 2．1\％ | 46．9\％ | 11．5\％ | 0．8\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．1\％ | 11．9\％ | 4．3\％ | 4．0\％ | 7．8\％ | 2．0\％ | 0．2\％ | $6.1 \%$ | 0．0\％ | 100．0\％ |
|  | Road P1 | 1．9\％ | ${ }_{\text {42．9\％}}$ | 10．5\％ | 0．8\％ | 0．5\％ | 1．2\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．2\％ | 15．7\％ | 5．6\％ | 5．3\％ | 10．3\％ | 2．7\％ | 0．0\％ |  | 2．0\％ | 100．0\％ |
| 5 | Road P1 | 2．5\％ | 57．1\％ | 14．0\％ | 1．0\％ | 0．7\％ | 1．6\％ | 0．0\％ | 0．1\％ | 0．4\％ | 0．1\％ | 8．6\％ | ${ }^{3.1 \%}$ | 2．9\％ | 5．7\％ | 1．5\％ | 0．0\％ | 0．0\％ | 0．7\％ | 100．0\％ |
| 6 | Road P1 | 2．5\％ | 55．7\％ | 13．7\％ | 1．0\％ | 0．7\％ | 1．5\％ | 0．0\％ | 0．1\％ | 0．4\％ | 0．1\％ | 9．1\％ | 3．3\％ | 3．0\％ | 6．0\％ | 1．6\％ | 0．0\％ | 0．5\％ | 0．9\％ | 100．0\％ |
| 7 | Road D5 | 2．6\％ | 58．9\％ | 14．5\％ | 1．1\％ | 0．7\％ | 1．6\％ | 0．0\％ | 0．1\％ | 0．4\％ | 0．1\％ | 7．5\％ | 2．7\％ | 2．5\％ | 4．9\％ | 1．3\％ | 0．0\％ | 0．4\％ | 0．7\％ | 100．0\％ |
| 8 | Road D5 | 2．6\％ | 58．3\％ | 14．3\％ | ${ }^{1.1 \%}$ | 0．7\％ | 1．6\％ | 0．0\％ | 0．1\％ | 0．4\％ | 0．1\％ | 7．9\％ | 2．9\％ | 2．7\％ | 5．2\％ | 1．4\％ | 0．0\％ | 0．0\％ | 0．7\％ | 100．0\％ |
| ${ }^{11}$ | Road P1 | 2．7\％ | 59．9\％ | 14．7\％ | 1．1\％ | 0．7\％ | 1．6\％ | 0．0\％ | 0．1\％ | 0．4\％ | 0．1\％ | 6．8\％ | 2．4\％ | 2．3\％ | 4．5\％ | 1．2\％ | 0．0\％ | 0．0\％ | 1．6\％ | 100．0\％ |
| 12 | Kong Sham Western Highway | 2．5\％ | 57．1\％ | 14．0\％ | 1．0\％ | 0．7\％ | 1．6\％ | 0．0\％ | 0．1\％ | 0．4\％ | 0．1\％ | 8．9\％ | 3．2\％ | 3．0\％ | 5．9\％ | 1．5\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 13 | Kong Sham Western Highway | 2．9\％ | 66．2\％ | 16．3\％ | 1．2\％ | 0．8\％ | 1．8\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．0\％ | 4．0\％ | 1．4\％ | 1．3\％ | 2．6\％ | 0．7\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 14 | Road P1 | 2．2\％ | 48．9\％ | 12．0\％ | 0．9\％ | 0．6\％ | ${ }^{1.3 \%}$ | 0．0\％ | 0．0\％ | 0．4\％ | 0．1\％ | 12．8\％ | 4．6\％ | 4．3\％ | 8．5\％ | 2．2\％ | 0．0\％ | 0．0\％ | 1．1\％ | 100．0\％ |
| ${ }^{15}$ | Road P1 | 2．2\％ | 48．7\％ | 12．0\％ | 0．9\％ | 0．6\％ | ${ }^{1.3 \%}$ | 0．0\％ | 0．0\％ | 0．4\％ | 0．1\％ | 12．7\％ | 4．5\％ | 4．3\％ | 8．4\％ | 2．2\％ | 0．0\％ | 1．7\％ | 0．0\％ | 100．0\％ |
| 16 | ${ }_{\text {Road Pl }}$ | 2．7\％ | 61．4\％ | ${ }^{15.1 \%}$ | ${ }^{1.1 \%}$ | 0．8\％ | 1．7\％ | 0．0\％ | ${ }^{0.1 \%}$ | 0．5\％ | 0．1\％ | 6．6\％ | 2．4\％ | ${ }^{2.2 \%}$ | 4．3\％ | $\frac{1.1 \%}{1.1}$ | 0．0\％ | 0．0\％ | 0．0\％ |  |
| $\frac{17}{18}$ | Road D5 | 2．7\％ | 59．8\％ | $\frac{14.7 \%}{1.70^{2}}$ | ${ }_{\text {1．1\％}}^{1.1}$ | ${ }^{0.7 \%}$ | 1．1．6\％ | 0．0\％ | ${ }^{0.1 \%}$ | ${ }^{0.4 \%}$ | 0．1\％ | ${ }^{6.4 \%}$ | 2．3\％ | $\frac{2.1 \%}{2.7}$ | 4．2\％ | 1．1\％ | 0．0\％ | 1．4\％ |  | 100．0\％ |
| ${ }^{18}$ | Road D5 | 2．6\％ | 57．9\％ | 14．2\％ | 1．0\％ | 0．7\％ | 1．6\％ | 0．0\％ | 0．1\％ | 0．4\％ | 0．1\％ | 8．0\％ | 2．9\％ | 2．7\％ | 5．3\％ | ${ }^{1.4 \%}$ | 0．0\％ | 0．0\％ | 1．0\％ | 100．0\％ |
| 19 | Kong Sham Western Highway | 2．5\％ | ${ }^{55.4 \%}$ | ${ }^{13.6 \%}$ | 1．0\％ | 0．7\％ | 1．5\％ | 0．0\％ | ${ }^{0.1 \%}$ | 0．4\％ | ${ }^{0.1 \%}$ | 8．4\％ | 3．0\％ | 2．8\％ | ${ }^{5.5 \%}$ | ${ }^{1.4 \%}$ | ${ }^{0.1 \%}$ | ${ }^{3.4 \%}$ | 0．0\％ | 100．0\％ |
| 20 | Kong Sham Western Highway | 2．6\％ | 58．7\％ | 14．4\％ | 1．1\％ | 0．7\％ | 1．6\％ | 0．0\％ | 0．1\％ | 0．4\％ | 0．1\％ | 6．8\％ | 2．4\％ | 2．3\％ | 4．5\％ | 1．2\％ | 0．1\％ | 3．1\％ | 0．0\％ | 100．0\％ |
| ${ }^{21}$ | Road D3 | 2．6\％ | 58．5\％ | 14．4\％ | 1．1\％ | 0．7\％ | 1．6\％ | 0．0\％ | 0．1\％ | 0．4\％ | 0．1\％ | 7．5\％ | 2．7\％ | 2．5\％ | 5．0\％ | 1．3\％ | 0．0\％ | 1．5\％ | 0．0\％ | 100．0\％ |
| 22 | Road D3 | 2．6\％ | 59．2\％ | 14．5\％ | 1．1\％ | 0．7\％ | 1．6\％ | 0．0\％ | 0．1\％ | 0．4\％ | 0．1\％ | 7．8\％ | 2．8\％ | 2．6\％ | 5．1\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 23 | Road D1 | 2．7\％ | ${ }^{61.3 \%}$ | 15．0\％ | 1．1\％ | 0．8\％ | ${ }^{1.7 \%}$ | 0．0\％ | 0．1\％ | 0．5\％ | 0．1\％ | 6．6\％ | 2．4\％ | 2．2\％ | 4．4\％ | 1．1\％ | 0．0\％ | 0．0\％ | 0．0\％ |  |
| ${ }^{24}$ | Road D1 | 2．6\％ | 57．4\％ | 14．1\％ | 1．0\％ | 0．7\％ | 1．6\％ | 0．0\％ | 0．1\％ | 0．4\％ | 0．1\％ | 8．7\％ | 3．1\％ | 2．9\％ | 5．7\％ | 1．5\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| ${ }^{25}$ | Road D1 | 2．7\％ | ${ }^{61.4 \%}$ | 15．1\％ | 1．1\％ | 0．8\％ | 1．7\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．1\％ | 6．6\％ | 2．4\％ | 2．2\％ | 4．3\％ | 1．1\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 26 | Road D1 | 2．1\％ | 47．3\％ | 11．6\％ | 0．9\％ | 0．6\％ | 退1．3\％ | 0．0\％ | 0．0\％ | 0．4\％ | 0．1\％ | ${ }^{14.1 \%}$ | 5．1\％ | 4．7\％ | 9．3\％ | 2．4\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 27 | Road D1 | 2．7\％ | 61．4\％ | 15．1\％ | 1．1\％ | 0．8\％ | ${ }^{1.7 \%}$ | 0．0\％ | 0．1\％ | 0．5\％ | 0．1\％ | 6．6\％ | 2．4\％ | 2．2\％ | 4．3\％ | 1．1\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| ${ }^{28}$ | Road D1 | 2．1\％ | 47．3\％ | 11．6\％ | 0．9\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．4\％ | 0．1\％ | 14．1\％ | 5．1\％ | 4．7\％ | 9．3\％ | 2．4\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 29 | ${ }_{\text {Road } 1}$ | $\frac{2.2 \%}{28 \%}$ | $\frac{49.3 \%}{623 \%}$ | $\frac{12.16}{1536}$ | $\frac{0.9 \%}{1.10}$ | 0．6\％ | $\frac{1.4 \%}{1.76}$ | 年．0\％ | $\frac{0.0 \%}{0.1 \%}$ | 0．4\％ | 0．1\％ | $\frac{13.1 \%}{6.1 \%}$ | $\frac{4.7 \%}{22 \%}$ | 年．4\％ | $\frac{8.6 \%}{40 \%}$ | $\frac{2.2 \%}{1.10}$ | 0．0\％ | 0．0\％ | 0．0\％ | ${ }^{10000 \%}$ |
| $\begin{array}{r}30 \\ 31 \\ \hline\end{array}$ | $\xrightarrow{\text { Roaad }{ }_{\text {R }} \text { Road } 3}$ | ${ }_{\text {2．7\％}}$ | 6．0．6\％ | 14．9\％ | ${ }_{\text {1．1．1\％}}$ | 0．8\％ | ${ }_{\text {L }} .1 .7 \%$ | 0．0\％ | 0．1\％ |  | 0．1\％ | 6．8\％ | ${ }_{\text {2．4\％}}$ | ${ }^{2.3 \%}$ | 4．5\％ | ${ }_{\text {1．2\％}}$ | 0．0\％ |  |  |  |
| 32 | Road D 3 | 2．7\％ | 61．3\％ | 15．0\％ | 1．1\％ | 0．8\％ | 1．7\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．1\％ | 6．7\％ | 2．4\％ | 2．2\％ | 4．4\％ | 1．1\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 33 | Road D5 | 2．8\％ | 62．4\％ | 15．3\％ | 1．1\％ | 0．8\％ | 1．7\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．1\％ | 6．1\％ | 2．2\％ | 2．0\％ | 4．0\％ | 1．0\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| ${ }^{34}$ | Road D5 | 2．8\％ | 62．7\％ | 15．4\％ | 1．1\％ | 0．8\％ | 1．7\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．1\％ | 5．9\％ | 2．1\％ | 2．0\％ | 3．9\％ | 1．0\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 35 | Road D5 | 2．7\％ | 61．4\％ | 15．1\％ | 1．1\％ | 0．8\％ | 1．7\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．1\％ | 6．6\％ | 2．4\％ | 2．2\％ | 4．3\％ | 1．1\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| ${ }^{36}$ | Road D5 | 2．1\％ | 47．3\％ | ${ }^{11.6 \%}$ | 0．9\％ | 0．6\％ | ${ }_{\text {1．3\％}}^{1.3}$ | 0．0\％ | 0．0\％ | 0．4\％ | 0．1\％ | ${ }^{14.11 \%}$ | ${ }_{\text {5．1\％}}$ | 4．7\％ | 9．3\％ | 2．4\％ | 0．0\％ | 0．0\％ | 0．0\％ |  |
| ${ }^{37}$ | Road D5 | ${ }^{2.7 \%}$ | ${ }^{59.9 \%}$ | 14．7\％ | ${ }_{1.19}^{1.1 \%}$ | ${ }^{0.7 \%}$ | ${ }^{1.6 \%}$ | ${ }^{0.0 \%}$ | ${ }^{0.1 \%}$ | 0．4\％ | 0．1\％ | 7．1\％ | 2．5\％ | 2．4\％ | 4．7\％ | 1．2\％ | 0．0\％ | 0．0\％ | 0．8\％ | 100．0\％ |
| 38 | Road D5 | 2．6\％ | 58．0\％ | 14．2\％ | 1．0\％ | 0．7\％ | 1．6\％ | 0．0\％ | 0．1\％ | 0．4\％ | 0．1\％ | ${ }_{\text {8．1\％}}^{8.5}$ | 2．9\％ | 2．7\％ | 5．3\％ | ${ }^{1.4 \%}$ | 0．0\％ | 0．0\％ | 0．8\％ | 100．0\％ |
| 40 | Road D5 | 2．6\％ | 59．3\％ | ${ }^{14.6 \%}$ | 1．1\％ | 0．7\％ | 1．15\％ | 0．0\％ | 0．1\％ | 0．4\％ | 0．1\％ | 7．5\％ | 2．7\％ | 2．5\％ | 4．9\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．6\％ | 100．0\％ |
| ${ }^{41}$ | Road D5 | 2．4\％ | 53．8\％ | 13．2\％ | 1．0\％ | 0．7\％ | 1．5\％ | 0．0\％ | 0．1\％ | 0．4\％ | 0．1\％ | 10．1\％ | 3．6\％ | ${ }^{3.4 \%}$ | 6．6\％ | 1．7\％ | 0．0\％ | 0．0\％ | 1．6\％ | 100．0\％ |
| 42 | Road D5 | 2．6\％ | 58．6\％ | 14．4\％ | 1．1\％ | 0．7\％ | 1．6\％ | 0．0\％ | 0．1\％ | 0．4\％ | 0．1\％ | 7．8\％ | 2．8\％ | 2．6\％ | 5．1\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．8\％ | 100．0\％ |
| ${ }_{4}^{43}$ | Slip road for Kong Sham Western Highway | $\frac{2.7 \%}{2.70}$ | 年 $61.3 \%$ | $\frac{15.0 \%}{100 \%}$ | $\frac{1.19}{1.10}$ | 0．8\％ | － 1.7 | ${ }^{\text {0．0\％}}$ | $\stackrel{0.1 \%}{0.1 \%}$ | 0．5\％ | 0．1\％ | ${ }^{6.7 \% \%}$ | ${ }^{2.4 \% \%}$ | ${ }_{2}^{2.2 \%}$ | ${ }_{4}^{4.4 \%}$ | $\frac{1.19}{1.120}$ |  |  | ${ }^{0.0 \%}$ | ${ }^{10000 \%}$ |
| 44 | Slir road for Road D3 | 2．7\％ |  | $\frac{14.9 \%}{1.30 \%}$ | ${ }^{1.11 \%}$ | 0．8\％ | 1．7\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．11\％ | 年．9\％ | 2．5\％ | 2．3\％ | ${ }^{4.5 \%}$ |  | 0．0\％ | 0．0\％ | 0．0\％ | ${ }^{10000 \%}$ |
| 46 | Kong Sham Westerern Highway | $\frac{2.6 \%}{2.7 \%}$ | 58．20 6 | $\frac{14.3 \%}{14.8}$ | $\xrightarrow{1.1 .1 \%}$ | 0．8\％ | $\xrightarrow{1.7 \% \%}$ | 0．0\％ | 0．1\％ | 0．4\％ | 0．1\％ | 6．9\％ | 2．5\％ | 2．3\％ | 4．5\％ | 1．2\％ | 0．0\％ | 0．8\％ | 0．0\％ | 100．0\％ |

## Appendix 3．4 Traffic Data

## Year 2041

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes

| Link No． | Road Name | $\left\lvert\, \begin{gathered} 16- \\ \text { Motorycl } \\ \text { es (MC) } \end{gathered}\right.$ | $\left\|\begin{array}{c} \text { P1- } \\ \text { Private } \\ \text { Cars (PC) } \end{array}\right\|$ | 02 －Taxi |  | $\left\|\begin{array}{c} 12 \text { - Non- } \\ \text { tranchise } \\ \text { d Bus } 6.4 \end{array}\right\|$ $\underset{15 t}{\mathrm{~d} \text { Bus } 6.4}$ 15t | 13－Non－ tranchise d Bus $15 t$ 24t | 18 －Non franchise d Bus ＞24t | $\left\lvert\, \begin{gathered} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 \mathrm{~s} \end{gathered}\right.$ | $\left.\begin{array}{\|c\|} \hline 10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 t \end{array} \right\rvert\,$ | $\begin{gathered} 03-\text { Light } \\ \text { Goods } \\ \text { Veicices } \\ =2.5 \mathrm{c} \end{gathered}$ | $\begin{array}{\|c\|} \hline 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Vehicles } \\ 2.5-3.5 \mathrm{t} \\ \hline \end{array}$ | $05-$ Light Goods Vehicles $3.5 t$ | $06-$ <br> Heavy <br> Gooods <br> Venicless <br> ent <br> 15 | $07-$ <br> Heavy <br> Goods <br> Vehicles <br> 15t－24t | $17-$ <br> Heavy <br> Goods <br> Vehicles <br> $>24 \mathrm{t}$$\|$ | $\begin{array}{\|c\|} \hline 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | $\begin{array}{\|c\|} \hline 15- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) } \\ \hline \end{array}$ | $\begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road P1 | $\frac{0300-0400}{2600}$ | 54．6\％ | 13．2\％ | ${ }^{1.1 \%}$ | 0．8\％ | 17\％ | 0．0\％ | 0．1\％ | 0．5\％ | $0.1 \%$ | 85\％ | 30\％ | 2．9\％ |  | －15\％ | 0．0\％ |  |  | 100．0\％ |
| 2 | Kong Sham Western Highway | 2．8\％ | 58．7\％ | 14．2\％ | 1．2\％ | 0．8\％ | 1．8\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．1\％ | 5．4\％ | 2．0\％ | 1．8\％ | 3．6\％ | 0．9\％ | 0．1\％ | 5．9\％ | 0．0\％ | 100．0\％ |
|  | Kong Sham Western Highway | ${ }_{\text {2．1\％}}$ | 44．9\％ | 10．8\％ | 0．9\％ | 0．6\％ | ${ }^{1.4 \%}$ | 0．0\％ | 0．1\％ | 0．4\％ | 0．1\％ | 12．8\％ | 4．6\％ | 4．3\％ | 8．5\％ | 2．2\％ | 0．1\％ | 6．0\％ | 0．0\％ | 100．0\％ |
| 4 | Road P1 | 1．9\％ | 40．7\％ | 9．8\％ | 0．8\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．4\％ | 0．2\％ | 16．7\％ | 6．0\％ | $5.6 \%$ | ${ }^{11.1 \%}$ | 2．9\％ | 0．0\％ | 0．0\％ | 2．0\％ | 100．0\％ |
| 5 | $\mathrm{Rooad}^{\text {P1 }}$ | 2．6\％ | 55．3\％ | 13．3\％ | 1．1\％ | 0．8\％ | $\frac{1.7 \%}{17 \%}$ | 0．0\％ | ${ }^{0.1 \%}$ | 0．5\％ | 0．1\％ | ${ }^{\text {9．3\％}}$ | ${ }^{3.4 \%}$ | 3．2\％ | $\frac{6.2 \%}{6.2 \%}$ | ${ }^{1.1 .6 \%}$ | 0．0\％ | 0．0\％ | 0．7\％ | 100．0\％ |
| 6 | ${ }_{\text {Road P1 }}$ | 2．5\％ | 53．9\％ | 13．0\％ | 1．1\％ | 0．8\％ | 1．7\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．1\％ | 9．8\％ | 3．5\％ | 3．3\％ | 6．6\％ | 1．7\％ | 0．0\％ | 0．5\％ | 0．9\％ | 100．0\％ |
| 7 | Road D5 | 2．7\％ | 57．2\％ | 13．8\％ | 1．2\％ | 0．8\％ | 1．8\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．1\％ | ${ }^{8.2 \%}$ | 2．9\％ | 2．8\％ | 5．4\％ | ${ }^{1.4 \%}$ | 0．0\％ | 0．4\％ | 0．7\％ | 100．0\％ |
| 8 | Road D5 | ${ }^{2.7 \%}$ | ${ }^{56.6 \%}$ | ${ }^{13.6 \%}$ | 1．2\％ | 0．8\％ | 1．8\％ | 0．0\％ | ${ }^{0.1 \%}$ | 0．5\％ | 0．1\％ | 8．6\％ | 3．1\％ | 2．9\％ | 5．8\％ | 1．5\％ | 0．0\％ | 0．0\％ | 0．8\％ | 100．0\％ |
| 11 | Road P1 | 2．7\％ | 58．3\％ | 14．1\％ | 1．2\％ | 0．8\％ | 1．8\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．1\％ | 7．4\％ | 2．6\％ | 2．5\％ | 4．9\％ | 1．3\％ | 0．0\％ | 0．0\％ | 1．6\％ | 100．0\％ |
| 12 | Kong Sham Western Highway | 2．6\％ | 55．3\％ | 13．3\％ | ${ }^{1.1 \%}$ | 0．8\％ | 1．7\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．1\％ | 9．6\％ | 3．5\％ | 3．3\％ | 6．4\％ | 1．7\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0 |
| ${ }^{13}$ | Kong Sham Western Highway | 3．0\％ | ${ }^{6550 \%}$ | ${ }^{15.7 \%}$ | ${ }^{1.3 \%}$ | 0．9\％ | 2．0\％ | 0．0\％ | ${ }^{0.1 \%}$ | 0．6\％ | 0．0\％ | 4．4\％ | ${ }^{1.6 \%}$ | ${ }^{1.5 \%}$ | 2．9\％ | 0．8\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| $\frac{14}{15}$ | ${ }_{\text {Road P1 }}$ | ${ }_{\text {2．2\％}}^{2.20}$ | ${ }_{\text {46．8．}}^{46.6}$ | $\frac{11.3 \%}{11)^{2}}$ | ${ }^{1.0 \%}$ | ${ }^{0.7 \%}$ | 1．15\％ | 0．0\％ | ${ }^{0.1 \%}$ | 0．4\％ | 0．1\％ | $\frac{13.8 \%}{13 \%}$ | 4．9\％ | ${ }_{\text {4．7\％}}^{4.76}$ | 9．2\％ | 2．4\％ | 0．0\％ | $\frac{0.0 \%}{170}$ | ${ }^{1.10 \%}$ | ${ }^{100.0 \%}$ |
| ${ }^{15}$ | Road P1 | 2．2\％ | 46．6\％ | 11．2\％ | 1．0\％ | 0．7\％ | 1．5\％ | 0．0\％ | 0．1\％ | 0．4\％ | 0．1\％ | 13．6\％ | 4．9\％ | 4．6\％ | 9．1\％ | 2．4\％ | 0．0\％ | 1．7\％ | 0．0\％ | 100．0\％ |
| ${ }^{16}$ | Road P1 | 2．8\％ | 59．9\％ | 14．4\％ | 1．2\％ | 0．9\％ | 1．9\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．1\％ | ${ }^{7.2 \%}$ | 2．6\％ | 2．4\％ | 4．8\％ | 1．2\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 17 | Road D5 | 2．7\％ | 58．3\％ | 14．1\％ | 1．2\％ | 0．8\％ | 1．8\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．1\％ | 7．0\％ | 2．5\％ | 2．4\％ | 4．7\％ | 1．2\％ | 0．0\％ | 1．4\％ | 1．2\％ |  |
| ${ }^{18}$ | Road D5 | 2．6\％ | ${ }^{56.2 \%}$ | 13．6\％ | ${ }^{1.2 \%}$ | 0．8\％ | 1．8\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．1\％ | 8．7\％ | 3．1\％ | 3．0\％ | ${ }^{5} 589$ | 1．5\％ | 0．0\％ | 0．0\％ | 1．0\％ | 1000 |
| $\stackrel{19}{20}$ | Kong Sham Western Highway | 2．5\％\％ | ${ }_{\text {cke }}^{53} 5$ | －13．0\％ | $\frac{1.1 \%}{1.2 \%}$ | 0．8\％ | － $1.7 \%$ | －0．0\％ | 0．1\％ | 0．5\％ | 0．1\％ | －9．1\％ | 3．3\％ | 3．1\％ | $\frac{6.1 \%}{4.90}$ | $\frac{1.6 \%}{1.36}$ | ${ }^{0.1 \%}$ | $\frac{3.4 \%}{3.10}$ | 0．0\％ | ${ }^{100.0 \%}$ |
| 20 | $\frac{\text { Kong Sham Western Highway }}{\text { Road } \mathrm{P} 3}$ | $\frac{2.7 \%}{2.7 \%}$ | 57．1\％ <br> $56.8 \%$ | $13.8 \%$ <br> $13.7 \%$ | 立．2\％ | 年．8\％ |  | － | － | － | － | －${ }_{\text {7．4\％}}^{8.2 \%}$ | $\frac{2.7 \%}{2.9 \%}$ | 2．5\％ | 年．9\％\％ | ${ }^{1.4 \%}$ | － | 3．1．\％ | － | 100．0\％ |
| ${ }^{22}$ | Road D3 | 2．7\％ | 57．5\％ | 13．9\％ | 1．2\％ | 0．8\％ | 1．8\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．1\％ | 8．5\％ | 3．0\％ | 2．9\％ | 5．6\％ | 1．5\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 23 | Road D 1 | 2．8\％ | 59．7\％ | 14．4\％ | 1．2\％ | 0．9\％ | 1．9\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．1\％ | 7．2\％ | 2．6\％ | 2．5\％ | 4．8\％ | ${ }^{1.3 \%}$ | 0．0\％ | 0．0\％ | 0．0\％ |  |
| 24 | Road D1 | 2．6\％ | ${ }^{55.6 \%}$ | 13．4\％ | ${ }^{1.17 \%}$ | 0．8\％ | ${ }^{1.7 \%}$ | 0．0\％ | ${ }^{0.1 \%}$ | 0．5\％ | 0．1\％ | 9．5\％ | 3．4\％ | 3．2\％ | 6．3\％ | 1．6\％ | 0．0\％ | 0.0 | 0．0\％ | ${ }^{100.0 \%}$ |
| 25 | Road D1 | 2．8\％ | 59．8\％ | 14．4\％ | 1．2\％ | 0．9\％ | 1．9\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．1\％ | 7．2\％ | 2．6\％ | 2．4\％ | 4．8\％ | 3\％ | 0．0\％ | 0．0\％ | 0．0\％ | ${ }^{100.0 \%}$ |
| 26 | Road D1 | 2．1\％ | ${ }^{45.1 \%}$ | 10．9\％ | 0．9\％ | 0．6\％ | 1．4\％ | 0．0\％ | 0．1\％ | 0．4\％ | 0．2\％ | 15．1\％ | 5．4\％ | 5．1\％ | 10．1\％ | 2．6\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 27 | Road D1 | $\frac{2.8 \%}{2.10}$ | 59．8\％ | ${ }^{14.4 \%}$ | ${ }^{1.2 \%}$ | 0．9\％ | －1．9\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．1\％ | － 7.2 \％ | 2．6\％ | $\frac{2.4 \%}{.4 . \%}$ | 4．8\％\％ | － $1.38 \%$ | 0．0\％ | 0．0\％ | 0．0\％ |  |
| ${ }^{28}$ | Road D1 | 2．1\％ | ${ }^{45.19}$ | 10．9\％ | 0．9\％ | 0．6\％ | ${ }^{1.4 \%}$ | 0．0\％ | ${ }^{0.1 \%}$ | 0．4\％ | 0．2\％ | ${ }^{15.1 \%}$ | ${ }_{5}^{5.4 \%}$ | ${ }^{5.1 \%}$ | 10．1\％ | 2．6\％ | 0．0\％ | 0．0\％ | 0．0\％ |  |
| 29 30 | $\frac{\text { Road } 10}{\text { Road } 1}$ | $\frac{2.2 \%}{29 \%}$ | ${ }^{47.19}$ | $\frac{11.4 \%}{14.4 \%}$ | $\frac{1.0 \%}{1.36}$ | 0．7\％ | － | $\frac{0.0 \%}{0.0 \%}$ | ${ }^{0.1 \%}$ | 0．4\％ | $\frac{0.1 \%}{0.10}$ | $\frac{14.0 \%}{6.7}$ | 5．0\％ | ${ }^{4.7 \%}$ | $\frac{9.3 \%}{4.4 \%}$ | $\frac{2.4 \%}{1.20}$ | ${ }^{\text {0．0\％}}$ | $\frac{0.0 \%}{0.0 \%}$ | 0．0\％ | ${ }^{100.0 \%}$ |
| 31 | Road D3 | 2．8\％ | 59．0\％ | ${ }^{14.2 \%}$ | ${ }^{1.2 \%}$ | 0．8\％ | 1．9\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．1\％ | ${ }^{\text {7．4\％}}$ | 2．7\％ | 2．5\％ | 4．9\％ | 1．3\％ | 0．0\％ | 0．5\％ | 0．0\％ | 100．0\％ |
| 32 | Road D3 | 2．8\％ | 59．7\％ | 14．4\％ | 1．2\％ | 0．9\％ | 1．9\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．1\％ | 7．3\％ | 2．6\％ | 2．5\％ | 4．9\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 33 | Road D5 | 2．9\％ | 60．9\％ | 14．7\％ | 1．3\％ | 0．9\％ | 1．9\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．1\％ | 6．6\％ | 2．4\％ | 2．3\％ | 4．4\％ | 1．2\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 34 | Road D5 | 2．9\％ | 61．2\％ | 14．8\％ | 1．3\％ | 0．9\％ | 1．9\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．1\％ | 6．5\％ | 2．3\％ | 2．2\％ | 4．3\％ | 1．1\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 35 | Road D5 | 2．8\％ | 59．9\％ | 14．4\％ | 1．2\％ | 0．9\％ | 1．9\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．1\％ | 7．2\％ | 2．6\％ | 2．4\％ | 4．8\％ | 1．2\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 36 | Road D5 | 2．1\％ | 45．1\％ | 10．9\％ | 0．9\％ | 0．6\％ | 1．4\％ | 0．0\％ | ${ }^{0.1 \%}$ | 0．4\％ | 0．2\％ | ${ }^{15.1 \%}$ | 5．4\％ | ${ }_{5.1 \%}$ | 10．1\％ | 2．6\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 37 | $\xrightarrow{\text { Road D5 }}$ | $\frac{2.7 \%}{2.6 \%}$ |  | 14．1\％${ }^{13.6 \%}$ | $\frac{1.2 \%}{12 \%}$ | 0．8\％ | 年．8\％ | 0．0\％ | $\frac{0.1 \%}{0.1 \%}$ | 0．5\％ | 0．1\％ | 7．7\％ | $\frac{2.8 \%}{3.2 \%}$ | 2．6\％ | 5．1\％ | $\frac{1.3 \%}{1.5 \%}$ | 0．0\％ | 0．0\％ | 0．8\％ | ${ }^{100.0 \%}$ |
| 40 | Road D5 | 2．7\％ | 57．6\％ | 13．9\％ | 1．2\％ | 0．8\％ | 1．8\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．1\％ | 8．1\％ | 2．9\％ | 2．8\％ | 5．4\％ | 1．4\％ | 0．0\％ | 0．0\％ | 0．6\％ | 100．0\％ |
| ${ }^{41}$ | Road D5 | 2．4\％ | 51．8\％ | 12．5\％ | 1．1\％ | 0．7\％ | 1．6\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．1\％ | 10．9\％ | 3．9\％ | 3．7\％ | 7．2\％ | 1．9\％ | 0．0\％ | 0．0\％ | 1．6\％ |  |
| 42 | Road D5 | 2．7\％ | 56．8\％ | 13．7\％ | 1．2\％ | 0．8\％ | 1．8\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．1\％ | 8．5\％ | 3．0\％ | 2．9\％ | 5．7\％ | 1．5\％ | 0．0\％ | 0．0\％ | 0．8\％ | 100．0\％ |
| $\stackrel{43}{4}$ | Slip road for Kong Sham Western Highway | 2．8\％ 2.8 |  | ${ }^{14.4 \%}$ | ${ }_{\text {1．2\％}}^{1.2 \%}$ | 0．9\％ | －1．9\％ | ${ }^{\text {0．0\％}}$ | 0．1\％ | 0．5\％ | 0．1\％ | 7．3\％ | ${ }^{2.6 \%}$ | ${ }_{\text {2．5\％}}^{2.5 \%}$ | ${ }^{4.8 \%}$ | － $1.38 \%$ | ${ }^{0.00 \%}$ | 0．0\％ | 0．0\％ | ${ }^{100.0 \%}$ |
| 44 | Slip road for Road D3 | 2．8\％ | ${ }_{59.1 \%}^{59}$ | ${ }^{14.3 \%}$ | ${ }^{1.2 \%}$ | 0．8\％ | 1．9\％ | 0．0\％ | ${ }^{0.1 \%}$ | 0．5\％ | 0．1\％ | 7．6\％ | 2．7\％ | 2．6\％ | 5．0\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| $\stackrel{45}{46}$ | $\frac{\text { Kong Sham Western Highway }}{\text { Kong Sam Western Hiohway }}$ | $\frac{2.7 \%}{2.7 \%}$ | ${ }_{56.5 \%}^{56.5 \%}$ | $\frac{13.6 \%}{14.1 \%}$ | $\frac{1.2 \%}{1.2 \%}$ | 0．8\％\％ | 寺．8\％\％ | 年0．0\％ | $0.1 \%$ | 0．5\％ 0.5 |  |  | ${ }^{3.0 \%}$ | 2．8\％ |  |  |  |  |  |  |

## Appendix 3.4 Traffic Data

## Year 2041

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes

| Link No. | Road Name | $\left\|\begin{array}{c} 16- \\ \left.\begin{array}{c} 16 \text { otrcycl } \\ \text { es (MC) } \end{array} \right\rvert\, \end{array}\right\|$ | $\left.\begin{gathered} \text { P1- } \\ \text { Private } \\ \text { Cars (PC) } \end{gathered} \right\rvert\,$ | 02 - Taxi | $\begin{gathered} 11-\text { Non- } \\ \text { franchen } \\ \text { d } \\ \text { Bus< }<6.4 \end{gathered}$ | $12-$ Non- <br> franchise <br> d Bus 6.4 <br> $15 t$ | $\begin{array}{\|c} \begin{array}{c} 13-\text { Non- } \\ \text { franchise } \\ \text { d Bus } 15 t \\ 24 t \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { 18-Non- } \\ \text { franchise } \\ \text { d Bus } \\ \text { 24t } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 t \\ \hline \end{array}$ | $10-$ <br> Private <br> Light Bus <br> $>3.5 \mathrm{t}$$\|$ | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { O3-Light } \\ \text { Goods } \\ \text { Vehicles }< \\ =2.5 t \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline 04-\text {-Lt } \\ \text { Goods } \\ \text { Vehicles } \\ 2.5-3.5 \mathrm{t} \\ \hline \end{array}$ | $\|$$05-$ Light <br> Goods <br> Vehicles $>$ <br> $3.5 t$ |  | $\left.\begin{gathered}\text { O7. } \\ \text { Heavy } \\ \text { Goods } \\ \text { Venicles. } \\ 15 t-24 t\end{gathered} \right\rvert\,$ |  | $\begin{array}{\|c\|} \hline \text { 14- } \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | $15-$ <br> Franchis <br> ed Bus <br> (DD) | $\begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 0400-0500 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1 | Road P1 | 2.6\% | 52.9\% | 12.5\% | 1.2\% | 0.9\% | 1.9\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 9.2\% | 3.3\% | 3.1\% | 6.2\% | 1.6\% | 0.0\% | 0.0\% | 3.9\% | 100.0\% |
| 2 | Kong Sham Western Highway | 2.8\% | 57.4\% | 13.6\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 5.9\% | 2.1\% | 2.0\% | 4.0\% | 1.0\% | 0.1\% | 5.9\% | 0.0\% | 100.0\% |
| 3 | Kong Sham Western Highway | 2.1\% | 43.0\% | 10.2\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | ${ }^{13.6 \%}$ | 4.9\% | 4.7\% | 9.2\% | 2.4\% | 0.1\% | 5.8\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 1.9\% | 38.5\% | 9.1\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 17.6\% | 6.3\% | 6.0\% | 11.8\% | 3.1\% | 0.0\% | 0.0\% | 2.0\% | 100.0\% |
| 5 | Road P1 | 2.6\% | 53.5\% | 12.7\% | 1.3\% | 0.9\% | 1.9\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 10.1\% | 3.6\% | ${ }^{3.4 \%}$ | 6.8\% | 1.8\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 6 | Road P1 | 2.6\% | 52.0\% | 12.3\% | 1.2\% | 0.8\% | 1.9\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 10.6\% | 3.8\% | 3.6\% | 7.1\% | 1.9\% | 0.0\% | 0.5\% | 0.9\% | 100.0\% |
| 7 | Road D5 | 2.7\% | 55.5\% | 13.1\% | ${ }^{1.3 \%}$ | 0.9\% | 2.0\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 8.8\% | 3.2\% | 3.0\% | 5.9\% | 1.6\% | 0.0\% | 0.4\% | 0.7\% | 100.0\% |
| 8 | Road D5 | 2.7\% | $54.8 \%$ | 13.0\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 9.3\% | 3.4\% | 3.2\% | 6.3\% | 1.6\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| 11 |  | 2.8\% |  |  | 1.3\% |  | 2.0\% |  |  | 0.6\% | 0.1\% |  | 2.9\% | 2.7\% | 5.4\% | 1.4\% | 0.0\% |  | 1.6\% |  |
| 12 | Kong Sham Western Highway | 2.6\% | 53.4\% | 12.6\% | 1.3\% | 0.9\% | 1.9\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 10.4\% | 3.7\% | 3.6\% | 7.0\% | 1.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 3.2\% | 63.8\% | 15.1\% | 1.5\% | 1.0\% | 2.3\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 4.8\% | 1.7\% | 1.7\% | 3.2\% | 0.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 2.2\% | 44.7\% | 10.6\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 14.7\% | 5.3\% | 5.0\% | 9.9\% | 2.6\% | 0.0\% |  | 1.1\% | 100.0\% |
| 15 | Road P1 | 2.2\% | 44.6\% | 10.5\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 14.5\% | 5.2\% | 5.0\% | 9.7\% | 2.5\% | 0.0\% | 1.7\% | 0.0\% | 100.0\% |
| 16 | Road P1 | 2.9\% | 58.3\% | 13.8\% | 1.4\% | 0.9\% | 2.1\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 7.8\% | 2.8\% | 2.7\% | 5.2\% | 1.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 17 | Road D5 | 2.8\% | ${ }_{56.7 \%}$ | 13.4\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 7.6\% | 2.7\% | 2.6\% | 5.1\% | 1.3\% | 0.0\% | ${ }^{1.4 \%}$ | 1.2\% | 100.0\% |
| ${ }^{18}$ | Road D5 | 2.7\% | 54.4\% | 12.9\% | 1.3\% | 0.9\% | 1.9\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 9.4\% | 3.4\% | ${ }^{3.2 \%}$ | 6.3\% | 1.7\% | 0.0\% | 0.0\% | 1.1\% |  |
| 19 | Kong Sham Western Highway | 2.6\% | 51.9\% | 12.3\% | 1.2\% | 0.8\% | 1.9\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 9.9\% | 3.5\% | ${ }^{3.4 \%}$ | 6.6\% | 1.7\% | 0.1\% | 3.3\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 2.7\% | 55.5\% | 13.1\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 8.0\% | 2.9\% | 2.7\% | 5.4\% | 1.4\% | 0.1\% | 3.1\% | 0.0\% | 100.0\% |
| 21 | Road D3 | 2.7\% | 55.2\% | 13.1\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 8.9\% | 3.2\% | 3.0\% | 6.0\% | 1.6\% | 0.0\% | 1.5\% | 0.0\% | 100.0\% |
| 22 | Road D 3 | 2.8\% | 55.7\% | 13.2\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 9.2\% | 3.3\% | 3.1\% | 6.1\% | 1.6\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 2.9\% | 58.1\% | 13.8\% | 1.4\% | 0.9\% | 2.1\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 7.9\% | 2.8\% | 2.7\% | 5.3\% | 1.4\% | 0.0\% | 0.0\% | 0.0\% |  |
| 24 | Road 1 | 2.7\% | 53.8\% | ${ }^{122.7 \%}$ | 1.3\% | 0.9\% | ${ }^{1.9 \%}$ | 0.0\% | ${ }^{0.1 \%}$ | 0.6\% | 0.1\% | 10.2\% | 3.7\% | 3.5\% | 6.9\% | 1.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 25 <br> 26 |  | $\frac{2.9 \%}{2.1 \%}$ | 58.2\% <br> $429 \%$ | $\frac{13.8 \%}{1.80}$ | ${ }^{1.4 .9 \%}$ | 0.9\% | $\frac{2.1 \%}{1.50}$ | ${ }^{\text {0.0\% }}$ | ${ }^{0.1 \%}$ | 0.6\% | 0.1\% | 7.8\% | $\frac{2.8 \%}{588}$ | 2.7\% | ${ }_{5.2 \%}$ | 1.4\%\% | 0.0\% | 0.0\% | 0.0\% | ${ }^{10000 \%}$ |
| 26 | Road D1 | 2.1\% | 42.9\% | 10.2\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 16.0\% | 5.8\% | 5.5\% | 10.8\% | 2.8\% | 0.0\% | 0.0\% | 0.0\% |  |
| ${ }^{27}$ | Road D1 | 2.9\% | 58.2\% | 13.8\% | 1.4\% | 0.9\% | 2.1\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 7.8\% | 2.8\% | 2.7\% | 5.2\% | 1.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 28 | Road D1 | 2.1\% | 42.9\% | 10.2\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 16.0\% | 5.8\% | 5.5\% | 10.8\% | 2.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 29 | Road D1 | 2.2\% | 45.0\% | 10.7\% | 1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 14.9\% | 5.4\% | 5.1\% | 10.0\% | 2.6\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 30 | Road D1 | 2.9\% | 59.3\% | 14.0\% | ${ }^{1.4 \%}$ | 1.0\% | 2.1\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 7.3\% | 2.6\% | 2.5\% | 4.9\% | 1.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| ${ }^{31}$ | $\xrightarrow{\text { Road } 3}$ Road | $\frac{2.8 \%}{20 \%}$ |  | $\frac{13.6 \%}{137 \%}$ | $\frac{1.3 \%}{1.40}$ | ${ }^{0.9 \% \%}$ | $\frac{2.0 \%}{2.10}$ | ${ }_{\text {one }}^{0.0 \%}$ | $\frac{0.1 \%}{0.1 \%}$ | 0.6\% | 0.1\% | -8.0\% | $\frac{2.9 \%}{28 \%}$ | $\frac{2.7 \%}{270}$ | 5.4\% | $\frac{1.46}{1.40}$ | 0.0\% | 0.5\% | 0.0\% |  |
| 32 <br> 33 | $\xrightarrow{\text { Road D3 }}$ Road D5 | 2.9\% | 年59.1\% | 13.7\% <br> 14.0 | -1.4\% ${ }_{\text {1.4\% }}$ | - | $\frac{2.1 \%}{2.1 \%}$ | - | -0.1\% | 0.6\% | $\frac{0.1 \%}{0.1 \%}$ | - | 2.8\% | $\frac{2.7 \%}{2.5 \%}$ | 5.3\% | - | - | - | - $0.0 \%$ | 100.0\% |
| 34 | Road D5 | 3.0\% | 59.7\% | 14.1\% | 1.4\% | 1.0\% | 2.1\% | 0.0\% | 0.1\% |  | 0.1\% | 7.0\% | 2.5\% | 2.4\% | 4.7\% | 1.2\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 35 | Road D5 | 2.9\% | 58.3\% | 13.8\% | 1.4\% | 0.9\% | 2.1\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 7.8\% | 2.8\% | 2.7\% | 5.2\% | 1.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| ${ }^{36}$ | Road D5 | 2.1\% | 42.9\% | 10.2\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 16.0\% | 5.8\% | 5.5\% | 10.8\% | 2.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 37 | Road D5 | 2.8\% | ${ }^{56.6 \%}$ | 13.4\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 8.4\% | 3.0\% | 2.9\% | 5.6\% | 1.5\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| ${ }^{38}$ | Road D5 | 2.7\% | 54.5\% | 12.9\% | 1.3\% | 0.9\% | 1.9\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 9.5\% | 3.4\% | 3.2\% | 6.4\% | 1.7\% | 0.0\% | 0.0\% | 0.8\% |  |
| 40 | Road D5 | 2.8\% | 55.9\% | 13.2\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 8.8\% | ${ }^{3.2 \%}$ | 3.0\% | 5.9\% | 1.5\% | 0.0\% | 0.0\% | 0.6\% | 100.0\% |
| ${ }^{41}$ | Road D5 | 2.5\% | 49.9\% | 11.8\% | ${ }^{1.2 \%}$ | 0.8\% | 1.8\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | ${ }^{11.7 \%}$ | 4.2\% | 4.0\% | 7.8\% | 2.0\% | 0.0\% | 0.0\% | 1.6\% | 100.0\% |
| 42 | Road D5 | 2.7\% | ${ }^{\text {55.1\% }}$ | 13.0\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 9.2\% | 3.3\% | ${ }^{3.1 \%}$ | $\frac{6.2 \%}{50 \%}$ | 1.6\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| 43 | Slip road for Kong Sham Western Highway | 2.9\% | ${ }_{\text {58.1\% }}^{515}$ | 13.8\% | ${ }^{1.4 \%}$ | 0.9\% | 2.1\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 7.9\% | 2.8\% | 2.7\% | 5.3\% | 1.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 44 | Slip road for Road D3 | 2.8\% | 57.5\% | 13.6\% | 1.3\% | 0.9\% | 2.1\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 8.2\% | 2.9\% | 2.8\% | 5.5\% | 1.4\% | 0.0\% | 0.0\% | 0.0\% |  |
| 45 | $\frac{\text { Kong Sham Western Highway }}{\text { Kong Sam Western Highway }}$ | $\frac{2.7 \%}{28 \%}$ | $\frac{54.8 \%}{570^{\circ} \%}$ | $\frac{13.0 \%}{13.5 \%}$ | $\frac{1.3 \%}{1.3 \%}$ | 0.9\% | $\frac{2.0 \%}{20 \%}$ | $\frac{0.0 \%}{0.0 \%}$ | $\frac{0.1 \%}{0.1 \%}$ | 0.6\% 0.6 | $\frac{0.1 \%}{0.1 \%}$ | $\frac{8.9 \%}{8.2 \%}$ | $\frac{3.2 \%}{2.2 \%}$ | $\frac{3.1 \%}{28 \%}$ | 6.0\%\% | $\frac{1.6 \%}{1.4 \%}$ | $\frac{0.0 \%}{0.0 \%}$ | $\frac{1.8 \%}{0.8 \%}$ | $\frac{0.0 \%}{0.0 \%}$ | 100.0\% |

## Appendix 3．4 Traffic Data

## Year 2041

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes

| Link No． | Road Name | $\left\lvert\, \begin{gathered} 16- \\ \text { Motorycl } \\ \text { es (MC) } \end{gathered}\right.$ | $\left.\begin{gathered} 01- \\ \text { Private } \\ \text { Cars (PC) } \end{gathered} \right\rvert\,$ | 02 －Taxi | $\begin{gathered} \text { 11- Non- } \\ \text { franchise } \\ \text { Busc=6.4 } \\ t \end{gathered}$ |  | 13－Non－ franchise d Bus $15 t-$ $24 t$ | $\begin{aligned} & 18 \text { Non- } \\ & \text { franhise } \\ & \text { d Bus } \\ & >244 \end{aligned}$ | $\left\|\begin{array}{c\|} 9- \\ \text { Private } \\ \text { Light Bus } \\ <3.5 t \end{array}\right\|$ | $\begin{array}{\|c\|} \hline 10 \\ \text { Private } \\ \text { Light Bus } \\ >3.5 \mathrm{t} \end{array}$ |  |  | $05-$ Light <br> Goods <br> Vehicles» <br> $3.5 t$$\|$ | $\begin{gathered} \text { He- } \\ \begin{array}{c} \text { Heavy } \\ \text { Gooods } \\ \text { Venicless } \\ \text { e15t } \end{array} \end{gathered}$ | $\begin{array}{\|c} \hline 07- \\ \text { Heavy } \\ \text { Heood } \\ \text { veniclise } \\ 155-24 t \\ \hline \end{array}$ |  | $\begin{array}{\|c\|} \text { 14- } \\ \text { Franchis } \\ \text { ed BDs } \\ \text { (SD) } \end{array}$ | $\begin{array}{\|l\|} 15- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) } \end{array}$ | $\begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road P1 |  | 51．1\％ | 11．9\％ | ${ }^{1.4 \%}$ | 0．9\％ | 2．1\％ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | 9．9\％ | ${ }^{3.5 \%}$ | ${ }^{3.4 \%}$ | 6．7\％ | 1．7\％ | 0．0\％ | 0．0\％ | 9\％ | 00．0\％ |
| 2 | Kong Sham Western Highway | ${ }^{2.9 \%}$ | 56．0\％ | 13．0\％ | 1．5\％ | 1．0\％ | 2．3\％ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | 6．4\％ | 2．3\％ | ${ }^{2.2 \%}$ | 4．4\％ | 1．1\％ | 0．1\％ | 5．8\％ | 0．0\％ | 100．0\％ |
| 3 | Kong Sham Western Highway | 2．2\％ | 41．2\％ | 9．5\％ | 1．1\％ | 0．8\％ | 1．7\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．2\％ | 14．5\％ | 5．2\％ | 5．0\％ | 9．8\％ | 2．6\％ | 0．1\％ | 5．7\％ | 0．0\％ | 100．0\％ |
| 4 | Road P1 | 1．9\％ | 36．4\％ | 8．5\％ | 1．0\％ | 0．7\％ | 1．5\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．2\％ | 18．5\％ | 6．7\％ | 6．4\％ | 12．5\％ | 3．3\％ | 0．0\％ | 0．0\％ | 2．0\％ | 100．0\％ |
| 5 | Road P1 | 2．7\％ | 51．7\％ | 12．0\％ | ${ }^{1.4 \%}$ | 0．9\％ | ${ }_{\text {2．1\％}}$ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | 10．8\％ | 3．9\％ | 3．7\％ | 7．3\％ | 1．9\％ | 0．0\％ | 0．0\％ | 0．7\％ | 100．0\％ |
| 6 | Road P1 | $2.2 \%$ | 50．1\％ | 11．6\％ | 1．3\％ | 0．9\％ | 2．0\％ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | 11．4\％ | 4．1\％ | 3．9\％ | 7．7\％ | 2．0\％ | 0．0\％ | 0．5\％ | 0．9\％ |  |
| 7 | Road D5 | 2．8\％ | 53．8\％ | 12．5\％ | 1．4\％ | 1．0\％ | 2．2\％ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | 9．5\％ | 3．4\％ | 3．3\％ | 6．4\％ | 1．7\％ | 0．0\％ | 0．4\％ | 0．7\％ | 100．0\％ |
| 8 | Road D5 | 2．8\％ | 53．0\％ | 12．3\％ | ${ }^{1.4 \%}$ | 1．0\％ | 2．1\％ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | 10．1\％ | 3．6\％ | 3．5\％ | 6．8\％ | 1．8\％ | 0．0\％ | 0．0\％ | 0．8\％ | 100．0\％ |
| 11 | Road P1 | 2．9\％ | 55．1\％ | 12．8\％ | 1．5\％ | 1．0\％ | 2．2\％ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | 8．6\％ | 3．1\％ | 3．0\％ | 5．8\％ | 1．5\％ | 0．0\％ | 0．0\％ | 1．7\％ |  |
| 12 | Kong Sham Western Highway | 2．7\％ | $51.6 \%$ | 12．0\％ | 1．4\％ | 0．9\％ | 2．1\％ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | 11．2\％ | 4．0\％ | 3．8\％ | 7．5\％ | 2．0\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 13 | Kong Sham Western Highway | 3．3\％ | 62．5\％ | 14．5\％ | 1．7\％ | 1．1\％ | 2．5\％ | 0．0\％ | 0．1\％ | 0．8\％ | 0．1\％ | 5．3\％ | 1．9\％ | 1．8\％ | 3．6\％ | 0．9\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 14 | Road P1 | 2．2\％ | 42．6\％ | 9．9\％ | 1．1\％ | 0．8\％ | 1．7\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | 15．6\％ | 5．6\％ | 5．4\％ | 10．5\％ | 2．8\％ | 0．0\％ | 0．0\％ | 1．1\％ | 100．0\％ |
| 15 | Road P1 | 2．2\％ | 42．5\％ | 9．9\％ | ${ }^{1.1 \%}$ | 0．8\％ | ${ }^{1.7 \%}$ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | 15．4\％ | 5．5\％ | 5．3\％ | 10．4\％ | 2．7\％ | 0．0\％ | 1．6\％ | 0．0\％ | 100．0\％ |
| ${ }^{16}$ | ${ }_{\text {Road P1 }}$ | 3．30\％ | $\frac{56.6 \%}{5.51 \%}$ | $\frac{13.19}{128}$ | ${ }^{1.5 \%}$ | $\frac{1.0 \%}{1.0 \%}$ | ${ }^{2.3 \%}$ | ${ }^{0.00 \%}$ | ${ }^{0.1 \%}$ | ${ }^{0.7 \%}$ | ${ }^{0.1 \%}$ | ${ }^{8.4 \%}$ | 3．0\％ | 2．9\％ | 5．7\％ | －1．5\％ | ${ }^{\text {0．0\％}}$ | 0．0\％ | 0．0\％ |  |
| ${ }^{17}$ | ${ }_{\text {Roaad D }}$ | 2．9\％\％ | 年5．1\％ | $\frac{12.8 \%}{12.2 \%}$ | ${ }_{\text {1．}}^{1.4 \%}$ | 年．1．0\％ | $\frac{2.2 \%}{2.1 \%}$ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | 8．2\％ <br> $10.2 \%$ | 2．9\％${ }^{3.6 \%}$ | ${ }^{2.8 \%} 3.5$ | ${ }^{5.6 \%}$ | 1．5\％ | 0．0\％ | 年．4\％\％ | $\frac{1.2 \%}{1.1 \%}$ | $\frac{100.0 \%}{100.0 \%}$ |
| 19 | Kong Sham Western Highway | 2．6\％ | 50．2\％ | 11．6\％ | 1．3\％ | 0．9\％ | 2．0\％ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | 10．6\％ | 3．8\％ | ${ }^{3.6 \%}$ | ${ }^{\text {7．2\％}}$ | 1．9\％ | 0．1\％ | 3．3\％ | 0．0\％ | 100．0\％ |
| 20 | Kong Sham Western Highway | 2．8\％ | 53．9\％ | 12．5\％ | 1．4\％ | 1．0\％ | 2．2\％ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | 8．7\％ | 3．1\％ | 3．0\％ | 5．9\％ | 1．5\％ | 0．1\％ | 3．1\％ | 0．0\％ | 100．0\％ |
| 21 | Road 3 | 2．8\％ | 53．4\％ | 12．4\％ | ${ }^{1.4 \%}$ | 1．0\％ | 2．2\％ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | 9．6\％ | 3．4\％ | 3．3\％ | 6．5\％ | 1．7\％ | 0．0\％ | 1．5\％ | 0．0\％ | 100．0\％ |
| 22 | Road D3 | 2．8\％ | 54．0\％ | 12．5\％ | ${ }^{1.4 \%}$ | 1．0\％ | 2．2\％ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | 9．9\％ | 3．5\％ | 3．4\％ | 6．7\％ | ${ }^{1.7 \%}$ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 23 | Road D1 | 3．0\％ | 56．5\％ | ${ }^{13.1 \%}$ | 1．5\％ | 1．0\％ | 2．3\％ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | 8．5\％ | 3．1\％ | 2．9\％ | 5．8\％ | 1．5\％ | 0．0\％ | 0．0\％ | 0．0\％ |  |
| ${ }^{24}$ | Road D1 | 2．7\％ | 51．9\％ | 12．0\％ | ${ }^{1.4 \%}$ | 1．0\％ | 2．1\％ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | 10．9\％ | 3．9\％ | 3．8\％ | 7．4\％ | 1．9\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 25 | Road D1 | 3．0\％ | 56．6\％ | 13．1\％ | 1．5\％ | 1．0\％ | 2．3\％ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | 8．4\％ | 3．0\％ | 2．9\％ | 5．7\％ | 1．5\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 26 | Road D1 | 2．1\％ | 40．8\％ | 9．5\％ | 1．1．1\％ | 0．7\％ | 1．6\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．2\％ | 16．9\％ | 6．1\％ | 5．8\％ | ${ }^{\text {11．5\％}}$ | 3．0\％ | 0．0\％ | 0．0\％ | 0．0\％ |  |
| 27 | Road D1 | 3．0\％ | 56．6\％ | 13．1\％ | 1．5\％ | 1．0\％ | 2．3\％ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | 8．4\％ | 3．0\％ | 2．9\％ | 5．7\％ | 1．5\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 28 | Road D1 | 2．1\％ | 40．8\％ | 9．5\％ | 1．1．1\％ | 0．7\％ | 1．6\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．2\％ | 16．9\％ | 6．1\％ | 5．8\％ | 11．5\％ | 3．0\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 29 | Road D1 | 2．2\％ | 42．9\％ | 10．0\％ | 1．1\％ | 0．8\％ | 1．7\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | 15．8\％ | 5．7\％ | 5．4\％ | 10．7\％ | 2．8\％ | 0．0\％ | 0．0\％ | 0．0\％ |  |
| 30 <br> 31 | Road D1 | 3．30\％ |  | 13．4\％ | 1．15\％ | ${ }_{\text {1．1．1\％}}^{10}$ | ${ }^{2.3 \%}$ | 0．0\％ | ${ }_{0}^{0.1 \%}$ | 0．8\％ | ${ }_{0}^{0.1 \%}$ | 7．8\％ | ${ }^{2.8 \%}$ | ${ }^{2.7 \%}$ | 5．3\％ | ${ }_{\text {1．4\％}}^{1.5}$ | ${ }^{0.0 \%}$ | 0．0\％ | 0．0\％ | ${ }^{100.0 \%}$ |
| 31 | Road D3 | 2．9\％ | ${ }_{\text {55．7\％}}^{5}$ | ${ }^{12.9 \%}$ | ${ }^{1.5 \%}$ | 1．0\％ | 2．2\％ | 0．0\％ | 0．1\％ | ${ }^{0.7 \%}$ | ${ }^{0.1 \%}$ | ${ }^{8.7 \%}$ | ${ }^{3.1 \%}$ | ${ }^{3.0 \%}$ | ${ }^{5.9 \%}$ | ${ }^{1.5 \%}$ | 0．0\％ | ${ }^{0.5 \%}$ | 0．0\％ |  |
| 32 | Road D3 | 2．9\％ | 56．4\％ | 13．1\％ | 1．5\％ | 1．0\％ | 2．3\％ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | 8．5\％ | 3．1\％ | 2．9\％ | 5．8\％ | 1．5\％ | 0．0\％ | 0．0\％ | 0．0\％ |  |
| 33 | Road D5 | 3．0\％ | 57．7\％ | 13．4\％ | 1．5\％ | 1．1\％ | 2．3\％ | 0．0\％ | 0．1\％ | 0．8\％ | 0．1\％ | 7．8\％ | 2．8\％ | 2．7\％ | 5．3\％ | 1．4\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| ${ }^{34}$ | Road D5 | 3．0\％ | 58．1\％ | 13．5\％ | 1．5\％ | 1．1\％ | 2．3\％ | 0．0\％ | 0．1\％ | 0．8\％ | 0．1\％ | 7．6\％ | 2．7\％ | 2．6\％ | 5．1\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| ${ }^{35}$ | Road D5 | 3．0\％ | 56．6\％ | 13．1\％ | 1．5\％ | 1．0\％ | 2．3\％ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | 8．4\％ | 3．0\％ | 2．9\％ | 5．7\％ | 1．5\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 36 | Road D5 | 2．1\％ | 40．8\％ | 9．5\％ | 1．1\％ | 0．7\％ | 1．6\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．2\％ | 16．9\％ | 6．1\％ | 5．8\％ | 11．5\％ | 3．0\％ | 0．0\％ | 0．0\％ | 0．0\％ |  |
| 37 | Road D5 | 2．9\％ | 54．9\％ | 12．7\％ | 1．5\％ | 1．0\％ | 2．2\％ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | 9．0\％ | 3．2\％ | 3．1\％ | 6．1\％ | 1．6\％ | 0．0\％ | 0．0\％ | 0．9\％ | 100．0\％ |
| 38 | Road D5 | 2．8\％ | 52．7\％ | 12．2\％ | 1．4\％ | 1．0\％ | 2．1\％ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | 10．2\％ | 3．7\％ | 3．5\％ | $\frac{6.9 \%}{6.4}$ | ${ }^{1.8 \%}$ | ${ }^{\text {0．0\％}}$ | ${ }^{0.0 \%}$ | 0．8\％ | ${ }^{100.0 \%}$ |
| 40 | Road D5 | 2．8\％\％ | 54．2\％ | ${ }^{12.6 \%}$ | 1．4\％ | 1．0\％ | 2．2\％ | 0．0\％ | ${ }^{0.1 \%}$ | 0．7\％ | ${ }^{0.1 \%}$ | ${ }_{\text {9．5\％}}^{1.5}$ | 3．4\％ | 3．3\％ | 6．4\％ | ${ }^{1.7 \%}$ | 0．0\％ | 0．0\％ | 0．6\％ | ${ }^{100.0 \%}$ |
| ${ }^{41}$ | Road D5 | 2．5\％ | 48．0\％ | 11．1．1\％ | 1．3\％ | 0．9\％ | 1．9\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．1\％ | 12．5\％ | 4．5\％ | 4．3\％ | 8．4\％ | 2．2\％ | 0．0\％ | 0．0\％ | 1．6\％ | 100．0\％ |
| ${ }^{42}$ | Road D5 | 2．8\％ | 53．3\％ | ${ }^{12.4 \%}$ | 1．4\％ | 1．0\％ | 2．1\％ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | 9．9\％ | 3．5\％ | 3．4\％ | $\frac{6.7 \%}{50}$ | 1．7\％ | 0．0\％ | 0．0\％ | 0．8\％ |  |
| ${ }_{4}^{43}$ | Slip road for Kong Sham Western highway | 3．0\％ |  | $\frac{13.10}{120 \%}$ | 1．5\％ | $\frac{1.0 \%}{10 \%}$ | $\frac{2.3 \%}{22 \%}$ |  |  | 0．7\％ | 0．1\％ | 8．5\％\％ | 3．1\％ | $\frac{2.9 \%}{30 \%}$ | 年．8\％\％ | － $1.5 \%$ | 0．0\％ | －0．0\％ | 0．0\％ |  |
| 45 | Kong Sham Western Highway | 2．8．9\％ | 55．8\％ | ${ }_{1}^{12.35 \%}$ | ${ }_{\text {1．4\％}}$ | 1．0\％ | 2．1\％ | 0．0\％ | －1．1\％ | 0．7\％ | 0．1\％ | ${ }^{\text {9．6．\％}}$ | ${ }^{3.5 \%}$ | 3．3\％ | 6．5\％ | 1．7\％ | 0．0\％ | 1．7\％ | 0．0\％ | 100．0\％ |
| 46 | Kong Sham Western Highway | 2．9\％ | 55．3\％ | 12．8\％ | 1．5\％ | 1．0\％ | 2．2\％ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | 8．8\％ | 3．2\％ | 3．0\％ | 6．0\％ | 1．6\％ | 0．0\％ | 0．8\％ | 0．0\％ | 100．0\％ |

## Appendix 3．4 Traffic Data

## Year 2041

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes

| Link No． | Road Name | $\left\|\begin{array}{c} 16- \\ \left.\begin{array}{c} 16 \text { otrcycl } \\ \text { es (MC) } \end{array} \right\rvert\, \end{array}\right\|$ | $\left.\begin{gathered} 01- \\ \text { Private } \\ \text { Cars (PC) } \end{gathered} \right\rvert\,$ | 02－ Taxi | $\begin{gathered} \text { 11- Non- } \\ \text { franchise } \\ \text { Busc=6.4 } \\ t \end{gathered}$ |  |  | $\begin{aligned} & 18 \text { Non- } \\ & \text { franhise } \\ & \text { d Bus } \\ & >244 \end{aligned}$ | $\left\|\begin{array}{c\|} 9- \\ \text { Private } \\ \text { Light Bus } \\ <3.5 t \end{array}\right\|$ | $\begin{array}{\|c\|} \hline 10 \\ \text { Private } \\ \text { Light Bus } \\ >3.5 \mathrm{t} \end{array}$ | 03 －Light <br> Goods <br> Vehicless <br> $=2.5 t$ |  | $\left\|\begin{array}{c}05-\text { Light } \\ \text { Gooods } \\ \text { vehicles＞} \\ 3.5 t\end{array}\right\|$ | $\begin{gathered} \text { He- } \\ \begin{array}{c} \text { Heavy } \\ \text { Geoods } \\ \text { Venicless } \\ \text { ent } \end{array} \\ \hline \end{gathered}$ | $07-$ <br> Heavy <br> Geoos <br> Vehicles <br> $15 t-24 t$$\|$ |  | $\begin{array}{\|c\|} \text { 14- } \\ \text { Franchis } \\ \text { ed BDs } \\ \text { (SD) } \end{array}$ |  | $\begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road P1 |  | 49．4\％ | 11．2\％ | ${ }^{1.5 \%}$ | 1．0\％ | 2．2\％ | 0．0\％ | 0．1\％ | 0．8\％ | 0．1\％ | ${ }^{10.5 \%}$ | 3．8\％ | 3．7\％ | 7．2\％ | 1．9\％ | 0．0\％ | 0．0\％ | 4．0\％ | 00．0\％ |
| 2 | Kong Sham Western Highway | ${ }^{3.0 \%}$ | 54．6\％ | 12．4\％ | 1．6\％ | 1．1\％ | 2．5\％ | 0．0\％ | 0．1\％ | 0．8\％ | 0．1\％ | 7．0\％ | 2．5\％ | ${ }^{\text {2．4\％}}$ | 4．7\％ | 1．2\％ | 0．1\％ | 5．8\％ | 0．0\％ | 100．0\％ |
| 3 | Kong Sham Western Highway | 2．2\％ | 39，3\％ | 8．9\％ | 1．2\％ | 0．8\％ | 1．8\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | 15．4\％ | 5．5\％ | 5．3\％ | 10．5\％ | 2．7\％ | 0．1\％ | 5．5\％ | 0．0\％ | 100．0\％ |
| 4 | Road P1 | 1．9\％ | 34．4\％ | 7．8\％ | 1．0\％ | 0．7\％ | 1．6\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．2\％ | ${ }^{19.4 \%}$ |  | 6．7\％ | ${ }^{13.2 \%}$ | 3．5\％ | 0．0\％ | 0．0\％ | 2．0\％ | 100．0\％ |
| 5 | Road P1 | 2．8\％ | 49．8\％ | 11．3\％ | 1．5\％ | 1．0\％ | 2．3\％ | 0．0\％ | 0．1\％ | 0．8\％ | 0．1\％ | 11．6\％ | 4．2\％ | 4．0\％ | 7．9\％ | ${ }_{\text {2．1\％}}$ | 0．0\％ | 0．0\％ | 0．7\％ | 100．0\％ |
| 6 | Road P1 | 2．7\％ | 48．3\％ | 10．9\％ | 1．4\％ | 1．0\％ | 2．2\％ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | 12．1\％ | 4．4\％ | 4．2\％ | 8．3\％ | 2．2\％ | 0．0\％ | 0．5\％ | 0．9\％ |  |
| 7 | Road D5 | 2．9\％ | 52．0\％ | 11．8\％ | 1．5\％ | 1．1\％ | 2．4\％ | 0．0\％ | 0．1\％ | 0．8\％ | 0．1\％ | 10．2\％ | 3．7\％ | 3．5\％ | 7．0\％ | 1．8\％ | 0．0\％ | 0．4\％ | 0．7\％ | 100．0\％ |
| 8 | Road D5 | 2．8\％ | ${ }^{51.3 \%}$ | 11．6\％ | ${ }^{1.5 \%}$ | 1．1\％ | 2．3\％ | 0．0\％ | 0．1\％ | 0．8\％ | 0．1\％ | 10．8\％ | 3．9\％ | 3．7\％ | 7．3\％ | 1．9\％ | 0．0\％ | 0．0\％ | 0．8\％ | 100．0\％ |
| ${ }^{11}$ | Road P1 | 3．0\％ | 53．4\％ | 12．1\％ | 1．6\％ | 1．1\％ | 2．4\％ | 0．0\％ | 0．1\％ | 0．8\％ | 0．1\％ | 9．3\％ | 3．3\％ | 3．2\％ | 6．3\％ | ${ }^{1.6 \%}$ | 0．0\％ | 0．0\％ | 1．7\％ | 100．0\％ |
| 12 | Kong Sham Western Highway | 2．7\％ | 49．7\％ | 11．3\％ | 1．5\％ | 1．0\％ | 2．2\％ | 0．0\％ | 0．1\％ | 0．8\％ | 0．1\％ | 11．9\％ | 4．3\％ | 4．1\％ | 8．1\％ | 2．1\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 13 | Kong Sham Western Highway | 3．4\％ | 61．2\％ | 13．9\％ | 1．8\％ | 1．3\％ | 2．8\％ | 0．0\％ | 0．1\％ | 0．9\％ | 0．1\％ | 5．7\％ | 2．1\％ | 2．0\％ | 3．9\％ | 1．0\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 14 | Road P1 | 2．2\％ | 40．6\％ | 9．2\％ | 1．2\％ | 0．8\％ | 1．8\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | 16．4\％ | 5．9\％ | 5．7\％ | 11．2\％ | 2．9\％ | 0．0\％ | 0．0\％ | 1．1\％ | 100．0\％ |
| 15 | Road P1 | 2．2\％ | 40．6\％ | 9．2\％ | ${ }^{1.2 \%}$ | 0．8\％ | 1．8\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | 16．3\％ | 5．8\％ | 5．6\％ | 11．1\％ | 2．9\％ | 0．0\％ | 1．6\％ | 0．0\％ | 100．0\％ |
| ${ }^{16}$ | ${ }_{\text {Road P1 }}$ | 3．30\％ | 55．0\％ | $\frac{12.5 \%}{12.10}$ | $\frac{1.6 \%}{1.6 \%}$ | $\frac{1.1 \%}{1.10^{\circ}}$ | ${ }^{2.5 \%}$ | ${ }^{0.00 \%}$ | ${ }^{0.1 \%}$ | 0．8\％ | ${ }^{0.1 \%}$ | ${ }^{\text {9．1\％}}$ | 3．3\％ | $\frac{3.1 \%}{3.10}$ | ${ }^{6.2 \%}$ | $\frac{1.6 \%}{1.60 \%}$ | ${ }^{\text {0．0\％}}$ | 0．0\％ | ${ }^{0.00 \%}$ |  |
| 18 | ${ }_{\text {Road D }}$ | 3．8．8\％ | ${ }^{\text {5．0．8\％}}$ | ${ }^{121.5 \%}$ | ${ }_{\text {1．5\％}}^{1.5}$ | －1．0\％ | ${ }^{2.3 \%}$ | －0．0\％ | ${ }^{\text {0．1\％}}$ | 0．8\％ | ${ }^{\frac{0}{0.1 \%}}$ | 8．8\％\％ | ${ }^{3.2 \%}$ 3．9\％ | ${ }^{3.8 \%}$ | ${ }^{\text {6．4．}}$ | ${ }^{\text {1．9\％}}$ | －0．0\％ | － |  | $\frac{100.0 \%}{100.0 \%}$ |
| 19 | Kong Sham Western Highway | 2．7\％ | 48．4\％ | 11．0\％ | 1．4\％ | 1．0\％ | 2．2\％ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | 11．3\％ | 4．1\％ | 3．9\％ | 7．7\％ | 2．0\％ | 0．1\％ | 3．2\％ | 0．0\％ | 100．0\％ |
| 20 | Kong Sham Western Highway | 2．9\％ | 52．3\％ | 11．8\％ | 1．6\％ | 1．1\％ | 2．4\％ | 0．0\％ | 0．1\％ | 0．8\％ | 0．1\％ | 9．3\％ | 3．3\％ | ${ }^{3.2 \%}$ | 6．3\％ | 1．7\％ | 0．1\％ | ${ }^{3.0 \%}$ | 0．0\％ | 100．0\％ |
| 21 | Road D 3 | 2．9\％ | 51．7\％ | 11．7\％ | 1．5\％ | 1．1\％ | 2．3\％ | 0．0\％ | 0．1\％ | 0．8\％ | 0．1\％ | 10．2\％ | 3．7\％ | 3．5\％ | 7．0\％ | 1．8\％ | 0．0\％ | 1．5\％ | 0．0\％ | 100．0\％ |
| 22 | Road D3 | 2．9\％ | 52．2\％ | 11．8\％ | 1．5\％ | 1．1\％ | 2．4\％ | 0．0\％ | 0．1\％ | 0．8\％ | 0．1\％ | 10．6\％ | 3．8\％ | 3．7\％ | 7．2\％ | 1．9\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 23 | Road D1 | 3．0\％ | 54．8\％ | 12．4\％ | 1．6\％ | ${ }^{1.1 \%}$ | 2．5\％ | 0．0\％ | 0．1\％ | 0．8\％ | 0．1\％ | ${ }_{\text {9．1\％}}$ | 3．3\％ | 3．2\％ | 6．2\％ | 1．6\％ | 0．0\％ | 0．0\％ | 0．0\％ |  |
| ${ }^{24}$ | Road D1 | 2．8\％ | 50．1\％ | 11．4\％ | 1．5\％ | 1．0\％ | 2．3\％ | 0．0\％ | 0．1\％ | 0．8\％ | 0．1\％ | ${ }^{11.7 \%}$ | 4．2\％ | 4．1\％ | 8．0\％ | 2．1\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 25 | Road D1 | 3．0\％ | 55．0\％ | 12．5\％ | 1．6\％ | 1．1\％ | 2．5\％ | 0．0\％ | 0．1\％ | 0．8\％ | 0．1\％ | 9．1\％ | 3．3\％ | 3．1\％ | 6．2\％ | 1．6\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 26 | Road D1 | 2．1\％ | 38．8\％ | 8．8\％ | 1．2\％ | 0．8\％ | 1．8\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | 17．8\％ | 6．4\％ | ${ }^{6.2 \%}$ | 12．1\％ | 3．2\％ | 0．0\％ | 0．0\％ | 0．0\％ |  |
| 27 | Road D1 | 3．0\％ | 55．0\％ | 12．5\％ | 1．6\％ | 1．1\％ | 2．5\％ | 0．0\％ | 0．1\％ | 0．8\％ | 0．1\％ | 9．1\％ | 3．3\％ | 3．1\％ | 6．2\％ | 1．6\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 28 | Road D1 | 2．1\％ | 38．8\％ | 8．8\％ | 1．2\％ | 0．8\％ | 1．8\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | 17．8\％ | 6．4\％ | 6．2\％ | 12．1\％ | 3．2\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| $\frac{29}{30}$ | ${ }_{\text {Road } 1}^{\text {Road } 1}$ | $\frac{2.3 \% \%}{3.10}$ | $\frac{40.96}{56.10}$ | $\frac{9.3 \%}{12.76}$ | $\frac{1.2 \%}{1.7 \%}$ | 员．8\％ | $\frac{1.8 \%}{2.5 \%}$ | 年．0\％ | $\frac{0.1 \%}{0.1 \%}$ | 0．6\％ | $\frac{0.2 \%}{0.10}$ | $\frac{16.7 \%}{8.5 \%}$ | 年．0\％ | 年．8\％\％ | $\frac{11.4 \%}{5.8 \%}$ | 年．0\％ | 年．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 31 | Road D3 | 3．0\％ | ${ }_{56.1 \%}$ | 12．3\％ | 1．6\％ | ${ }_{\text {1．1．\％}}$ | ${ }_{\text {2．4\％}}$ | 0．0\％ | 0．1\％ | 0．8\％ | 0．1\％ | ${ }^{\text {9．3\％}}$ | ${ }^{3.4 \%}$ | ${ }^{3.2 \%}$ | ${ }^{6.4 \%}$ | ${ }^{1.7 \%}$ | 0．0\％ | 0．5\％ | 0．0\％ | 100．0\％ |
| 32 | Road D 3 | 3．0\％ | ${ }^{54.7 \%}$ | 12．4\％ | 1．6\％ | 1．1\％ | 2．5\％ | 0．0\％ | 0．1\％ | 0．8\％ | 0．1\％ | 9．2\％ | 3．3\％ | 3．2\％ | 6．3\％ | 1．6\％ | 0．0\％ | 0．0\％ | 0．0\％ |  |
| 33 | Road D5 | ${ }^{3.1 \%}$ | 56．1\％ | ${ }^{12.7 \%}$ | 1．7\％ | 1．2\％ | 2．5\％ | 0．0\％ | 0．1\％ | 0．9\％ | 0．1\％ | 8．4\％ | 3．0\％ | 2．9\％ | 5．7\％ | 1．5\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| ${ }^{34}$ | Road D5 | 3．1\％ | 56．6\％ | ${ }^{12.8 \%}$ | 1．7\％ | 1．2\％ | 2．6\％ | 0．0\％ | 0．1\％ | 0．9\％ | 0．1\％ | 8．2\％ | 2．9\％ | 2．8\％ | 5．6\％ | 1．5\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 35 | Road D5 | 3．0\％ | 55．0\％ | 12．5\％ | 1．6\％ | 1．1\％ | 2．5\％ | 0．0\％ | 0．1\％ | 0．8\％ | 0．1\％ | 9．1\％ | 3．3\％ | 3．1\％ | 6．2\％ | 1．6\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 36 | Road D5 | 2．1\％ | 38．8\％ | 8．8\％ | 1．2\％ | 0．8\％ | 1．8\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | 17．8\％ | 6．4\％ | ${ }^{6.2 \%}$ | ${ }^{12.1 \%}$ | 3．2\％ | 0．0\％ | 0．0\％ | 0．0\％ |  |
| 37 | Road D5 | 2．9\％ | 53．2\％ | 12．1\％ | 1．6\％ | 1．1\％ | 2．4\％ | 0．0\％ | 0．1\％ | 0．8\％ | 0．1\％ | 9．7\％ | 3．5\％ | 3．4\％ | 6．6\％ | 1．7\％ | 0．0\％ | 0．0\％ | 0．9\％ | 100．0\％ |
| 38 | Road D5 | 2．8\％ | 50．9\％ | 11．5\％ | 1．5\％ | 1．0\％ | 2．3\％ | 0．0\％ | 0．1\％ | 0．8\％ | 0．1\％ | 10．9\％ | 3．9\％ | 3．8\％ | 7．4\％ | 1．9\％ | 0．0\％ | 0．0\％ | 0．9\％ | 100．0\％ |
| 40 | Road D5 | 2．9\％ | 52．4\％ | 11．9\％ | 1．6\％ | 1．1\％ | 2．4\％ | 0．0\％ | 0．1\％ | 0．8\％ | 0．1\％ | 10．2\％ | 3．7\％ | 3．5\％ | 6．9\％ | 1．8\％ | 0．0\％ | 0．0\％ | 0．6\％ | 100．0\％ |
| ${ }^{41}$ | Road D5 | 2．5\％ | 46．0\％ | 10．4\％ | 1．4\％ | 0．9\％ | 2．1\％ | 0．0\％ | 0．1\％ | 0．7\％ | ${ }^{0.1 \%}$ | 13．3\％ | 4．8\％ | 4．6\％ | 9．0\％ | 2．4\％ | 0．0\％ | 0．0\％ | 1．6\％ | 100．0\％ |
| $\stackrel{42}{43}$ | Road DS | $\xrightarrow{2.9 \%}$ | 年54．6\％\％ | $\frac{12.7 \%}{12.4 \%}$ | ＋1．6\％ | $\frac{1.11 \%}{1.1 \%}$ | 2．3\％ | － | $\frac{0.1 \%}{0.1 \%}$ | － | O．1\％ | － | 3．8\％ | 3．1．2\％ | \％7．2\％ <br> $6.2 \%$ | － | － | － | － | $\frac{100.0 \%}{100.0 \%}$ |
| 44 | Slip road for Road D3 | 3．0\％ | $54.1 \%$ | 12．3\％ | 1．6\％ | 1．1\％ | 2．4\％ | 0．0\％ | 0．1\％ | 0．8\％ | 0．1\％ | 9．5\％ | 3．4\％ | 3．3\％ | 6．5\％ | 1．7\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 45 | Kong Sham Western Highway | 2．8\％ | 51．4\％ | 11．7\％ | 1．5\％ | 1．1\％ | 2．3\％ | 0．0\％ | 0．1\％ | 0．8\％ | 0．1\％ | 10．3\％ | 3．7\％ | 3．6\％ | 7．0\％ | 1．8\％ | 0．0\％ | 1．7\％ | 0．0\％ | 100．0\％ |
| 46 | Kong Sham Western Highway | 3．0\％ | 53．6\％ | 12．2\％ | 1．6\％ | 1．1\％ | 2．4\％ | 0．0\％ | 0．1\％ | 0．8\％ | 0．1\％ | 9．5\％ | 3．4\％ | 3．3\％ | 6．4\％ | 1．7\％ | 0．0\％ | 0．8\％ | 0．0\％ | 100．0\％ |

## Appendix 3．4 Traffic Data

## Year 2041

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes

| Link No． | Road Name | $\left\lvert\, \begin{gathered} 16- \\ \text { Motorycl } \\ \text { es (MC) } \end{gathered}\right.$ | $\left\|\begin{array}{c} \text { P1- } \\ \text { Private } \\ \text { Cars (PC) } \end{array}\right\|$ | 02 －Taxi |  | $\left\|\begin{array}{c} 12 \text { - Non- } \\ \text { tranchise } \\ \text { d Bus } 6.4 \end{array}\right\|$ $\underset{15 t}{\mathrm{~d} \text { Bus } 6.4}$ 15t | 13－Non－ tranchise d Bus $15 t$ 24t | 18 －Non－ franchise d Bus $>24 t$ | $\left\lvert\, \begin{gathered} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 \mathrm{~s} \end{gathered}\right.$ | $\left.\begin{array}{\|c\|} \hline 10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 t \end{array} \right\rvert\,$ | $\begin{gathered} 03-\text { Light } \\ \text { Goods } \\ \text { Veicices } \\ =2.5 \mathrm{c} \end{gathered}$ | $\begin{array}{\|c\|} \hline 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Vehicles } \\ 2.5-3.5 \mathrm{t} \\ \hline \end{array}$ | $05-$ Light Goods Vehicles $3.5 t$ | $\square$ | $07-$ <br> Heavy <br> Goods <br> Vehicles <br> 15t－24t | $17-$ <br> Heavy <br> Goods <br> Vehicles <br> $>24 \mathrm{t}$$\|$ | $\begin{array}{\|c\|} \hline 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | $\begin{array}{\|c\|} \hline 15- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) } \\ \hline \end{array}$ | $\begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road P1 | $\frac{0700-0800}{2880}$ | ${ }^{476 \%}$ | 10．5\％ | 1．6\％ | 1．1\％ | $24^{6}$ | 0．0\％ | 0．1\％ | 0．8\％ | 0．1\％ | 112\％ |  | 30\％ |  | 20\％ | 0．0\％ |  |  | 100．0\％ |
| 2 | Kong Sham Western Highway | ${ }^{3.1 \%}$ | 53．2\％ | 11．8\％ | 1．8\％ | 1．2\％ | 2．7\％ | 0．0\％ | 0．1\％ | 0．9\％ | 0．1\％ | 7．5\％ | 2．7\％ | 2．6\％ | 5．1\％ | 1．3\％ | 0．1\％ | 5．8\％ | 0．0\％ | 100．0\％ |
| 3 | Kong Sham Western Highway | 2．2\％ | 37．5\％ | 8．3\％ | ${ }^{1.2 \%}$ | 0．9\％ | 1．9\％ | 0．0\％ | 0．1\％ | 0．7\％ | 0．2\％ | ${ }^{16,2 \%}$ | 5．8\％ | 5．6\％ | ${ }^{11.1 \%}$ | 2．9\％ | 0．1\％ | 5．4\％ | 0．0\％ | 100．0\％ |
| 4 | Road P1 | 1．9\％ | 32．5\％ | ${ }^{7} .2 \%$ | ${ }^{1.1 \%}$ | 0．7\％ | 1．6\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | 20．3\％ | 7．3\％ | 7．1\％ | 13．9\％ | 3．6\％ | 0．0\％ | 0．0\％ | 2．0\％ | 100．0\％ |
| 5 | $\mathrm{Rooad}^{\text {P1 }}$ | 2．8\％ | 48．0\％ | 10．6\％ | 1．6\％ | 1．1\％ | 2．4\％ | 0．0\％ | ${ }^{0.1 \%}$ | 0．8\％ | ${ }^{0.1 \%}$ | $\frac{12.3 \%}{123}$ | 4．4\％ | 4．3\％ | 8．4\％ | 2．2\％ | 0．0\％ | 0．0\％ | 0．7\％ | ${ }^{100.0 \%}$ |
| 6 | ${ }_{\text {Road P1 }}$ | 2．7\％ | 46．4\％ | 10．3\％ | 1．5\％ | ${ }^{1.1 \%}$ | 2．3\％ | 0．0\％ | 0．1\％ | 0．8\％ | 0．1\％ | 12．9\％ | 4．6\％ | 4．5\％ | 8．8\％ | 2．3\％ | 0．0\％ | 0．5\％ | 0．9\％ | 100．0\％ |
| 7 | Road D5 | 2．9\％ | 50．3\％ | 11．1\％ | 1．7\％ | 1．2\％ | ${ }^{2.5 \%}$ | 0．0\％ | 0．1\％ | 0．9\％ | 0．1\％ | 10．9\％ | 3．9\％ | 3．8\％ | 7．5\％ | 2．0\％ | 0．0\％ | 0．4\％ | 0．7\％ | 100．0\％ |
| 8 | Road D5 | 2．9\％ | 49．5\％ | 10．9\％ | 1．6\％ | 1．1\％ | 2．5\％ | 0．0\％ | 0．1\％ | 0．9\％ | 0．1\％ | 11．5\％ | 4．1\％ | 4．0\％ | 7．9\％ | 2．1\％ | 0．0\％ |  | 0．8\％ | 100．0\％ |
| 11 | Road P1 | 3．0\％ | 51．7\％ | 11．4\％ | ${ }^{1.7 \%}$ | 1．2\％ | 2．6\％ | 0．0\％ | 0．1\％ | 0．9\％ | 0．1\％ | 9．9\％ | 3．6\％ | 3．5\％ | 6．8\％ | 1．8\％ | 0．0\％ | 0．0\％ | 1．7\％ | 100．0\％ |
| 12 | Kong Sham Western Highway | 2．8\％ | 47．8\％ | 10．6\％ | 1．6\％ | 1．1\％ | 2．4\％ | 0．0\％ | 0．1\％ | 0．8\％ | 0．1\％ | 12．7\％ | 4．6\％ | 4．4\％ | 8．7\％ | 2．3\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| ${ }^{13}$ | Kong Sham Western Highway | 3．5\％ | ${ }^{59.8 \%}$ | ${ }^{13.2 \%}$ | 2．0\％ | 1．4\％ | 3．0\％ | 0．0\％ | ${ }^{0.1 \%}$ | ${ }^{1.0 \%}$ | 0．1\％ | ${ }_{\text {6．2\％}}^{6}$ | ${ }_{\text {2．2\％}}$ | ${ }^{2.2 \%}$ | 4．2\％ | ${ }_{\text {1．1\％}}^{1.1 \%}$ | 0．0\％ | 0．0\％ | 0．0\％ | ${ }^{10000 \%}$ |
| $\frac{14}{15}$ | ${ }_{\text {Road P1 }}$ | 2．3\％ | ${ }^{388.6 \%}$ | ${ }^{8.5 \%}$ | ${ }^{1.3 \%}$ | ${ }^{0.9 \%}$ | ${ }^{2.0 \%}$ | 0．0\％ | ${ }^{0.1 \%}$ | ${ }^{0.7 \%}$ | 0．2\％ | 17．3\％ | ${ }^{6.2 \%}$ | 6．0\％ | $\frac{11.8 \%}{1.17 \%}$ | $\frac{3.1 \%}{3.1 \%}$ | 0．0\％ | 0．0\％ | ${ }^{1.19 \%}$ | ${ }^{10000 \%}$ |
| ${ }^{15}$ | Road P1 | 2．3\％ | 38．6\％ | 8．5\％ | 1．3\％ | 0．9\％ | 2．0\％ | 0．0\％ | 0．1\％ | 0．7\％ | 0．2\％ | 17．1\％ | 6．1\％ | 6．0\％ | ${ }^{11.7 \%}$ | 3．1\％ | 0．0\％ | 1．5\％ | 0．0\％ | 100．0\％ |
| 16 | Road P1 | 3．1\％ | 53．3\％ | 11．8\％ | 1．8\％ | 1．2\％ | 2．7\％ | 0．0\％ | 0．1\％ | 0．9\％ | 0．1\％ | 9．7\％ | 3．5\％ | ${ }^{3.4 \%}$ | 6．7\％ | 1．7\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 17 | Road D5 | 3．0\％ | 51．9\％ | 11．5\％ | 1．7\％ | 1．2\％ | 2．6\％ | 0．0\％ | 0．1\％ | 0．9\％ | 0．1\％ | 9．5\％ | 3．4\％ | 3．3\％ | 6．5\％ | 1．7\％ | 0．0\％ | 1．3\％ | 1．3\％ |  |
| ${ }^{18}$ | Road D5 | 2．9\％ | 49．0\％ | 10．8\％ | 1．6\％ | 1．1\％ | 2．5\％ | 0．0\％ | 0．1\％ | 0．9\％ | 0．1\％ | ${ }^{11.6 \%}$ | 4．2\％ | 4．0\％ | 7．9\％ | 1\％ | 0．0\％ | 0．0\％ | 1．1\％ | 10000 |
| $\stackrel{19}{20}$ | Kong Sham Western Highway | 2．7．7\％ | ${ }_{\text {cke }}^{46.6 \%}$ | $\frac{10.3 \%}{112 \%}$ | $\frac{1.5 \%}{1.7 \%}$ | $\frac{1.12 \%}{1.2 \%}$ | 2．4\％ | －0．0\％ | 0．1\％ | 0．8\％ | 0．1\％ | $\frac{12.1 \%}{10.0 \%}$ | 年．3\％ | 㐌．2\％ |  | $\frac{2.2 \%}{18 \%}$ | ${ }^{0.1 \%}$ | 3．2\％ | 0．0\％ | ${ }^{10000 \%}$ |
| 20 | $\frac{\text { Kong Sham Western Highway }}{\text { Road }{ }^{\text {a }} \text { 3 }}$ | 3．0\％ |  | $\frac{11.2 \%}{110^{\circ}}$ | $\frac{1.7 \%}{1.70}$ | $\frac{1.2 \%}{120^{20}}$ | $\frac{2.6 \%}{25 \%}$ | 年．0\％ | $\frac{0.1 \%}{0.1 \%}$ | 0．9\％ | $\frac{0.1 \%}{0.1 \%}$ | 年．0．0\％ | $\frac{3.6 \%}{39 \%}$ | ${ }^{3.5 \%} \times$ | －6．8\％ | $\frac{1.8 \%}{20 \%}$ | － | 15\％ | 0．0\％ | $\frac{100.0 \%}{1000 \%}$ |
| 22 | Road D3 | 3．0\％ | 50．4\％ | 111．1\％ | 1．7\％ | ${ }^{1.2 \%}$ | 2．5\％ | 0．0\％ | 0．1\％ | 0．9\％ | ${ }^{\text {0．1\％}}$ | 11．3\％ | ＋${ }^{\text {4．0\％}}$ | 3．9\％ | 7．7\％ | ${ }^{2.0 \%}$ | 0．0\％ | － | 0．0\％ | 100．0\％ |
| 23 | Road D 1 | 3．1\％ | 53．1\％ | ${ }^{11.7 \%}$ | 1．8\％ | 1．2\％ | 2．7\％ | 0．0\％ | 0．1\％ | 0．9\％ | 0．1\％ | 9．8\％ | 3．5\％ | 3．4\％ | 6．7\％ | 1．8\％ | 0．0\％ |  | 0．0\％ | 100．0\％ |
| ${ }^{24}$ | Road D1 | 2．8\％ | ${ }^{48.2 \%}$ | 10．7\％ | 1．6\％ | 1．1\％ | 2．4\％ | 0．0\％ | 0．1\％ | 0．8\％ | 0．1\％ | 12．5\％ | 4．5\％ | 4．3\％ | 8．5\％ | 2．2\％ | 0．0\％ | 0．0\％ | 0．0\％ | ${ }^{10000 \%}$ |
| 25 | Road D1 | 3．1\％ | 53，3\％ | 11．8\％ | 1．8\％ | 1．2\％ | 2．7\％ | 0．0\％ | 0．1\％ | 0．9\％ | 0．1\％ | 9．7\％ | 3．5\％ | 3．4\％ | 6．7\％ | 1．7\％ | 0．0\％ | 0．0\％ | $00^{\circ}$ | 100．0\％ |
| ${ }^{26}$ | Road D1 | 2．2\％ | 36．8\％ | 8．1\％ | 1．2\％ | 0．8\％ | 1．9\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | 18．7\％ | 6．7\％ | 6．5\％ | 12．8\％ | 3．3\％ | 0．0\％ | 0．0\％ | 0．0\％ | ${ }^{10000 \%}$ |
| ${ }^{27}$ | Road D 1 | 3．1\％ |  | ${ }_{\text {118，}}^{118 \%}$ | － $1.8{ }^{1.2 \%}$ | － $1.2 \%$ | 2．7\％ | 0．0\％ | －${ }_{0}^{0.1 \%}$ | 0．9\％ | 0．1\％ | $\stackrel{\text { 9．7\％}}{187}$ | ${ }^{3.5 \% \%}$ | ${ }^{3.4 \%}$ | ${ }^{6.7 \% \%}$ | ${ }_{\text {l }}^{1.7 \%}$ | 0．0\％ | 0．0\％ | 0．0\％ | ${ }^{10000 \%}$ |
| 28 | Road D1 | 2．2\％ | 36．8\％ | 8．1\％ | ${ }^{1.2 \%}$ | 0．8\％ | ${ }^{\text {1．9\％}}$ | 0．0\％ | ${ }^{0.1 \%}$ | 0．6\％ | 0．2\％ | ${ }^{18.7 \%}$ | ${ }^{6.7 \%}$ | 6．5\％ | ${ }^{12.8 \%}$ | 3．3\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 29 | Road D1 | 2．3\％ | 38．9\％ | 8．6\％ | 1．3\％ | 0．9\％ | 2．0\％ | 0．0\％ | 0．1\％ | 0．7\％ | 0．2\％ | 17．6\％ | ${ }^{6.3 \%}$ | 6．1\％ | 12．0\％ | ${ }^{3.1 \%}$ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 30 | Road D1 | 3．2\％ | 54．5\％ | 12．0\％ | 1．8\％ | 1．3\％ | 2．8\％ | 0．0\％ | 0．1\％ | 1．0\％ | 0．1\％ | 9．1\％ | 3．3\％ | 3．2\％ | 6．2\％ | 1．6\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| ${ }^{31}$ | Road D3 | 3．1\％ | 52．4\％ | 11．6\％ | 1．7\％ | 1．2\％ | 2．6\％ | 0．0\％ | 0．1\％ | 0．9\％ | 0．1\％ | 10．0\％ | 3．6\％ | 3．5\％ | 6．8\％ | 1．8\％ | 0．0\％ | 0．5\％ | 0．0\％ | 100．0\％ |
| ${ }^{32}$ | Road D3 | 3．1\％ | 53．0\％ | 11．7\％ | 1．8\％ | 1．2\％ | 2．7\％ | 0．0\％ | 0．1\％ | 0．9\％ | 0．1\％ | 9．8\％ | 3．5\％ | 3．4\％ | 6．7\％ | 1．8\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| ${ }^{33}$ | Road D5 | ${ }^{3.2 \%}$ | 54．5\％ | 12．0\％ | 1．8\％ | 1．3\％ | 2．8\％ | 0．0\％ | 0．1\％ | 1．0\％ | 0．1\％ | 9．0\％ | 3．2\％ | 3．2\％ | 6．2\％ | 1．6\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 34 | Road D5 | 3．2\％ | 54．9\％ | 12．1\％ | 1．8\％ | 1．3\％ | 2．8\％ | 0．0\％ | 0．1\％ | 1．0\％ | 0．1\％ | 8．8\％ | 3．2\％ | 3．1\％ | 6．0\％ | 1．6\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 35 | Road D5 | 3．1\％ | 53．3\％ | 11．8\％ | 1．8\％ | 1．2\％ | 2．7\％ | 0．0\％ | 0．1\％ | 0．9\％ | 0．1\％ | 9．7\％ | 3．5\％ | 3．4\％ | 6．7\％ | 1．7\％ | 0．0\％ | 0．0\％ | 0．0\％ |  |
| 36 | Road D5 | 2．2\％ | 36．8\％ | 8．1\％ | 1．2\％ | 0．8\％ | 1．9\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | 18．7\％ | ${ }^{6.7 \%}$ | ${ }^{6.5 \%}$ | 12．8\％ | ${ }^{3.3 \%}$ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 37 | Road D5 | 3．0\％ | ${ }^{51.5 \%}$ | ${ }^{11.4 \%}$ | 1．7\％ | 1．2\％ | 2．6\％ | 0．0\％ | ${ }^{0.1 \%}$ | 0．9\％ | 0．1\％ | 10．4\％ | 3．7\％ | 3．6\％ | 7．1\％ | 1．9\％ | 0．0\％ | 0．0\％ | 0．9\％ | 100．0\％ |
| 38 | Road D5 | 2．9\％ | 49．1\％ | 10．9\％ | 1．6\％ | 1．1\％ | 2．5\％ | 0．0\％ | 0．1\％ | 0．9\％ | 0．1\％ | ${ }^{11.7 \%}$ | 4．2\％ | 4．1\％ | 8．0\％ | 2．1\％ | 0．0\％ | 0．0\％ | 0．9\％ | 100．0\％ |
| ${ }_{40}^{41}$ | $\xrightarrow{\text { Road D5 }}$ | 3．0\％ | ${ }_{\text {cken }}^{50.7 \%}$ | ${ }_{\text {112\％}}^{1.8 \%}$ | 立．7\％ | $\frac{1.2 \%}{1.0 \%}$ | 2．6\％ | 0．0\％ | 0．1\％ | 0．9\％ | 0．1\％ | $\frac{10.9 \%}{14.1 \%}$ | 年．9\％\％ | －$3.8 \%$ <br> $4.9 \%$ | 7．4\％ | 年．9\％\％ | 0．0\％ | 0．0\％\％ | 0．7\％ | ${ }^{10000 \%}$ |
| ${ }_{4}^{42}$ | $\xrightarrow{\text { Roaa } \mathrm{D} \text { 5 }}$ | ${ }^{2.6 \% \%}$ | ${ }^{44.19 \%} 4.8 .8$ | 9．8\％ <br> $11.0 \%$ | $\frac{1.5 \%}{1.7 \%}$ | $\frac{1.0 \%}{1.1 \%}$ | $\frac{2.2 \% \%}{2.5 \%}$ | －0．0\％ | $\frac{0.1 \%}{0.1 \%}$ | － | 0．1\％ | $\frac{14.15}{11.3 \%}$ | ¢ ${ }_{\text {5．1\％}}^{4.1 \%}$ | ${ }^{4.9 \%}$ | $\xrightarrow{\text { 9．7．7\％}}$ | $\frac{2.5 \%}{2.0 \%}$ | ${ }^{0.00 \%}$ | －0．0\％ | － $1.09 \%$ | ${ }^{10000 \%}$ |
| 43 | Slip road for Kong Sham Western Highway | 3．1\％ | 53．1\％ | 11．7\％ | 1．8\％ | 1．2\％ | 2．7\％ | 0．0\％ | 0．1\％ | 0．9\％ | 0．1\％ | 9．8\％ | 3．5\％ | ${ }^{3.4 \%}$ | 6．7\％ | 1．8\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 44 | Slip road for Road D3 | 3．1\％ | ${ }^{52.46}$ | ${ }^{11.16 \%}$ | 1．7\％ | ${ }^{1.2 \%}$ | 2．6\％ | 0．0\％ | ${ }^{0.1 \%}$ | 0．9\％ | 0．1\％ | ${ }^{10.2 \%}$ | ${ }^{3.7 \%}$ | 3．5\％ | 7．0\％ | ${ }^{1.8 \%}$ | 0．0\％ | 0．0\％ | 0．0\％ | ${ }^{10000 \%}$ |
| $\stackrel{45}{46}$ | $\frac{\text { Kong Sham Western Highway }}{\text { Kong Sam Western Hiohway }}$ | 2．9\％ $3.0 \%$ | 49．6\％ | $\frac{11.0 \%}{11.5 \%}$ | $\frac{1.6 \%}{1.7 \%}$ | $\frac{1.12 \%}{1.2 \%}$ | $\frac{2.5 \%}{2.6 \%}$ | 0．0\％\％ | 0．1\％ | 0．9\％\％ | 0．1\％ | $\frac{11.0 \%}{10.1 \%}$ | 4．0\％ | 3．8\％ | 7．5\％ | 2．0\％ | 0．0\％ |  |  |  |

## Appendix 3.4 Traffic Data

## Year 2041

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes

| Link No. | Road Name | $\left\|\begin{array}{c} 16- \\ \text { Motorycl } \\ \text { es (MC) } \end{array}\right\|$ | $\left.\begin{gathered} \text { P1- } \\ \text { Private } \\ \text { Cars (PC) } \end{gathered} \right\rvert\,$ | 02 - Taxi | $\begin{gathered} 11-\text { Non- } \\ \text { franchen } \\ \text { d } \\ \text { Bus< }<6.4 \end{gathered}$ | 12 - Non- <br> franchise <br> d Bus 6.4 <br> $15 t$ | $\begin{array}{\|c} \begin{array}{c} 13-\text { Non- } \\ \text { franchise } \\ \text { d Bus } 15 t \\ 24 t \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { 18-Non- } \\ \text { franchise } \\ \text { d Bus } \\ \text { 24t } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 t \\ \hline \end{array}$ | $10-$ <br> Private <br> Light Bus <br> $>3.5 \mathrm{t}$$\|$ | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { O3-Light } \\ \text { Goods } \\ \text { Vehicles }< \\ =2.5 t \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline 04-\text {-Lt } \\ \text { Goods } \\ \text { Vehicles } \\ 2.5-3.5 \mathrm{t} \\ \hline \end{array}$ | $\left\|\begin{array}{c}05-\text { Light } \\ \text { Goods } \\ \text { Vehicles> } \\ 3.5 t\end{array}\right\|$ |  | $\left.\begin{gathered}\text { O7. } \\ \text { Heavy } \\ \text { Goods } \\ \text { Venicles. } \\ 15 t-24 t\end{gathered} \right\rvert\,$ |  | $\begin{array}{\|c\|} \hline \text { 14- } \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | $15-$ <br> Franchis <br> ed Bus <br> (DD) | $\begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 800-0900 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1 | Road P1 | $20 \%$ | 54.2\% | 8.4\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 10.6\% | 3.8\% | 3.8\% | \% | 2.0\% | 0.0\% | 0.0\% | 2.9\% | 100.0\% |
| 2 | Kong Sham Western Highway | 2.2\% | 60.0\% | 9.3\% | 1.4\% | 1.0\% | 2.2\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 7.0\% | 2.5\% | 2.5\% | 4.9\% | 1.3\% | 0.1\% | 4.9\% | 0.0\% | 100.0\% |
| 3 | Kong Sham Western Highway | 1.6\% | 43.0\% | 6.6\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 15.4\% | 5.5\% | 5.5\% | 10.8\% | 2.8\% | 0.1\% | 4.6\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 1.4\% | 37.5\% | 5.8\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 19.4\% | 7.0\% | 6.9\% | 13.\% | 3.6\% | 0.0\% | 0.0\% | 1.4\% | 100.0\% |
| 5 | Road P1 | 1.9\% | 54.9\% | 8.1\% | 1.2\% | 0.9\% | 1.9\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | ${ }^{11.2 \%}$ | 4.0\% | 4.0\% | 7.9\% | 2.8\% | 0.0\% | 0.0\% | 0.5\% | 100.0\% |
| 6 | Road P1 | 1.8\% | 53.6\% | 7.8\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 11.6\% | 4.2\% | 4.2\% | 8.2\% | 3.1\% | 0.0\% | 0.4\% | 0.6\% |  |
| 7 | Road D5 | 2.1\% | 56.7\% | 8.7\% | ${ }^{1.3 \%}$ | 0.9\% | 2.0\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 10.2\% | 3.7\% | 3.7\% | ${ }^{\text {7.2\% }}$ | 1.9\% | 0.0\% | 0.3\% | 0.5\% | 100.0\% |
| 8 | Road D5 | 2.0\% | 55.8\% | 8.6\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 10.8\% | 3.9\% | 3.8\% | 7.6\% | 2.0\% | 0.0\% | 0.0\% | 0.6\% | 100.0\% |
| 11 |  | 2.0\% |  | 8.6\% | 1.3\% |  | 2.0\% |  | 0.1\% | 0.6\% | 0.1\% | 8.9\% | 3.2\% | 3.2\% | 6.3\% | 2.5\% | 0.0\% | 0.0\% | 1.2\% |  |
| 12 | Kong Sham Western Highway | 1.9\% | 54.8\% | 8.0\% | ${ }^{1.2 \%}$ | 0.9\% | 1.9\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 11.5\% | 4.1\% | 4.1\% | 8.1\% | 2.9\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 2.3\% | 66.9\% | 9.9\% | 1.5\% | 1.1\% | 2.3\% | 0.0\% | 0.1\% | 0.7\% | 0.1\% | 5.5\% | 2.0\% | 2.0\% | 3.9\% | ${ }^{1.7 \%}$ | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 1.6\% | 44.9\% | 6.6\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 16.0\% | 5.7\% | 5.7\% | 11.2\% | 3.5\% | 0.0\% |  | 0.8\% | 100.0\% |
| 15 | Road P1 | 1.6\% | 44.1\% | 6.8\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 16.2\% | 5.8\% | 5.8\% | 11.4\% | 3.0\% | 0.0\% | 1.3\% | 0.0\% | 100.0\% |
| 16 | Road P1 | 2.2\% | 59.8\% | 9.2\% | 1.4\% | 1.0\% | 2.2\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 9.1\% | 3.3\% | 3.2\% | 6.4\% | 1.7\% | 0.0\% | 0.0\% | 0.08 | 100.0\% |
| 17 | Road D5 | 2.0\% | 58.4\% | 8.7\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 8.5\% | 3.1\% | 3.0\% | 6.0\% | 3.3\% | 0.0\% | 1.1\% | 0.9\% | 100.0\% |
| ${ }^{18}$ | Road D5 | 1.9\% | 55.4\% | 8.2\% | 1.3\% | 0.9\% | 1.9\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 10.5\% | 3.8\% | 3.8\% | 7.4\% | 3.5\% | 0.0\% | 0.0\% | 0.8\% |  |
| 19 | Kong Sham Western Highway | 1.9\% | 53,2\% | 8.0\% | 1.2\% | 0.9\% | 1.9\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 11.2\% | 4.0\% | 4.0\% | 7.9\% | 2.4\% | 0.0\% | 2.7\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 2.0\% | 57.5\% | 8.6\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | ${ }^{\text {9.2\% }}$ | 3.3\% | 3.3\% | 6.5\% | 2.1\% | 0.0\% | 2.5\% | 0.0\% | 100.0\% |
| 21 | Road D3 | 2.0\% | 56.3\% | 8.7\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 10.3\% | 3.7\% | 3.7\% | 7.2\% | 1.9\% | 0.0\% | 1.2\% | 0.0\% | 100.0\% |
| 22 | Road D 3 | 2.1\% | 56.7\% | 8.7\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 10.5\% | 3.8\% | 3.8\% | 7.4\% | 1.9\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 2.2\% | 59.6\% | 9.2\% | 1.4\% | 1.0\% | 2.1\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 9.1\% | 3.3\% | 3.3\% | 6.4\% | 1.7\% | 0.0\% | 0.0\% | 0.0\% |  |
| 24 | Road D1 | 2.0\% | 54.4\% | 8.4\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | ${ }^{11.7 \%}$ | 4.2\% | 4.2\% | 8.2\% | 2.1\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 25 | Road D1 | 2.2\% | ${ }^{59.7 \%}$ | 9.2\% | ${ }^{1.4 \%}$ | 1.0\% | 2.2\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | ${ }^{\text {9.1\% }}$ | 3.3\% | 3.2\% | 6.4\% | 1.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 26 | Road D1 | 1.5\% | 42.\% | 6.5\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 17.8\% | 6.4\% | 6.3\% | 12.5\% | 3.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 27 | Road D1 | 2.2\% | 59.7\% | 9.2\% | 1.4\% | 1.0\% | 2.2\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 9.1\% | 3.3\% | 3.2\% | 6.4\% | 1.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| ${ }^{28}$ | Road D1 | 1.5\% | 42.0\% | 6.5\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 17.8\% | 6.4\% | 6.3\% | 12.5\% | 3.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 29 | Road D1 | 1.6\% | 44.3\% | 6.8\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 16.6\% | 6.0\% | 5.9\% | 11.7\% | 3.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| ${ }^{30}$ | Road D1 | ${ }^{2.2 \%}$ | 61.0\% | 9.4\% | 1.4\% | 1.0\% | 2.2\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 8.4\% | 3.0\% | 3.0\% | 5.9\% | 1.5\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| ${ }^{31}$ | Road 3 | $\frac{2.1 \%}{2.20}$ |  | 9.1\% | $\frac{1.4 \%}{1.4 \%}$ | $\frac{1.0 \%}{1.0 \%}$ | $\frac{2.1 \%}{2.10}$ | ${ }_{\text {one }}^{0.0 \%}$ | $\frac{0.1 \%}{0.1 \%}$ | ${ }^{0.6 \%}$ | 0.1\% | 9.3\% | 3.4\% | 3.3\% | 6.6.6\% | $\frac{1.7 \%}{1.70}$ | 0.0\% | -0.4\% | 0.0\% |  |
| 32 <br> 33 | $\xrightarrow{\text { Road D3 }}$ Road D5 | $\frac{2.2 \%}{2.2 \%}$ | 59.5\% <br> $61.0 \%$ | -9.2\% ${ }_{\text {9.4\% }}$ | $\frac{1.4 \%}{1.4 \%}$ | $\frac{1.0 \%}{1.0 \%}$ | $\frac{2.1 \%}{2.2 \%}$ | - | -0.1\% | - | $\frac{0.1 \%}{0.1 \%}$ | -9.2\% | 3.3\% | 年3.3\% | 6.4\% <br> $.9 \%$ | $\frac{1.7 \%}{1.5 \%}$ | - | - | - $0.0 \%$ | 100.0\% |
| 34 | Road D5 | 2.2\% | 61.5\% | 9.5\% | 1.5\% | 1.0\% | 2.2\% | 0.0\% | 0.1\% |  | 0.1\% | 8.2\% | 2.9\% | 2.9\% | 5.8\% | 1.5\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 35 | Road D5 | 2.2\% | 59.7\% | ${ }^{9.2 \%}$ | 1.4\% | 1.0\% | 2.2\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 9.1\% | 3.3\% | ${ }^{3.2 \%}$ | 6.4\% | ${ }^{1.7 \%}$ | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| ${ }^{36}$ | Road D5 | 1.5\% | 42.0\% | 6.5\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 17.7\% | 6.4\% | 6.3\% | 12.5\% | 3.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 37 <br> 38 | $\xrightarrow{\text { Road D5 }}$ | $\frac{2.1 \%}{2.0 \%}$ | 年5.0\%\% | -8.9\% | $\frac{1.4 \%}{1.3 \%}$ | - $1.0 \%$ | - | -0.0\% | - | 0.6\% 0.6 | O.1.1\% | 9.7\% $100 \%$ 1006 | 3.5\% ${ }^{3.5 \%}$ | - $3.50 \%$ | $\frac{6.8 \%}{17 \%}$ | $\frac{1.8 \%}{1.80}$ | 0.0\% | 0.0\% | 0.6\% | ${ }^{10000 \%}$ |
| $\begin{array}{r}38 \\ \hline\end{array}$ | Road D | $\frac{2.0 \%}{2.10}$ | 55.4\% | 8.5\% | 1.3\% | 0.9\% | $\frac{2.0 \%}{2.10}$ | 0.0\% | ${ }^{0.1 \%}$ | 0.6\% | $\frac{0.1 \%}{0.1 \%}$ | 10.9\% | 3.9\% | 3.9\% | ${ }^{7.7 \%}$ | 2.0\% | 0.0\% | 0.0\% | 0.6\% | $\stackrel{100.0 \%}{1000}$ |
| ${ }^{41}$ | Road D5 | 2.8\% | 50.2\% | - | ${ }_{\text {1.2\% }}$ | 0.8\% | 2.18\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 1.3.3\% | 3.8\% | - | \%.3\% | 2.4\% | 0.0\% | 0.0\% | 1.2\% | 100.0\% |
| 42 | Road D5 | 2.0\% | 56.1\% | 8.7\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 10.6\% | 3.8\% | 3.8\% | 7.4\% | 1.9\% | 0.0\% | $0 \%$ | 0.6\% | 100.0\% |
| ${ }^{43}$ | Slip road for Kong Sham Western Highway | 2.2\% | 59.5\% | 9.2\% | 1.4\% | 1.0\% | 2.1\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | ${ }^{\text {9.2\% }}$ | 3.3\% | 3.3\% | 6.4\% | ${ }^{1.7 \%}$ | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 44 | Slip road for Road D3 | 2.1\% | ${ }_{58.8}^{58.8}$ | ${ }^{\text {9.1\% }}$ | ${ }^{1.4 \%}$ | 1.0\% | 2.1\% | 0.0\% | ${ }^{0.1 \%}$ | 0.6\% | 0.1\% | 9.5\% | 3.4\% | 3.4\% | 6.7\% | 1.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| $\frac{45}{46}$ | Kong Sham Western Highway | $\frac{2.0 \%}{2.1 \%}$ |  | $\frac{8.6 \%}{9.0 \%}$ | $\frac{1.3 \%}{1.4 \%}$ | $\frac{0.9 \%}{10 \%}$ | $\frac{2.0 \%}{2.1 \%}$ | $\frac{0.0 \%}{0.0 \%}$ | $\frac{0.1 \%}{0.1 \%}$ | 0.6\% | $\frac{0.1 \%}{0.1 \%}$ | $\frac{10.3 \%}{0.4 \%}$ | $\frac{3.7 \%}{3.4}$ | $\frac{3.7 \%}{3.4 \%}$ | $\frac{7.2 \%}{6.6 \%}$ | $\frac{2.0 \%}{18 \%}$ | $\frac{0.0 \%}{0.0 \%}$ | $\frac{1.4 \%}{0.76}$ | $\frac{0.0 \%}{0.0 \%}$ | $\frac{100.0 \%}{100 \%}$ |

## Appendix 3.4 Traffic Data

## Year 2041

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes

| Link No. | Road Name | $\left\|\begin{array}{c} 16- \\ \left.\begin{array}{c} 16 \text { otrycl } \\ \text { es (MC) } \end{array} \right\rvert\, \end{array}\right\|$ | $\begin{gathered} \left.\begin{array}{c} 01 \\ \text { Private } \\ \text { Cars (PC) } \end{array}\right) \end{gathered}$ | 02- Taxi | $\begin{gathered} 11 \text { - Non- } \\ \text { franchise } \\ \text { Bus<=6. } \\ \mathrm{t} \end{gathered}$ |  | $\begin{aligned} & \text { 13 - Non- } \\ & \text { franchise } \\ & \text { d Bus } 15 t \end{aligned}$ $24 t$ | $18-$ Non- franchise d Bus $>24 t$ | $\begin{array}{\|c\|} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 t \\ \hline \end{array}$ | $\left\|\begin{array}{c}10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 \mathrm{t}\end{array}\right\|$ | 03 - Light Goods Vehicles |  | $\left\|\begin{array}{c}05-\text { Light } \\ \text { Goods } \\ \text { Vehicles> } \\ 3.5 t\end{array}\right\|$ | $\begin{gathered} \text { He- } \\ \begin{array}{c} \text { Heavy } \\ \text { Gooods } \\ \text { Venicleses } \\ =15 t \end{array} \end{gathered}$ | $\begin{gathered} \hline 07- \\ \begin{array}{c} \text { Heavy } \\ \text { Geoods } \\ \text { Vehicics } \\ 15-24 t \end{array} \\ \hline \end{gathered}$ | $17-$ <br> Heavy <br> Gooos <br> Vehicles <br> $>24 t$$\|$ | $\left.\begin{array}{\|c\|} \text { Cranchis } \\ \text { (eras Bus } \\ \text { (SD) } \end{array} \right\rvert\, \begin{gathered} \\ \hline \end{gathered}$ | $\begin{array}{\|c} \text { 15- } \\ \begin{array}{c} \text { ranchis } \\ \text { en (Bus } \\ \text { (DD) } \end{array} \\ \hline \end{array}$ | $\left\lvert\, \begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}\right.$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road P1 | 0900-1000 | ${ }^{445 \%}$ | 8.8\% | 0,0\% | $0.6 \%$ | 1.4\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 14.6\% | 5.2\% | 5.3\% | 0.5\% | 2.7\% | 0.0\% | 0.0\% | 3.1\% | 100.0\% |
| 2 | Kong Sham Western Highway | 1.8\% | 51.7\% | 10.3\% | 1.1\% | 0.7\% | 1.6\% | 0.0\% | ${ }^{0.1 \%}$ | 0.5\% | 0.1\% | 10.1\% | ${ }^{3.6 \%}$ | ${ }^{3.7 \%}$ | 7.3\% | 1.9\% | ${ }^{0.1 \%}$ | 5.4\% | 0.0\% | 100.0\% |
| 3 | Kong Sham Western Highway | 1.1\% | 32.9\% | 6.5\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 19.7\% | 7.1\% | 7.2\% | 14.2\% | 3.7\% | 0.1\% | 4.5\% | 0.0\% | 100.0\% |
|  | Road P1 | 0.9\% | 27.4\% | 5.4\% | 0.6\% | 0.4\% | 0.9\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 23.7\% | 8.5\% | 8.7\% | 17.1\% | 4.5\% | 0.0\% | 0.0\% | 1.3\% | 100.0\% |
| 5 | Road P1 | 1.5\% | 43.8\% | 8.7\% | 0.9\% | 0.6\% | ${ }^{1.4 \%}$ | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 15.6\% | 5.6\% | 5.7\% | 11.2\% | 3.8\% | 0.0\% | 0.0\% | 0.5\% | 100.0\% |
| 6 | Road P1 | ${ }^{1.44 \%}$ | 42.0\% | 8.3\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 16.2\% | 5.8\% | 5.9\% | 11.7\% | 4.2\% | 0.0\% | 0.4\% | 0.7\% | 100.0\% |
| 7 | Road D5 | 1.6\% | 47.0\% | 9.3\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 14.2\% | 5.1\% | 5.2\% | 10.2\% | 2.7\% | 0.0\% | 0.3\% | 0.6\% | 100.0\% |
| 8 | Road D5 | ${ }^{1.6 \%}$ | 45.9\% | ${ }^{\text {9.1\% }}$ | 0.9\% | 0.7\% | 1.4\% | 0.0\% | ${ }^{0.1 \%}$ | 0.5\% | 0.2\% | 14.8\% | 5.3\% | 5.4\% | ${ }^{10.77 \%}$ | $\frac{2.8 \%}{3.5 \%}$ | 0.0\% | 0.0\% | 0.6\% | 100.0\% |
| ${ }^{11}$ | Road P1 | 1.7\% | 48.4\% | 9.6\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 12.9\% | 4.6\% | 4.7\% | 9.3\% | 3.5\% | 0.0\% | 0.0\% | 1.3\% | 100.0\% |
| 12 | Kong Sham Western Highway | 1.5\% | 43.4\% | 8.6\% | 0.9\% | 0.6\% | ${ }^{1.4 \%}$ | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 16.0\% | 5.7\% | 5.8\% | 11.5\% | 3.9\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 13 | Kong Sham Western Highway | 2.0\% | 58.6\% | 11.6\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | ${ }^{8.4 \%}$ | 3.0\% | ${ }^{3.1 \%}$ | $6.1 \%$ | 2.5\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 1.2\% | 33,4\% | 6.6\% | 0.7\% | 0.5\% | 1.0\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 20.7\% | 7.4\% | 7.6\% | 14.9\% | 4.5\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| ${ }^{15}$ | Road P1 | ${ }^{1.2 \%}$ | 33.6\% | 6.7\% | 0.7\% | 0.5\% | ${ }^{1.1 \%}$ | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 20.7\% | 7.4\% | 7.6\% | 14.9\% | ${ }^{3.9 \%}$ | 0.0\% | 1.3\% | 0.0\% | 100.0\% |
| 16 | ${ }_{\text {Road Pl }}$ | ${ }^{1.7 \%}$ | 50.5\% | 10.0\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | ${ }^{0.1 \%}$ | 0.5\% | 0.1\% | 12.8\% | 4.6\% | 4.7\% | 9.2\% | 2.4\% | 0.0\% | 0.0\% | 0.0\% |  |
| $\frac{17}{18}$ | Road D5 | 1.7\% | $\frac{48.3 \%}{4.7{ }^{\text {a }} \text {, }}$ | 9.6\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | ${ }^{0.1 \%}$ | 0.5\% | 0.1\% | 12.2\% | 4.4\% | 4.5\% | 8.8\% | 4.4\% | 0.0\% | 1.2\% |  | 100.0\% |
| ${ }^{18}$ | Road D5 | 1.5\% | 44.7\% | 8.9\% | 0.9\% | 0.6\% | ${ }^{1.4 \%}$ | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 14.7\% | 5.3\% | 5.4\% | 10.6\% | 4.6\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| 19 | Kong Sham Western Highway | 1.5\% | ${ }^{42.8 \%}$ | 8.5\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | ${ }^{0.1 \%}$ | 0.5\% | ${ }^{0.2 \%}$ | 15.4\% | 5.5\% | 5.6\% | 11.1.1\% | ${ }^{3.2 \%}$ | ${ }^{0.1 \%}$ | 2.8\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 1.6\% | 47.6\% | 9.4\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 13.\% | 4.7\% | 4.8\% | 9.4\% | 2.9\% | 0.0\% | 2.7\% | 0.0\% | 100.0\% |
| ${ }^{21}$ | Road D3 | 1.6\% | 46.7\% | 9.3\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 14.2\% | 5.1\% | 5.2\% | 10.2\% | 2.7\% | 0.0\% | 1.3\% | 0.0\% | 100.0\% |
| 22 | Road D3 | ${ }^{1.6 \%}$ | 46.9\% | ${ }^{\text {9,3\% }}$ | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 14.6\% | 5.2\% | 5.3\% | 10.5\% | 2.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 23 | Road D1 | $\frac{1.7 \%}{1.7 \%}$ | 50.3\% | 10.0\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 12.9\% | 4.6\% | 4.7\% | ${ }^{\text {9.3\% }}$ | 2.4\% | 0.0\% | 0.0\% | 0.0\% |  |
| ${ }^{24}$ | Road D1 | 1.5\% | 44,3\% | 8.8\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 15.9\% | 5.7\% | 5.8\% | 11.4\% | 3.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| ${ }^{25}$ | Road D1 | 1.7\% | ${ }^{50.5 \%}$ | 10.0\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 12.8\% | 4.6\% | 4.7\% | ${ }^{\text {9.2\% }}$ | 2.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 26 | Road D1 | 1.1\% | 31.5\% | 6.2\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 22,2\% | 8.0\% | ${ }^{8.1 \%}$ | 16.0\% | 4.2\% | 0.0\% | 0.0\% | 0.0\% |  |
| ${ }^{27}$ | Road D1 | 1.7\% | 50.5\% | 10.0\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 12.8\% | 4.6\% | 4.7\% | 9.2\% | 2.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 28 | Road D1 | 1.1\% | 31.5\% | 6.2\% | 0.6\% | 0.4\% | 1.0\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 22.2\% | 8.0\% | 8.1\% | 16.0\% | 4.2\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 29 | Road D1 | 1.2\% | 33.7\% | 6.7\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.0\% | 0.4\% | 0.2\% | 21.1\% | 7.6\% | 7.7\% | 15.2\% | 4.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 30 | Road D1 | 1.8\% | 52.0\% | 10.3\% | ${ }^{\text {1.1.1\% }}$ | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 12.0\% | 4.3\% | 4.4\% | 8.7\% | 2.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 31 | Road D3 | ${ }^{1.7 \%}$ | 49.5\% | 9.8\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 13.1\% | 4.7\% | 4.8\% | 9.4\% | 2.5\% | 0.0\% | 0.5\% | 0.0\% |  |
| ${ }^{32}$ | Road D3 | 1.7\% | 50.2\% | 10.0\% | 1.1.0\% | 0.7\% | 1.16\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | $\frac{12.29 \%}{12.0 \%}$ | 4.6\% | $\frac{4.7 \%}{4.0}$ | 9.3\% | 2.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 33 | Road D5 | 1.8\% | ${ }^{52.1 \%}$ | 10.3\% | 1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 12.0\% | 4.3\% | 4.4\% | 8.6\% | 2.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| ${ }^{34}$ | Road D5 | 1.8\% | 52.7\% | 10.4\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.1\% | 0.6\% | 0.1\% | 11.7\% | 4.2\% | 4.3\% | 8.4\% | 2.2\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| ${ }^{35}$ | Road D5 | 1.7\% | 50.5\% | 10.0\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 12.8\% | 4.6\% | 4.7\% | ${ }^{\text {9.2\% }}$ | 2.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 36 <br> 37 | Road D5 | $\frac{1.17}{1.70}$ | 31.5\% | ${ }^{6.2 \%}$ | 0.6\% | 0.4\% | 1.1.0\% | 0.0\% | ${ }^{0.0 \%}$ | 0.3\% | 0.2\% | $\frac{22.2 \%}{1350}$ | 8.0\% | $\frac{8.1 \%}{50 \%}$ | $\frac{16.0 \%}{0.7}$ | ${ }^{4.2 \%}$ | 0.0\% | ${ }^{0.0 \%}$ | 0.0\% | ${ }^{10000 \%}$ |
| 38 | ${ }_{\text {Roaad D5 }}$ | ${ }_{\text {l }}^{1.6 \%}$ | ${ }^{48.55 \%}$ | 9.0\% | - | 0.7\% | ${ }_{\text {1.4\% }}^{1.15 \%}$ | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 15.0\% | 5.4\% | 5.5\% | ${ }^{\text {9.0.8\% }}$ | ${ }^{2.8 \%}$ | - | - | 0.7\% |  |
| 40 | Road D5 | 1.6\% | 47.4\% | 9.4\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 14.1\% | 5.1\% | 5.2\% | 10.2\% | 2.7\% | 0.0\% | 0.0\% | 0.5\% | 100.0\% |
| ${ }^{41}$ | Road D5 | ${ }^{1.4 \%}$ | 39.8\% | 7.9\% | 0.8\% | 0.6\% | 1.2\% | 0.0\% | 0.1\% | 0.4\% | 0.2\% | 17.6\% | 6.3\% | 6.5\% | ${ }^{12.7 \%}$ | 3.3\% | 0.0\% | 0.0\% | 1.2\% | 100.0\% |
| ${ }^{42}$ | Road D5 | 1.6\% | 46.4\% | 9.2\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | 0.5\% | 0.2\% | 14.6\% | 5.2\% | 5.3\% | 10.5\% | 2.7\% | 0.0\% | 0.0\% | 0.6\% | 100.0\% |
| ${ }^{43}$ | Slip road for Kong Sham Western Highway | ${ }^{1.7 \%}$ | ${ }^{50.3 \%}$ | 10.0\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | ${ }^{0.1 \%}$ | 0.5\% | 0.1\% | 12.9\% | 4.6\% | 4.7\% | 9.3\% | 2.4\% | 0.0\% | 0.0\% | 0.0\% | ${ }^{100.0 \%}$ |
| ${ }_{4}^{45}$ | Sip road for Road D3 | $\frac{1.7 \%}{1.60}$ | 49.4\% | 9.8\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.1\% | $0.5 \%$ | 0.1\% | 13.3\% | ${ }^{4.8 \%}$ | ${ }^{4.9 \%}$ | 9.6\% | 2.5\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| $\frac{45}{46}$ | Kong Sham Western Highway Kong Sham Western Higwway | $\frac{1.6 \%}{1.7 \%}$ | $\frac{46.2 \%}{48.9 \%}$ | ${ }^{\text {9.2. }} 9$ | $\frac{1.0 \%}{1.0 \%}$ | 0.7\% 0 | $\frac{1.4 \%}{1.5 \%}$ | 0.0\% | 0.1\% $0.1 \%$ | 0.5\% 0 | $\frac{0.1 \%}{0.1 \%}$ | $\frac{14.2 \%}{13.2 \%}$ | $\frac{5.1 \%}{4.8 \%}$ | $\frac{5.2 \%}{4.9 \%}$ | 10.3\% | $\frac{2.9 \%}{2.6 \%}$ | 0.0\% 0 | $\frac{1.5 \%}{0.7 \%}$ | 0.0.0\% | 100.0\% |

## Appendix 3．4 Traffic Data

## Year 2041

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes

| Link No． | Road Name | $\left\|\begin{array}{c} 16- \\ \left.\begin{array}{c} 16 \text { otrcycl } \\ \text { es (MC) } \end{array} \right\rvert\, \end{array}\right\|$ | $\left.\begin{gathered} \text { P1- } \\ \text { Private } \\ \text { Cars (PC) } \end{gathered} \right\rvert\,$ | 02 －Taxi | $\begin{gathered} 11-\text { Non- } \\ \text { franchen } \\ \text { d } \\ \text { Bus< }<6.4 \end{gathered}$ | $12-$ Non－ <br> franchise <br> d Bus 6.4 <br> $15 t$ | $\begin{array}{\|c} \begin{array}{c} 13-\text { Non- } \\ \text { franchise } \\ \text { d Bus } 15 t \\ 24 t \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { 18-Non- } \\ \text { franchise } \\ \text { d Bus } \\ \text { 24t } \end{array} \\ \hline \end{array}$ | $9-$ <br> Private <br> Light Bus <br> $<=3.5 t$$\|$ | $10-$ <br> Private <br> Light Bus <br> $>3.5 \mathrm{t}$$\|$ | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { O3-Light } \\ \text { Goods } \\ \text { Vehicles }< \\ =2.5 t \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline 04-\text {-Lt } \\ \text { Goods } \\ \text { Vehicles } \\ 2.5-3.5 \mathrm{t} \\ \hline \end{array}$ | $\|$$05-$ Light <br> Gooods <br> Vehicles <br> $3.5 t$ |  | $\left.\begin{gathered}\text { O7．} \\ \text { Heavy } \\ \text { Goods } \\ \text { Venicles．} \\ 15 t-24 t\end{gathered} \right\rvert\,$ |  | $\begin{array}{\|c\|} \hline \text { 14- } \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | $15-$ <br> Franchis <br> ed Bus <br> （DD） | $\left.\begin{gathered}\text { 8－Public } \\ \text { Light } \\ \text { Buses }\end{gathered} \right\rvert\,$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 000－110 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1 | Road P1 | 12\％ | 39．6\％ | 8．8\％ | 0．8\％ | 0．6\％ | 1．2\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．2\％ | 16．0\％ | 5．8\％ | 6．4\％ | 12．6\％ | 3．3\％ | 0．0\％ | 0．0\％ | 2．9\％ | 100．0\％ |
| 2 | Kong Sham Western Highway | 1．5\％ | 47．2\％ | 10．5\％ | 1．0\％ | 0．7\％ | 1．5\％ | 0．0\％ | ${ }^{0.1 \%}$ | 0．5\％ | 0．1\％ | ${ }^{11.4 \%}$ | 4．1\％ | 4．6\％ | ${ }^{\text {9．0\％}}$ | 2．3\％ | ${ }^{0.1 \%}$ | 5．5\％ | 0．0\％ | ${ }^{100.0 \%}$ |
| 3 | Kong Sham Western Highway | 0．9\％ | ${ }^{28.3 \%}$ | 6．3\％ | 0．6\％ | 0．4\％ | 0．9\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．2\％ | 21．0\％ | 7．5\％ | 8．4\％ | 16．5\％ | 4．3\％ | 0．1\％ | 4．3\％ | 0．0\％ | 100．0\％ |
| 4 | Road P1 | 0．7\％ | 23．0\％ | 5．1\％ | 0．5\％ | 0．3\％ | 0．7\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．3\％ | 24．6\％ | 8．9\％ | 9．9\％ | 19．4\％ | 5．1\％ | 0．0\％ | 0．0\％ | 1．2\％ | 100．0\％ |
| 5 | Road P1 | 1．2\％ | 38．6\％ | 8．6\％ | 0．8\％ | 0．5\％ | ${ }^{1.2 \%}$ | 0．0\％ | 0．1\％ | 0．4\％ | 0．2\％ | 17．0\％ | 6．1\％ | 6．8\％ | 13．4\％ | 4．4\％ | 0．0\％ | 0．0\％ | 0．5\％ | 100．0\％ |
| 6 | Road P1 | 1．2\％ | 36．9\％ | 8．2\％ | 0．8\％ | 0．5\％ | 1．1\％ | 0．0\％ | 0．1\％ | 0．4\％ | 0．2\％ | 17．6\％ | 6．3\％ | 7．0\％ | 13．\％ | 4．8\％ | 0．0\％ | 0．4\％ | 0．6\％ | 100．0\％ |
| 7 | Road D5 | 1．3\％ | 41．9\％ | 9．4\％ | 0．9\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．2\％ | 15．6\％ | 5．6\％ | 6．3\％ | 12．3\％ | 3．2\％ | 0．0\％ | 0．3\％ | 0．5\％ | 100．0\％ |
| 8 | Road D5 | 1．3\％ | 40．8\％ | 9．1\％ | 0．8\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．2\％ | 16．3\％ | 5．8\％ | 6．5\％ | 12．8\％ | 3．3\％ | 0．0\％ | 0．0\％ | 0．6\％ | 100．0\％ |
| 11 |  |  | 43．5\％ | 9．7\％ |  |  | 1．4\％ |  |  | 0．5\％ |  |  | 5．1\％ | 5．7\％ |  | 4．1\％ |  |  |  |  |
| ${ }^{12}$ | Kong Sham Western Highway | 1．2\％ | 38．2\％ | 8．5\％ | 0．8\％ | 0．5\％ | 1．2\％ | 0．0\％ | 0．1\％ | 0．4\％ | 0．2\％ | 17．4\％ | 6．2\％ | 7．0\％ | 13．7\％ | 4．6\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 13 | Kong Sham Western Highway | 1．7\％ | 54．3\％ | 12．1\％ | 1．1\％ | 0．8\％ | 1．7\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．1\％ | 9．6\％ | 3．5\％ | 3．9\％ | 7．6\％ | 3．0\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 14 | Road P1 | 0．9\％ | 28．6\％ | 6．4\％ | 0．6\％ | 0．4\％ | 0．9\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．2\％ | 21．9\％ | 7．9\％ | 8．8\％ | 17．3\％ | 5．2\％ | 0．0\％ |  | 0．7\％ | 100．0\％ |
| 15 | Road P1 | 0．9\％ | 28．7\％ | 6．4\％ | 0．6\％ | 0．4\％ | 0．9\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．2\％ | 21．9\％ | 7．9\％ | 8．8\％ | 17．2\％ | 4．5\％ | 0．0\％ | ${ }^{\text {1．2\％}}$ | 0．0\％ | 100．0\％ |
| 16 | Road P1 | 1．4\％ | 45．5\％ | 10．2\％ | 0．9\％ | 0．6\％ | 1．4\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．1\％ | 14．2\％ | 5．1\％ | 5．7\％ | 11．2\％ | 2．9\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 17 | Road D5 | 1．4\％ | 43．4\％ | 9．7\％ | 0．9\％ | 0．6\％ | 1．4\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．1\％ | 13．6\％ | 4．9\％ | 5．4\％ | 10．7\％ | 5．1\％ | 0．0\％ | 1．2\％ | 0．9\％ | 100．0\％ |
| ${ }^{18}$ | Road D5 | 1．2\％ | 39．6\％ | 8．8\％ | 0．8\％ | 0．6\％ | 1．2\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．2\％ | ${ }^{16.1 \%}$ | 5．8\％ | 6．4\％ | ${ }^{12.7 \%}$ | 5．3\％ | 0．0\％ | 0．0\％ | 0．8\％ |  |
| 19 | Kong Sham Western Highway | 1．2\％ | 37．8\％ | 8．4\％ | 0．8\％ | 0．5\％ | 1．2\％ | 0．0\％ | 0．1\％ | 0．4\％ | 0．2\％ | 16．8\％ | 6．0\％ | 6．7\％ | 13．2\％ | 3．8\％ | 0．1\％ | 2．7\％ | 0．0\％ | 100．0\％ |
| 20 | Kong Sham Western Highway | 1．3\％ | 42．6\％ | 9．5\％ | 0．9\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．2\％ | 14．4\％ | 5．2\％ | 5．8\％ | 11．4\％ | 3．5\％ | 0．1\％ | 2．7\％ | 0．0\％ | 100．0\％ |
| 21 | Road D3 | ${ }^{1.3 \%}$ | 41．6\％ | 9．3\％ | 0．9\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．2\％ | 15．\％ | 5．6\％ | 6．3\％ | 12．3\％ | 3．2\％ | 0．0\％ | 1．3\％ | 0．0\％ | 100．0\％ |
| 22 | Road D 3 | 1．3\％ | 41．8\％ | 9．3\％ | 0．9\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．2\％ | 16．0\％ | 5．8\％ | 6．4\％ | 12．6\％ | 3．3\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 23 | Road D1 | 1．4\％ | 45．3\％ | 10．1\％ | 0．9\％ | 0．6\％ | 1．4\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．1\％ | 14．3\％ | 5．2\％ | 5．7\％ | 11．3\％ | 2．9\％ | 0．0\％ | 0．0\％ | 0．0\％ |  |
| 24 | Road 1 | 1．2\％ | ${ }^{39.1 \%}$ | 8．7\％ | 0．8\％ | 0．6\％ | 1．2\％ | 0．0\％ | ${ }^{0.1 \%}$ | 0．5\％ | 0．2\％ | 17．3\％ | $\frac{6.2 \%}{51 \%}$ |  | ${ }^{13.6 \%}$ | 3．6\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 25 <br> 26 |  | 年．4\％ | $\frac{45.5 \%}{26.7 \%}$ | $\frac{10.2 \%}{6.20 \%}$ | 0．9\％ | 0．6\％ | －1．4\％ | ${ }^{\text {0．0\％}}$ | ${ }^{0.1 \%}$ | 0．5\％ | 0．1\％ | ${ }^{14.33^{3}}$ | ${ }_{\text {5．1\％}}^{5.1 \%}$ | 5．7\％ | ${ }^{112.2 \%}$ | 2．9\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| ${ }^{26}$ | Road D1 | 0．8\％ | $\frac{26.7 \%}{4.50}$ | 6．0\％ | 0．5\％ | 0．4\％ | 0．8\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．2\％ | 23．3\％ | 8．4\％ | 9．3\％6 | 18．4\％ | 4．8\％ | 0．0\％ | 0．0\％ | 0．0\％ |  |
| 27 | Road D1 | ${ }^{1.4 \%}$ | 45．5\％ | 10．2\％ | 0．9\％ | 0．6\％ | 1．4\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．1\％ | 14．3\％ | 5．1\％ | 5．7\％ | 112\％ | 2．9\％ | 0．0\％ | 0．0\％ | 0．0\％ |  |
| 28 | Road D1 | 0．8\％ | ${ }^{26.7 \%}$ | 6．0\％ | 0．5\％ | 0．4\％ | 0．8\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．2\％ | ${ }^{23.3 \%}$ | 8．4\％ | 9．3\％ | 18．4\％ | 4．8\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 29 | Road D 1 | 0．9\％ | 28．8\％ | 6．4\％ | 0．6\％ | 0．4\％ | 0．9\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．2\％ | 22．3\％ | 8．0\％ | 8．9\％ | 17．6\％ | 4．6\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| ${ }^{30}$ | Road D1 | 1．5\％ | 47．1\％ | 10．5\％ | 1．0\％ | 0．7\％ | 1．5\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．1\％ | 13．5\％ | 4．8\％ | 5．4\％ | 10．6\％ | 2．8\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 31 | ${ }_{\text {Road }{ }^{\text {P3 }} \text { ，}}$ | ${ }^{1.4 \%}$ | 44．4．4\％ | 9．9\％ | ${ }^{0.9 \%}$ | 0．6\％ | ${ }^{1.4 \%}$ | 0．0\％ | ${ }^{0.1 \%}$ | 0．5\％ | 0．2\％ | 14．6\％ | －5．2\％ | 5．8．8\％ | $\frac{11.5 \%}{1150}$ | 3．30\％ | 0．0\％ | ${ }^{0.5 \%}$ | 0．0\％ | ${ }^{100.0 \%}$ |
| ${ }_{3}^{32}$ | ${ }_{\text {Roaad }}$ | ${ }_{\text {1．5\％}}^{1.4 \%}$ | ${ }^{4.7 .1 \%}$ | ${ }^{10.5 \%}$ | ${ }^{\text {0．0\％}}$ | 0．7\％ | ${ }_{\text {1．5\％}}^{1.4 \%}$ | 0．0\％ | ${ }^{0.1 \%}$ | 0．5\％ | 0．1\％ | ${ }^{13.4 .4 \%}$ | ${ }^{5.2 \%} 4.8$ | ${ }^{5.4 \%}$ | ${ }^{1.0 .6 \%}$ | 3．8\％ | 0．0\％ | 0．0\％ | 0．0\％ |  |
| 34 | Road D5 | 1．5\％ | 47．8\％ | 10．7\％ | 1．0\％ | 0．7\％ | 1．5\％ | 0．0\％ | 0．1\％ |  | 0．1\％ | 13．1\％ | 4．7\％ | 5．3\％ | 10．3\％ | 2．7\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 35 | Road D5 | 1．4\％ | 45．5\％ | 10．2\％ | 0．9\％ | 0．6\％ | 1．4\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．1\％ | 14．2\％ | 5．1\％ | 5．7\％ | 11．2\％ | 2．9\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| ${ }^{36}$ | Road D5 | 0．8\％ | 26．7\％ | 6．0\％ | 0．5\％ | 0．4\％ | 0．8\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．2\％ | ${ }^{23.3 \%}$ | 8．4\％ | 9．3\％ | 18．3\％ | 4．8\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 37 | Road D5 | ${ }^{1.4 \%}$ | 43．4\％ | 9．7\％ | 0．9\％ | 0．6\％ | 1．4\％ | 0．0\％ | ${ }^{0.1 \%}$ | 0．5\％ | 0．2\％ | 15．0\％ | 5．4\％ | 6．0\％ | 11．8\％ | 3．1\％ | 0．0\％ | 0．0\％ | 0．7\％ | 100．0\％ |
| ${ }^{38}$ | Road D5 | 1．3\％ | 40．4\％ | 9．0\％ | 0．8\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．2\％ | 16．5\％ | 5．9\％ | 6．6\％ | 13．0\％ | 3．4\％ | 0．0\％ | 0．0\％ | 0．6\％ |  |
| ${ }^{40}$ | Road D5 | －$\frac{1.3 \%}{1.10}$ | － 42.38 | 9．4．46 | 0．9\％\％ | 0．6\％ | － | ${ }^{\text {0．0\％}}$ | ${ }^{0.1 \%}$ | 0．5\％ | 0．2\％ | －15．9\％ | 㐌．6\％ |  | －12．3\％ | 3．2\％ | ${ }^{0.0 \%}$ | ${ }^{0.0 \% \%}$ | 0．5\％ | ${ }^{100.0 \%}$ |
| ${ }^{41}$ | Road D5 | 1．1\％ | 34．7\％ | 7．8\％ | 0．7\％ | 0．5\％ | ${ }^{1.17 \%}$ | 0．0\％ | 0．1\％ | 0．4\％ | 0．2\％ | 19．0\％ | 6．8\％ | 7．6\％ | 15．0\％ | 3．9\％ | 0．0\％ | 0．0\％ | ${ }^{1.1 \%}$ | 100．0\％ |
| 42 | Road D5 | 1．3\％ | 41．2\％ | 9．2\％ | 0．8\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．2\％ | 16．1\％ | 5．8\％ | 6．4\％ | 12．6\％ | 3．3\％ | 0．0\％ | 0．0\％ | 0．6\％ | 100．0\％ |
| 43 | Slip road for Kong Sham Western Highway | ${ }^{1.4 \%}$ | 45．2\％ | 10．1\％ | 0．9\％ | 0．6\％ | ${ }^{1.4 \%}$ | 0．0\％ | 0．1\％ | 0．5\％ | 0．2\％ | 14．4\％ | 5．2\％ | 5．8\％ | ${ }^{11.3 \%}$ | 3．0\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 44 | Slip road for Road D3 | ${ }^{1.4 \%}$ | 44．3\％ | 9．9\％ | 0．9\％ | 0．6\％ | ${ }^{1.4 \%}$ | 0．0\％ | 0．1\％ | 0．5\％ | 0．2\％ | 14．8\％ | 5．3\％ | 5．9\％ | 11．6\％ | 3．0\％ | 0．0\％ | 0．0\％ | 0．0\％ |  |
| 45 | $\frac{\text { Kong Sham Western Highway }}{\text { Kong Sam Western Higwway }}$ | $\frac{1.3 \%}{1.4 \%}$ | $\frac{41.2 \%}{43,2 \%}$ | $\frac{9.2 \%}{9.8 \%}$ | $\frac{0.8 \%}{0.9 \%}$ | 0．6\％ 0.6 | $\frac{1.3 \%}{1.4 \%}$ | $\frac{0.0 \%}{0.0 \%}$ | $\frac{0.1 \%}{0.1 \%}$ | 0．5\％ 0 | $\frac{0.2 \%}{0.26}$ | $\frac{15.7 \%}{14.7 \%}$ | $\frac{5.6 \%}{5.3 \%}$ | 㐌．5\％\％ | $\frac{12.46}{11.46}$ | $\frac{3.4 \%}{3.2 \%}$ | $\frac{0.0 \%}{0.0 \%}$ | $\frac{1.5 \%}{0.7 \%}$ | $\frac{0.0 \%}{0.0 \%}$ | 100．0\％ |

## Appendix 3．4 Traffic Data

## Year 2041

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes

| Link No． | Road Name | $\left\|\begin{array}{c} 16- \\ \text { Motorycl } \\ \text { es (MC) } \end{array}\right\|$ | $\begin{gathered} \left.\begin{array}{c} 01 \\ \text { Private } \\ \text { Cars (PC) } \end{array}\right) \end{gathered}$ | 02－Taxi | $\begin{gathered} 11 \text { - Non- } \\ \text { franchise } \\ \text { Bus<=6. } \\ \mathrm{t} \end{gathered}$ |  | $\begin{gathered} 13 \text { - Non- } \\ \text { franchise } \\ \text { d Bus } 15 t \\ 24 \mathrm{t} \end{gathered}$ | $\begin{aligned} & 18-\text { Non- } \\ & \text { franchise } \\ & \text { d Bus } \\ & >24 t \end{aligned}$ | $\left\lvert\, \begin{gathered} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.55 \end{gathered}\right.$ | $\left\|\begin{array}{c}10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 \mathrm{t}\end{array}\right\|$ | 03 －Light Goods Vehicles | $\begin{gathered} \text { o4-Lt } \\ \text { Goods } \\ \text { Vehicles } \\ \text { 2.5.3.5t } \end{gathered}$ | $\left\|\begin{array}{c}05-\text { Light } \\ \text { Goods } \\ \text { Vehicles＞} \\ 3.5 t\end{array}\right\|$ | $\begin{gathered} \text { He- } \\ \begin{array}{c} \text { Heavy } \\ \text { Gooods } \\ \text { Venicleses } \\ =15 t \end{array} \end{gathered}$ | $\begin{gathered} \hline 07- \\ \begin{array}{c} \text { Heavy } \\ \text { Geoods } \\ \text { Vehicics } \\ 15-24 t \end{array} \\ \hline \end{gathered}$ | $17-$ <br> Heavy <br> Gooos <br> Vehicles <br> $>24 t$$\|$ | $\begin{array}{\|c\|c\|} \hline 14- \\ \begin{array}{c} \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c} \text { 15- } \\ \begin{array}{c} \text { ranchis } \\ \text { en (Bus } \\ \text { (DD) } \end{array} \\ \hline \end{array}$ | $\left\lvert\, \begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}\right.$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road P1 | 1100－1200 | 424\％ | 9．1\％ | 0．7\％ | 0．5\％ | ${ }^{1.1 .1 \%}$ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | 15．1\％ | 5．4\％ | \％ | 717\％ | ${ }^{3.1 \%}$ | 0．0\％ | 0．0\％ | ${ }^{3.2 \%}$ | 100．0\％ |
| 2 | Kong Sham Western Highway | 1．2\％ | 50．1\％ | 10．8\％ | 0．8\％ | 0．6\％ | 1．2\％ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | 10．7\％ | 3．8\％ | ${ }^{4.2 \%}$ | 8．3\％ | 2．2\％ | 0．1\％ | 5．1\％ | 0．0\％ | 100．0\％ |
| 3 | Kong Sham Western Highway | 0．8\％ | 30．9\％ | 6．6\％ | 0．5\％ | 0．4\％ | 0．8\％ | 0．0\％ | 0．1\％ | 0．4\％ | 0．2\％ | 20．2\％ | 7．2\％ | 7．9\％ | 15．6\％ | 4．1\％ | 0．1\％ | 4．2\％ | 0．0\％ | 100．0\％ |
|  | Road P1 | 0．6\％ | 25．4\％ | 5．5\％ | 0．4\％ | 0．3\％ | 0．6\％ | 0．0\％ | 0．0\％ | 0．4\％ | 0．2\％ | 23．9\％ | 8．6\％ | 9．4\％ | 18．5\％ | 4．8\％ | 0．0\％ | 0．0\％ | 1．3\％ | 100．0\％ |
| 5 | Road P1 | 1．0\％ | 41．5\％ | 8．9\％ | 0．7\％ | 0．5\％ | 1．0\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | ${ }^{16.1 \%}$ | 5．8\％ | 6．3\％ | 12．5\％ | 4．2\％ | 0．0\％ | 0．0\％ | 0．5\％ | 100．0\％ |
| 6 | Road P1 | 1．0\％ | 39．7\％ | 8．5\％ | 0．7\％ | 0．5\％ | 1．0\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | 16．7\％ | 6．0\％ | 6．6\％ | 12．9\％ | 4．6\％ | 0．0\％ | 0．4\％ | 0．7\％ | 100．0\％ |
| 7 | Road D5 | 1．1\％ | 44．9\％ | 9．6\％ | 0．7\％ | 0．5\％ | 1．1\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | 14．7\％ | 5．3\％ | 5．8\％ | 11．4\％ | 3．0\％ | 0．0\％ | 0．3\％ | 0．6\％ | 100．0\％ |
| 8 | Road D5 | ${ }^{1.1 .1 \%}$ | 43．8\％ | 9．4\％ | 0．7\％ | 0．5\％ | ${ }_{\text {1．12\％}}$ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | 15．4\％ | 5．5\％ | 6．1\％ | 11．9\％ | 3．1\％ | 0．0\％ | 0．0\％ | 0．6\％ | 100．0\％ |
| ${ }^{11}$ | Road P1 | 1．1\％ | 46．3\％ | 10．0\％ | 0．8\％ | 0．5\％ | 1．2\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．1\％ | 13．4\％ | 4．8\％ | 5．3\％ | 10．4\％ | 3．9\％ | 0．0\％ | 0．0\％ | 1．4\％ | 100．0\％ |
| 12 | Kong Sham Western Highway | 1．0\％ | 41．1\％ | 8．8\％ | 0．7\％ | 0．5\％ | 1．0\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | 16．5\％ | 5．9\％ | 6．5\％ | 12．8\％ | 4．4\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 13 | Kong Sham Western Highway | 1．4\％ | 57．0\％ | 12．2\％ | 0．9\％ | 0．6\％ | 1．4\％ | 0．0\％ | 0．1\％ | 0．8\％ | 0．1\％ | 8．9\％ | 3．2\％ | 3．5\％ | ${ }^{6.9 \%}$ | 2．8\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 14 | Road P1 | 0．8\％ | 31．2\％ | 6．7\％ | 0．5\％ | 0．4\％ | 0．8\％ | 0．0\％ | 0．1\％ | 0．4\％ | 0．2\％ | 21．1\％ | 7．6\％ | 8．3\％ | 16．3\％ | 4．9\％ | 0．0\％ | 0．0\％ | 0．8\％ | 100．0\％ |
| ${ }^{15}$ | Road P1 | 0．8\％ | 31．4\％ | 6．8\％ | 0．5\％ | 0．4\％ | 0．8\％ | 0．0\％ | 0．1\％ | 0．4\％ | 0．2\％ | ${ }^{22.1 \%}$ | 7．6\％ | 8．3\％ | 16．3\％ | ${ }^{4.3 \%}$ | 0．0\％ | 1．2\％ | 0．0\％ | 100．0\％ |
| 16 | ${ }_{\text {Road P1 }}$ | 1．2\％ | 48．5\％ | 10．4\％ | 0．8\％ | 0．6\％ | ${ }^{1.2 \%}$ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | ${ }^{13.4 \%}$ | 4．8\％ | 5．3\％ | 10．3\％ | ${ }^{2.7 \%}$ | 0．0\％ | 0．0\％ | 0．0\％ | ${ }^{10000 \%}$ |
| 18 | ${ }_{\text {Road }}^{\text {Road }}$ S | － $1.1 .1 \%$ | ${ }_{\text {4 }}^{46.3 \%}$ | ${ }^{\text {9，9\％}}$ | 0．8\％ 0 | 0．5\％ | $\frac{1.2 \%}{1.10}$ | － | $\frac{0.1 \%}{0.10}$ | －${ }_{\text {0．6\％}}^{0.6 \%}$ | 0．1\％ |  | 4．6\％ | 㐌．0\％ | ${ }^{\text {11．7\％}}$ | ${ }^{\frac{5}{5.1 . \%}}$ | ${ }^{0.00 \%}$ |  |  | $\frac{100.0 \%}{100.0 \%}$ |
| 19 | Kong Sham Western Highway | 1．0\％ | 40．8\％ | 8．8\％ | 0．7\％ | 0．5\％ | 1．0\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | 15．9\％ | 5．7\％ | 6．3\％ | 12．3\％ | 3．6\％ | 0．0\％ | 2．6\％ | 0．0\％ | 100．0\％ |
| 20 | Kong Sham Western Highway | 1．1\％ | 45．6\％ | 9．8\％ | 0．7\％ | 0．5\％ | 1．1\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．1\％ | 13．6\％ | 4．9\％ | 5．4\％ | 10．5\％ | 3．3\％ | 0．0\％ | 2．6\％ | 0．0\％ | 100．0\％ |
| 21 | Road D 3 | 1．1\％ | 44．6\％ | 9．6\％ | 0．7\％ | 0．5\％ | 1．1\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | 14．8\％ | 5．3\％ | 5．8\％ | 11．4\％ | 3．0\％ | 0．0\％ | 1．2\％ | 0．0\％ | 100．0\％ |
| ${ }^{22}$ | Road D3 | 1．1\％ | 44．8\％ | 9．6\％ | 0．7\％ | 0．5\％ | 1．1\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | 15．1\％ | 5．4\％ | 6．0\％ | 11．7\％ | 3．1\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| ${ }^{23}$ | Road D1 | 1．2\％ | 48．3\％ | 10．4\％ | 0．8\％ | 0．5\％ | 1．2\％ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | ${ }^{13.5 \%}$ | 4．8\％ | 5．3\％ | 10．4\％ | 2．7\％ | 0．0\％ | 0．0\％ | 0．0\％ |  |
| ${ }^{24}$ | Road D1 | 1．0\％ | 42．1\％ | 9．0\％ | 0．7\％ | 0．5\％ | 1．0\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | 16．4\％ | 5．9\％ | 6．5\％ | 12．7\％ | 3．3\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| ${ }^{25}$ | Road D1 | 1．2\％ | ${ }^{48.5 \%}$ | 10．4\％ | 0．8\％ | 0．6\％ | 1．2\％ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | 13．4\％ | 4．8\％ | 5．3\％ | 10．3\％ | 2．7\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 26 | Road D1 | 0．7\％ | 29．3\％ | 6．3\％ | 0．5\％ | 0．3\％ | 0．7\％ | 0．0\％ | 0．1\％ | 0．4\％ | 0．2\％ | 22．5\％ | 8．1\％ | 8．9\％ | 17．4\％ | 4．6\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 27 | Road Dl | ${ }^{1.27}$ | ${ }^{48.5 \%}$ | 10．4\％ | 0．8\％ | 0．6\％ | 1．2\％ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | 13．4\％ | 4．8\％ | 5．3\％ | 10．3\％ | 2．7\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| ${ }^{28}$ | $\xrightarrow{\text { Roaad }}$ R Cos 1 | － | 29．3\％ <br> $3.5 \%$ | ${ }^{6.3 \% \%}$ | 0．5\％ 0 | 0．3\％\％ | 0．7\％ 0 | － | 0．1\％ 0 | 0．4\％ 0 | 0．2\％ $0.2 \%$ | ${ }^{22.55 \%}$ | ${ }_{\text {ckin }}^{\text {8．7\％}}$ | 8．8．5\％ | ${ }_{\text {l }}^{17.46}$ | 年．6\％ | 0．0\％ | 0．0\％ | 0．0\％ | －100．0\％ |
| 30 | Road D1 | 1．2\％ | ${ }^{30.1 \%}$ | 10．8\％ | 0．8\％ | 0．6\％ | 1．2\％ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | ${ }^{12.6 \%}$ | 4．5\％ | 5．0\％ | 9．8\％ | 2．5\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 31 | Road D3 | 1．2\％ | 47．4\％ | 10．2\％ | 0．8\％ | 0．5\％ | 1．2\％ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | 13．7\％ | 4．9\％ | 5．4\％ | 10．6\％ | 2．8\％ | 0．0\％ | 0．5\％ | 0．0\％ |  |
| 32 | Road D 3 | 1．2\％ | 48．2\％ | 10．3\％ | 0．8\％ | 0．5\％ | 1．2\％ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | 13．5\％ | 4．8\％ | 5．3\％ | 10．5\％ | 2．7\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 33 | Road D5 | ${ }^{1.2 \%}$ | 50．1\％ | 10．8\％ | 0．8\％ | 0．6\％ | ${ }^{1.2 \%}$ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | 12．6\％ | 4．5\％ | 4．9\％ | 9．7\％ | 2．5\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| ${ }^{34}$ | Road D5 | 1．3\％ | 50，7\％ | 10．9\％ | 0．8\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | 12．3\％ | 4．4\％ | 4．8\％ | 9．5\％ | 2．5\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| ${ }^{35}$ | Road D5 | 1．2\％ | 48．5\％ | 10．4\％ | 0．8\％ | 0．6\％ | 1．2\％ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | 13．4\％ | 4．8\％ | 5．3\％ | 10．3\％ | 2．7\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| ${ }^{36}$ | Road D5 | 0．7\％ | 29，3\％ | 6．3\％ | 0．5\％ | 0．3\％ | 0．7\％ | 0．0\％ | 0．1\％ | 0．4\％ | 0．2\％ | ${ }^{22.5 \%}$ | ${ }^{8.1 \%}$ | 8．9\％ | 17．4\％ | 4．6\％ | 0．0\％ | 0．0\％ | 0．0\％ |  |
| 37 | Road D5 | 1．1\％ | 46．4\％ | 10．0\％ | 0．8\％ | 0．5\％ | 1．2\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．1\％ | 14．1\％ | 5．1\％ | 5．5\％ | 10．9\％ | 2．9\％ | 0．0\％ | 0．0\％ | 0．7\％ | 100．0\％ |
| 38 | Road D5 | 1．1\％ | 43．4\％ | 9．3\％ | 0．7\％ | 0．5\％ | 1．1\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | 15．5\％ | 5．6\％ | 6．1\％ | 12．0\％ | ${ }^{3.1 \%}$ | 0．0\％ | 0．0\％ | 0．7\％ | 100．0\％ |
| 40 | Road D5 | 1．1\％ | ${ }^{45.33^{\circ}}$ | 9．7\％ | 0．7\％ | 0．5\％ | 1．1\％ | 0．0\％ | ${ }^{0.1 \%}$ | 0．6\％ | 0．2\％ | 14．7\％ | 5．3\％ | 5．8\％ | 11．4\％ | 3．0\％ | 0．0\％ | 0．0\％ | 0．5\％ | ${ }^{10000 \%}$ |
| ${ }^{41}$ | Road D5 | 0．9\％ | 37．6\％ | 8．1\％ | 0．6\％ | ${ }^{0.4 \%}$ | 0．9\％ | 0．0\％ | ${ }^{0.1 \%}$ | 0．5\％ | 0．2\％ | 18．1\％ | ${ }^{6.5 \%}$ | 7．1\％ | 14．0\％ | ${ }^{3.7 \%}$ | 0．0\％ | 0．0\％ | ${ }^{1.2 \%}$ | ${ }^{10000 \%}$ |
| ${ }_{4}^{42}$ | $\frac{\text { Road D5 }}{\text { Silip road for Kong Sham Westerr Highway }}$ | $\frac{1.12 \%}{1.2 \%}$ | 44．2\％ <br> $8.2 \%$ | －${ }_{\text {9．5\％}}^{10.4 \%}$ | 年．7\％ | 0．5\％ |  | － | $\frac{0.1 \%}{0.1 \%}$ | － | $\frac{0.2 \%}{0.1 \%}$ | － $15.2 .2 \%$ | 年．4\％\％ | －${ }_{\text {c．0．3\％}}^{5.0 \%}$ | （1．7\％ | $\frac{3.1 \%}{2.7 \%}$ | － | － | － | $\frac{100.0 \%}{100.0 \%}$ |
| 44 | Slip road for Road D3 | 1．2\％ | 47．3\％ | 10．2\％ | 0．8\％ | 0．5\％ | 1．2\％ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | 13．9\％ | 5．0\％ | 5．5\％ | 10．8\％ | 2．8\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 45 | Kong Sham Western Highway | ${ }_{1.1 \%}$ | 44．2\％ | ${ }^{\text {9．5\％}}$ | 0．7\％ | 0．5\％ | ${ }_{\text {1．12\％}}$ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | 14．8\％ | 5．3\％ | 5．8\％ | 11．5\％ | 3．2\％ | 0．0\％ | 1．4\％ | 0．0\％ | 100．0\％ |
| 46 | Kong Sham Western Highway | 1．2\％ | 46．9\％ | 10．1\％ | 0．8\％ | 0．5\％ | 1．2\％ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | 13．8\％ | 5．0\％ | 5．4\％ | 10．7\％ | 2．9\％ | 0．0\％ | 0．7\％ | 0．0\％ | 100．0\％ |

## Appendix 3．4 Traffic Data

## Year 2041

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes

| Link No． | Road Name | $\left\|\begin{array}{c} \text { 16- } \\ \text { Motorcycl } \\ \text { es (MC) } \end{array}\right\|$ | $\left.\begin{gathered} \text { P1- } \\ \text { Private } \\ \text { Cars (PC) } \end{gathered} \right\rvert\,$ | 02 －Taxi | $\begin{aligned} & 14-\text { Non } \\ & \text { franchise } \\ & \text { d } \\ & \text { Bus }<6.4 \end{aligned}$ | $\begin{gathered} 12 \text { - Non- } \\ \text { franchise } \\ \text { d Bus } 6.4 \\ 15 t \end{gathered}$ | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { 13- Non- } \\ \text { franchise } \\ \text { d Bus } 15 t \end{array} \\ 24 t \end{array}$ | $\begin{gathered} \begin{array}{c} 18 \text { - Non- } \\ \text { franchise } \\ \text { d Bus } \\ >24 t \end{array} \\ \hline \end{gathered}$ | $\begin{array}{\|c\|} \hline 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 t \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline 10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 \mathrm{t} \\ \hline \end{array}$ | $\left\|\begin{array}{c}03-\text { Light } \\ \text { Goods } \\ \text { Vehicles } \\ =2.5 t\end{array}\right\|$ | $\begin{array}{\|c\|} \hline \text { O4-Lt } \\ \text { Goods } \\ \text { Vohics } \\ 2.5-3.55 \\ \hline \end{array}$ | $\left\|\begin{array}{c}05-\text { Light } \\ \text { Goods } \\ \text { Vehicles＞} \\ 3.5 t\end{array}\right\|$ |  | $\begin{array}{\|c\|} \hline 07- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ \text { 15t-24t } \\ \hline \end{array}$ |  | $\begin{array}{\|c\|} \hline \text { 14- } \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | $\begin{array}{\|c} 15- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) } \\ \hline \end{array}$ | $\begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 1200－1300 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1 | Road P1 | 0．8\％ | 32．4\％ | 6．1\％ | 0．7\％ | 0．5\％ | 1．1\％ | $0.0 \%$ | 0．1\％ | 0．5\％ | 0．2\％ | 19．6\％ | 7．0\％ | 8．5\％ | 16．6\％ | 4．3\％ | 0．0\％ | 0．0\％ | 1．4\％ | ${ }^{100.0 \%}$ |
| ${ }^{2}$ | Kong Sham Western Highway | ${ }^{0.9 .9 \%}$ | ${ }^{3359 \%}$ | $\frac{6.8 \%}{69 \%}$ | 0．8\％ | 0．6\％ | $\frac{1.3 \%}{13 \%}$ | ${ }^{\text {0．0\％}}$ | ${ }^{0.1 \%}$ | 0．5\％ | 0．2\％ | $\frac{17.2 \%}{1.60 \%}$ | $\frac{6.2 \%}{50 \%}$ | $\frac{7.7 \%}{7.70^{2}}$ | $\frac{14.6 \%}{14.10}$ | 3．8\％ | $\frac{0.1 \%}{0.1 \%}$ | $\frac{3.6 \%}{4.90 \%}$ | ${ }^{0.0 \%}$ | 100．0\％ |
| 3 4 | Kong Sham Western Highway | 0．9\％ | － 36.36 | ${ }_{\text {che }}^{6.9 \%}$ | 0．8\％ | 0．6\％ | － 1.38 | 0．0\％ | ${ }^{0.10^{1 \%}}$ | 0．5\％ | 0．2\％ $0.2 \%$ | 16．6\％ | 5．9\％\％ | 7．2\％ | $\frac{14.19}{148 \%}$ | ${ }^{3.7 \%}$ | 0．1\％ | 4．9\％ | 0．0\％ | 100．0\％ |
| 5 | ${ }_{\text {Road P1 }}$ | ${ }^{\text {1．1\％}}$ | ${ }^{\text {42．3\％}}$ | 8．0\％ | ${ }_{\text {en }}$ | ${ }^{0.7 \%}$ | ${ }_{\text {en }}^{\text {1．5\％}}$ | 0．0\％ | ${ }_{0}^{0.1 \%}$ | 0．6\％ | ${ }^{0.2 \%}$ | ${ }^{15.4 \%}$ | ${ }_{\text {c．}}^{6.5 \%}$ | ${ }^{\text {F．5．6\％}}$ | ${ }^{13.1 \%}$ | ${ }^{3.4 \%}$ | 0．0\％ | ${ }^{0.0 \%}$ | 0．6\％ | 100．0\％ |
| 6 | Road P1 | 1．1\％ | 43．4\％ | 8．2\％ | 1．0\％ | 0．7\％ | 1．5\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | 14．6\％ | 5．2\％ | 6．3\％ | 12．4\％ | 3．2\％ | 0．0\％ | 0．4\％ | 0．8\％ |  |
| 7 | Road D5 | ${ }^{1.1 \%}$ | 45．5\％ | 8．6\％ | 1．0\％ | 0．7\％ | 1．6\％ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | 13．8\％ | 4．9\％ | 6．0\％ | ${ }^{12.7 \%}$ | 3．1\％ | 0．0\％ | 0.4 | 0．7\％ | 100．0\％ |
| 8 | Road D5 | 1．0\％ | ${ }^{41.5 \%}$ | 7．9\％ | 1．0\％ | 0．7\％ | ${ }^{1.4 \%}$ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | 15．7\％ | 5．6\％ | 6．8\％ | 13，3\％ | 3．5\％ | 0．0\％ | 0．0\％ | 0．8\％ | 100．0\％ |
| $\frac{11}{12}$ | Road P1 | ${ }^{1.1 .1 \%}$ | $\frac{43.8 \%}{5.2 \%}$ | ${ }^{8.3 \%}$ | ${ }_{\text {1．0\％}}^{1.0}$ |  |  | ${ }^{0.0 \%}$ |  | 0．6\％ | ${ }^{0.2 \%}$ |  | 源 | ${ }_{6.2 \%}^{6.2 \%}$ |  |  | $00 \%$ |  |  |  |
| ${ }_{13}$ | Kong Sham Westeren Highway | －1．2\％ | － $48.20 \%$ | ${ }^{10.1 \%}$ | ${ }_{\text {1．1．1\％}}^{1.20}$ | 0．9\％ | ${ }^{\frac{1}{1.7 \% \%}}$ | 0．0\％ | ${ }^{0.1 \%}$ | 0．7\％ | 0．1\％ | ${ }^{13.2 .0 \%}$ | －${ }^{3.7 \%}$ | $\stackrel{4.4 \%}{5.6 \%}$ | ${ }^{8.11 .0 \%}$ | ${ }^{2.9 \%}$ | ${ }^{0.00 \%}$ | 0．0\％ | 0．0\％ | 100．0\％ |
| 14 | Road P1 | 1．0\％ | 38．7\％ | 7．3\％ | 0．9\％ | 0．6\％ | ${ }^{1.3 \%}$ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | 16．9\％ | 6．1\％ | 7．3\％ | 14．4\％ | 3．8\％ | 0．0\％ |  | 0．9\％ | 100．0\％ |
| 15 | Road P1 | ${ }^{1.1 \%}$ | 43．5\％ | 8．3\％ | 1．0\％ | 0．7\％ | 1．5\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | 14．4\％ | 5．2\％ | 6．2\％ | 12．2\％ | 3．2\％ | 0．1\％ | 1．8\％ | 0．0\％ | 100．0\％ |
| 16 | Road P1 | 1．2\％ | 49．1\％ | 9．3\％ | 1．1\％ | 0．8\％ | 1．7\％ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | 12．5\％ | 4．5\％ | 5．4\％ | 10．6\％ | 2．8\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 17 | Road D5 | 1．2\％ | 47．1\％ | 8．9\％ | 1．1\％ | 0．7\％ | 1．6\％ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | 12．5\％ | 4．5\％ | 5．4\％ | 10．7\％ | 2．8\％ | 0．0\％ | 1．2\％ | 1．2\％ | ${ }^{100.0}$ |
| 18 | Road D5 | 1．1\％ | 43．2\％ | ${ }^{8.2 \%}$ | 1．0\％ | 0．7\％ | 1．5\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | 14．9\％ | 5．3\％ | 6．4\％ | ${ }^{12.7 \%}$ | 3．3\％ | 0．0\％ | 0．0\％ | 0．9\％ | 100．0\％ |
| 19 | Kong Sham Western Highway | 1．0\％ | ${ }^{39.8 \%}$ | 7．5\％ | 0．9\％ | 0．6\％ | 1．4\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | 15．5\％ | 5．6\％ | 6．7\％ | ${ }^{13.2 \%}$ | 3．4\％ | ${ }^{0.1 \%}$ | ${ }^{3.4 \%}$ | 0．0\％ | 100．0\％ |
| ${ }^{20}$ | Kong Sham Western Highway | 1．1\％ | 42．5\％ | 8．0\％ | 1．0\％ | 0．7\％ | 1．5\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | 14．7\％ | 5．3\％ | 6．3\％ | 12．5\％ | 3．3\％ | 0．1\％ | 2．3\％ | 0．0\％ | 100．0\％ |
| ${ }^{21}$ | Road D3 | ${ }^{1.17 \%}$ | 43．8\％ | 8．3\％ | 1．0\％ | 0．7\％ | 1．5\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | 14．4\％ | ${ }^{5.2 \%}$ | 6．2\％ | 12．3\％ | ${ }^{3.2 \%}$ | 0．0\％ | 1．3\％ | 0．0\％ | 100．0\％ |
| 22 | Road D3 | 1．1\％ | 43．5\％ | 8．3\％ | 1．0\％ | 0．7\％ | 1．5\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | 15．0\％ | 5．4\％ | 6．5\％ | 12．8\％ | 3．3\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| ${ }^{23}$ | Road D1 | 0．9\％ | 35．0\％ | 6．6\％ | 0．8\％ | 0．6\％ | ${ }^{1.2 \%}$ | 0．0\％ | 0．1\％ | 0．5\％ | 0．2\％ | 18．9\％ | 6．8\％ | 8．2\％ | ${ }^{16.1 \%}$ | 2\％ | 0\％ | 0．0\％ |  |  |
| 24 | Road D1 | 1．3\％ | 4\％ | 9．6\％ | ${ }^{1.2 \%}$ | 0．8\％ | 1．8\％ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | 11．9\％ | 4．3\％ | 52\％ | 10．1\％ | 2．6\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| ${ }^{25}$ | Road D1 | 0．7\％ | ${ }^{29.6 \%}$ | ${ }_{\text {5．6\％}}$ | ${ }^{0.7 \%}$ | 0．5\％ | －1．0\％ | 0．0\％ | ${ }^{0.1 \%}$ | 0．4\％ | ${ }^{0.2 \%}$ | ${ }^{21.3 \%}$ | 7．7\％ | ${ }^{9.296}$ | ${ }^{18.11 \%}$ | ${ }^{4.7 \%}$ | ${ }^{0.0 \%}$ | ${ }^{\text {0．0\％}}$ | 0．0\％ | ${ }^{100.0 \%}$ |
| ${ }^{26}$ | Road D1 | ${ }^{1.3 \%}$ | ${ }^{\text {4，9．9\％}}$ | ${ }^{\text {9．5\％}}$ | ${ }^{1.1 .1 \%}$ | 0．8\％ | －1．7\％ | 0．0\％ | ${ }^{0.1 \%}$ | 0．7\％ | 0．1\％ | ${ }^{12.1 \%}$ | 4．4\％ | 5．3\％ | 10．3\％ | 2．7\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| ${ }^{27}$ | Road DI | 0．7\％ | ${ }^{29.6 \%}$ | 5．6\％ | 0．7\％ | 0．5\％ | ${ }^{1.0 \%}$ | 0．0\％ | 0．1\％ | 0．4\％ | 0．2\％ | ${ }^{21.3 \%}$ | 7．7\％ | 9．2\％ | 18．1\％ | 4．7\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| ${ }^{28}$ | Road D1 | 1．3\％ | 49．9\％ | 9．5\％ | 1．1\％ | 0．8\％ | 1．7\％ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | ${ }^{12.1 \%}$ | ${ }^{4.4 \%}$ | 5．3\％ | ${ }^{10.3 \%}$ | ${ }^{2.7 \%}$ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 30 | Road D1 | 1．0\％ | 38．1\％ | ${ }^{7.2 \%}$ | 0．9\％ | 0．6\％ | ${ }^{\text {L．3．3\％}}$ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | ${ }^{17.5 \%}$ | 6．3\％ | 7．6\％ | 14．9\％ | 3．9\％ | 0．0\％ | 0．0\％ | 0．0\％ | 1000\％ |
| 31 | Road D3 | 1．2\％ | 46．6\％ | 8．8\％ | 1．1\％ | 0．7\％ | 1．6\％ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | 13．5\％ | 4．9\％ | 5．9\％ | 11．5\％ | 3．0\％ | 0．0\％ | 0．3\％ | 0．0\％ | 100．0\％ |
| 32 | Road D3 | 1．2\％ | 48．1\％ | 9．1\％ | 1．1\％ | 0．8\％ | 1．7\％ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | 13．\％ | 4．7\％ | 5．6\％ | 11．0\％ | 2．9\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| ${ }^{33}$ | Road D5 | ${ }^{1.4 \%}$ | 57．0\％ | 10．8\％ | 1．3\％ | 0．9\％ | 2．0\％ | 0．0\％ | 0．1\％ | 0．8\％ | 0．1\％ | 8．9\％ | 3．2\％ | 3．9\％ | 7．6\％ | 2．0\％ | 0．0\％ | 0．0\％ | 0．0\％ | ${ }^{100.0 \%}$ |
| 34 35 | Road D5 |  | ${ }^{51.6 \%}$ | $\frac{9.8 \%}{56 \%}$ | $\frac{1.2 \%}{0.7}$ | 0．8\％ | 立．8\％ | － | ${ }^{0.1 \%}$ | 0．8\％ | 0．1\％ | ${ }^{11.4 \%}$ | 4．17\％ | － | ${ }^{\text {9，7\％}} 18.2 \%$ | 2．5\％ | O．0．0\％ | － | 0．0\％ | －100．0\％ |
| 36 | Road D5 | 1．3\％ | 49．9\％ | 9．5\％ | 1．1\％ | 0．8\％ | 1．7\％ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | 12．1\％ | 4．4\％ | 5．3\％ | 10．3\％ | 2．7\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 37 | Road D5 | 1．2\％ | 49．3\％ | 9．3\％ | 1．1\％ | 0．8\％ | 1．7\％ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | 12．1\％ | 4．3\％ | 5．2\％ | 10．3\％ | 2．7\％ | 0．0\％ | 0．0\％ | 1．0\％ | 100．0\％ |
| ${ }^{38}$ | Road D5 | 1．1\％ | 45．2\％ | 8．6\％ | 1．0\％ | 0．7\％ | 1．6\％ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | 14．0\％ | 5．0\％ | 6．1\％ | 11．9\％ | 3．1\％ | 0．0\％ | 0．0\％ | 0．6\％ | 100．0\％ |
| 40 | Road D5 | 1．0\％ | 39．9\％ | 7．6\％ | 0．9\％ | 0．6\％ | 1．4\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | 16．4\％ | 5．9\％ | 7．1\％ | 14．0\％ | 3．6\％ | 0．0\％ | 0．0\％ | 0．8\％ | 100．0\％ |
| 41 | Road D5 | ${ }^{1.2 \%}$ | 47，\％\％ | 9．0\％ | ${ }_{\text {1．1\％}}^{1.1}$ | 0．8\％ | ${ }_{\text {1．7\％}}^{1.1}$ | 0．0\％ | ${ }^{0.1 \%}$ | 0．7\％ | 0．1\％ | ${ }^{12.7 \%}$ | 4．6\％ | 5．5\％ | 10．8\％ | 2．8\％ | 0．0\％ | 0．0\％ | ${ }^{1.2 \%}$ | 100．0\％ |
| 42 | Road D5 | 0．8\％ | ${ }^{30.6 \%}$ | 5．8\％ | 0．7\％ | 0．5\％ | ${ }_{\text {L }}^{1.1 \%}$ | 0．0\％ | ${ }^{0.1 \%}$ | 0．5\％ | 0．2\％ | ${ }^{20.6 \%}$ | ${ }^{7.4 .4 \%}$ | 8．9\％ | ${ }^{17.5 \%}$ | 4．6\％ | 0．0\％ | 0．0\％ | ${ }^{1.0 \% \%}$ | 100．0\％ |
| $\stackrel{43}{4}$ | $\frac{\text { Slp road for Kong Sham Western Highway }}{\text { Slip road for Road }}$ | － | － $48.20 \%$ | － | 年．1．0\％ | 年． $0.8 \%$ |  | － | － | － | － | － $13.0 \%$ | ¢． |  | － 11.51 | － | －0．0\％ | － | －0．0\％ | 100．0\％ |
| 45 | Kong Sham Western Highway | 1．1\％ | 42．5\％ | 8．1\％ | 1．0\％ | 0．7\％ | 1．5\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | 15．0\％ | 5．4\％ | 6．5\％ | 12．8\％ | 3．3\％ | 0\％ | 1．3\％ | 0．0\％ | 100．0\％ |
| 46 | Kong Sham Western Highway | 1．1\％ | 45．2\％ | 8．6\％ | 1．0\％ | 0．7\％ | 1．6\％ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | 13．8\％ | 5．0\％ | 6．0\％ | 11．8\％ | 3．1\％ | 0．0\％ | 1．2\％ | 0．0\％ | 100．0\％ |

## Appendix 3．4 Traffic Data

## Year 2041

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes

| Link No． | Road Name | $\left\|\begin{array}{c} 16- \\ \text { Motorycl } \\ \text { es (Mc) } \end{array}\right\|$ | $\left.\begin{gathered} \text { P1- } \\ \text { Private } \\ \text { Cars (PC) } \end{gathered} \right\rvert\,$ | 02 －Taxi | $\begin{aligned} & 14-\text { Non } \\ & \text { franchise } \\ & \text { d } \\ & \text { Bus }<6.4 \end{aligned}$ | $\begin{gathered} 12 \text { - Non- } \\ \text { franchise } \\ \text { d Bus } 6.4 \\ 15 t \end{gathered}$ | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { 13- Non- } \\ \text { franchise } \\ \text { d Bus } 15 t \end{array} \\ 24 t \end{array}$ | $\begin{gathered} \begin{array}{c} 18 \text { - Non- } \\ \text { franchise } \\ \text { d Bus } \\ >24 t \end{array} \\ \hline \end{gathered}$ | $\begin{array}{\|c\|} \hline 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 t \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline 10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 \mathrm{t} \\ \hline \end{array}$ | $\left.\begin{array}{\|c\|} \hline 03-\text { Light } \\ \text { Goods } \\ \text { Vehicles< } \\ =2.5 t \end{array} \right\rvert\,$ | $\begin{array}{\|c\|} \hline \text { O4-Lt } \\ \text { Goods } \\ \text { Vohics } \\ 2.5-3.55 \\ \hline \end{array}$ | $\left\|\begin{array}{c}05-\text { Light } \\ \text { Goods } \\ \text { Vehicles＞} \\ 3.5 t\end{array}\right\|$ |  | $\begin{array}{\|c\|} \hline 07- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ \text { 15t-24t } \\ \hline \end{array}$ | $\begin{gathered} \hline 17 . \\ \begin{array}{c} \text { Heavy } \\ \text { Gooods } \\ \text { Genicles } \\ >24 t \end{array} \\ \hline \end{gathered}$ | $\begin{gathered} 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{gathered}$ | $\begin{array}{\|c} 15- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) } \\ \hline \end{array}$ | $\begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 300－140 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Road P1 | 0．7\％ | 31．3\％ | 7．1\％ | 0．6\％ | 0．4\％ | 0．9\％ | 0．0\％ | 0．1\％ | 0．4\％ | 0．2\％ | 20．7\％ | 7．4\％ | 3\％ | 16．4\％ | 4．3\％ | 0．0\％ | 0．0\％ | 1．3\％ | 100．0\％ |
| 2 | Kong Sham Western Highway | 0．8\％ | 34．8\％ | 7．9\％ | 0．6\％ | 0．4\％ | 0．9\％ | 0．0\％ | 0．1\％ | 0．4\％ | 0．2\％ | 18．2\％ | 6．5\％ | 7．3\％ | 14．4\％ | 3．8\％ | 0．1\％ | 3．4\％ | 0．0\％ | 100．0\％ |
| 3 | Kong Sham Western Highway | 0．8\％ | ${ }^{35.2 \%}$ | 8．0\％ | 0．6\％ | 0．4\％ | 1．0\％ | 0．0\％ | 0．1\％ | 0．4\％ | 0．2\％ | 17．5\％ | 6．3\％ | 7．1\％ | 13．9\％ | 3．6\％ | 0．1\％ | 4．6\％ | 0．0\％ | 100．0\％ |
|  | Road P1 | 0．8\％ | 35．8\％ | 8．1\％ | 0．6\％ | 0．4\％ | 1．0\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．2\％ | 18．5\％ | 6．6\％ | 7．4\％ | 14．6\％ | 3．8\％ | 0．0\％ | 0．0\％ | 1．5\％ | 100．0\％ |
| 5 | ${ }_{\text {Road P1 }}$ | 0．9\％ | ${ }^{41.1 .1 \%}$ | 9．3\％ | 0．7\％ | 0．5\％ | 1．1\％ | 0．0\％ | ${ }^{0.1 \%}$ | 0．5\％ | 0．2\％ | ${ }^{16.53 \%}$ | ${ }_{\text {5．9\％}}^{5.9 \%}$ | ${ }_{6.6 \%}^{60^{\circ} \%}$ | ${ }^{12,9 \%}$ | ${ }^{3.4 \%}$ | 0．0\％ | 0．0\％ | 0．5\％ | ${ }^{10000 \%}$ |
| 6 | Road P1 | 1．0\％ | 42．2\％ | 9．6\％ | 0．8\％ | 0．5\％ | 1．2\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．2\％ | 15．5\％ | 5．6\％ | 6．2\％ | 12．3\％ | 3．2\％ | 0．0\％ | 0．4\％ | 0．8\％ |  |
| 7 | Road D5 | 1．0\％ | 44．2\％ | 10．1\％ | 0．8\％ | 0．5\％ | 1．2\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | 14．6\％ | 5．3\％ | 5．9\％ | ${ }^{11.6 \%}$ | 3．0\％ | 0．0\％ | ${ }^{0.3}$ | 0．6\％ | ${ }^{10000 \%}$ |
| 8 | Road D5 | 0．9\％ | 40．3\％ | 9．1\％ | 0．7\％ | 0．5\％ | ${ }_{\text {1．1．1\％}}$ | 0．0\％ | 0．1\％ | 0．5\％ | 0．2\％ | ${ }^{16.6 \%}$ | 6．0\％ | 淮\％ | ${ }^{13.2 \%}$ | 3．4\％ | 0．0\％ | 0．0\％ | 0．8\％ | ${ }^{1000.0 \%}$ |
| $\frac{11}{12}$ | ${ }_{\text {Road P1 }}$ | $\frac{1.0 \%}{1.20}$ | ${ }^{42.6 \%}$ |  |  |  | $\frac{1.2 \%}{1.10}$ |  | ${ }^{0.1 \%}$ | 0．5\％ | ${ }^{0.2 \%}$ | ${ }^{15.3 \%}$ |  | ${ }^{44^{6}}$ | $\frac{12.1 \%}{1.60}$ | ${ }^{3.2}$ | $00 \%$ |  |  |  |
| ${ }_{13}$ | Kong Sham Westeren Highway | ${ }_{\text {1．1．1\％}}$ |  | $\frac{12.0 \%}{10.6 \%}$ | 0．9\％\％ | 0．6\％ | $\xrightarrow{1.4 .3 \%}$ | 0．0\％ | ${ }^{0.1 \%}$ | 0．6\％ | － | 13．8\％ | ${ }^{\text {3．9．0\％}}$ | $\xrightarrow{\text { 4．4．\％}}$ | ${ }^{8.0 \% \%}$ | ${ }^{2.29 \%}$ | ${ }^{0.00 \%}$ | 0．0\％ | 0．0\％ | 100．0\％ |
| 14 | Road P1 | 0．9\％ | 37．5\％ | 8．5\％ | 0．7\％ | 0．5\％ | 1．0\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．2\％ | 17．9\％ | 6．4\％ | 7．2\％ | 14．2\％ | 3．7\％ | 0．0\％ |  | 0．8\％ | 100．0\％ |
| 15 | Road P1 | 1．0\％ | 42．3\％ | 9．6\％ | 0．8\％ | 0．5\％ | 1．2\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．2\％ | 15．3\％ | ${ }^{5.5}$ | 6．1\％ | 12．1\％ | ${ }^{3.2 \%}$ | 0．1\％ | 1．7\％ | 0．0\％ | 100．0\％ |
| ${ }^{16}$ | Road P1 | 1．1\％ | 47．7\％ | 10．9\％ | 0．9\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．1\％ | 13．3\％ | 4．8\％ | 5．4\％ | 10．5\％ | 2．8\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 17 | Road D5 | 1．1\％ | 45．9\％ | 10．4\％ | 0．8\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．1\％ | 13．3\％ | 4．8\％ | 5．4\％ | 10．6\％ | 2．8\％ | 0．0\％ |  | 1．1\％ | 100.0 |
| 18 | Road D5 | 1．0\％ | 41．9\％ | 9．5\％ | 0．8\％ | 0．5\％ | 1．1\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．2\％ | 15．8\％ | 5．7\％ | 6．4\％ | 12．5\％ | 3．3\％ | 0．0\％ | 0．0\％ | 0．8\％ | 100．0\％ |
| 19 | Kong Sham Western Highway | 0．9\％ | ${ }^{38.7 \%}$ | 8．8\％ | 0．7\％ | 0．5\％ | ${ }_{\text {1．1\％}}^{1.1}$ | 0．0\％ | 0．1\％ | 0．5\％ | 0．2\％ | 16．4\％ | 5．9\％ | 6．6\％ | 13．0\％ | 3．4\％ | 0．1\％ | ${ }^{3.2 \%}$ | 0．0\％ | ${ }^{1000.0 \%}$ |
| ${ }^{20}$ | Kong Sham Western Highway | 1．0\％ | 41．3\％ | 9．4\％ | 0．7\％ | 0．5\％ | 1．1\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．2\％ | 15．6\％ | 5．6\％ | 6．3\％ | 12．3\％ | 3．2\％ | 0．1\％ | 2．2\％ | 0．0\％ | 100．0\％ |
| ${ }^{21}$ | Road D3 | 1．0\％ | 42．5\％ | ${ }^{9.7 \%}$ | 0．8\％ | 0．5\％ | ${ }_{\text {1．2\％}}^{1.2 \%}$ | ${ }^{\text {0．0\％}}$ | ${ }^{0.1 \%}$ | 0．5\％ | 0．2\％ | ${ }^{15.3 \%}$ | ＋5．5\％ | ${ }^{6.2 \%}$ | ${ }^{12.1 \%}$ | ${ }^{3.2 \%}$ | 0．0\％ | ${ }^{1.2 \%}$ | 0．0\％ | ${ }^{100.0 \%}$ |
| ${ }_{23}$ | Road D1 | 0．8\％\％ | ${ }^{43.8 \%}$ | $\frac{9.7 \%}{7.7 \%}$ | 0．6\％ | 0．4\％ | － $1.9 \%$ | ${ }_{0}^{0.0 \%}$ | ${ }^{\text {0．1\％}}$ | 0．4\％ | ${ }_{\text {O．2\％}}$ | ${ }^{15.0 \%}$ | $\frac{5.72 \%}{7.2 \%}$ | ${ }^{\text {8．0\％}}$ | 15．8\％ | ${ }^{\text {4．1．1\％}}$ | 0．0\％ | 0．0\％ | 0．0\％ | ${ }_{100.0 \%}$ |
| 24 | Road D1 | 1．1\％ | 49．1\％ | 11．2\％ | 0．9\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．1\％ | 12．7\％ | 4．5\％ | 5．1\％ | 10．0\％ | 2．6\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 25 | Road D1 | 0．7\％ | 28．5\％ | 6．5\％ | 0．5\％ | 0．4\％ | 0．8\％ | 0．0\％ | 0．0\％ | 0．4\％ | 0．2\％ | 22．5\％ | 8．1\％ | 9．1\％ | 17．8\％ | 4．6\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 26 | Road D1 | 1．1\％ | 48．6\％ | 11．0\％ | 0．9\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．1\％ | 12．9\％ | 4．6\％ | 5．2\％ | 10．2\％ | 2．7\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 27 | Road D1 | 0．7\％ | 28．5\％ | 6．5\％ | 0．5\％ | 0．4\％ | 0．8\％ | 0．0\％ | 0．0\％ | 0．4\％ | 0．2\％ | 22．5\％ | 8．1\％ | 9．1\％ | 17．8\％ | 4．6\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 28 | Road D1 | 1．1\％ | 48．6\％ | 11．0\％ | 0．9\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．1\％ | 12．9\％ | 4．6\％ | 5．2\％ | 10．2\％ | 2．7\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 29 | Road D1 | 1．1\％ | 47．5\％ | 10．8\％ | 0．9\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．1\％ | 13．4\％ | 4．8\％ | 5．4\％ | 10．6\％ | 2．8\％ | 0．0\％ | 0.0 | 0．0\％ | 100．0\％ |
| 30 | Road D1 | 0．9\％ | 36．9\％ | 8．4\％ | 0．7\％ | 0．5\％ | 1．0\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．2\％ | 18．5\％ | 6．6\％ | 7．5\％ | 14．7\％ | 3．8\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 31 | Road D3 | 1．0\％ | 45．3\％ | 10．3\％ | 0．8\％ | 0．6\％ | 1．2\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | 14．4\％ | 5．2\％ | 5．8\％ | ${ }^{11.4 \%}$ | 3．0\％ | 0．0\％ | 0．3\％ | 0．0\％ |  |
| 32 | Road D3 | 1．1\％ | 46．8\％ | 10．6\％ | 0．8\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．1\％ | 13．8\％ | 4．9\％ | 5．5\％ | 10．9\％ | 2．8\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| ${ }^{33}$ | Road D5 | 1．3\％ | ${ }^{55.7 \%}$ | ${ }^{12.7 \%}$ | 1．0\％ | 0．7\％ | ${ }^{1.5 \%}$ | 0．0\％ | ${ }^{0.1 \%}$ | ${ }^{0.7 \%}$ | ${ }^{0.1 \%}$ | ${ }_{\text {9．5\％}}^{\text {9．5\％}}$ | ${ }^{3.4 \%}$ | ${ }^{3.8 \%}$ | ${ }^{7.5 \%}$ | ${ }^{2.0 \%}$ | 0．0\％ | 0．0\％ | 0．0\％ | ${ }^{100.0 \%}$ |
| ${ }^{34}$ | Road D5 | 1．2\％ | 50．3\％ | 11．4\％ | 0．9\％ | 0．6\％ | 1．4\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．1\％ | ${ }^{12.1 \%}$ | 4．3\％ | 4．9\％ | 9．6\％ | 2．5\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| ${ }^{35}$ | Road D5 | 0．7\％ | 28．5\％ | 6．5\％ | 0．5\％ | 0．4\％ | 0．8\％ | 0．0\％ | 0．0\％ | 0．4\％ | 0．2\％ | 22．5\％ | ${ }^{8.1 \%}$ | 9．1\％ | 17．8\％ | 4．7\％ | 0．0\％ | 0．0\％ | 0．0\％ | ${ }^{10000 \%}$ |
| ${ }^{36}$ | Road D5 | 1．1\％ | 48．6\％ | 11．0\％ | 0．9\％ | 0．6\％ | ${ }_{\text {1．3\％}}^{1.3}$ | 0．0\％ | 0．1\％ | 0．6\％ | 0．1\％ | ${ }^{12.29 \%}$ | 4．6\％ | 5．2\％ | 10．2\％ | 2．7\％ | 0．0\％ | 0．0\％ | 0．0\％ | ${ }^{10000 \%}$ |
| ${ }^{37}$ | Road D5 | 1．1\％ | 年8．0\％ | 10．9\％ | 0．9\％ | 0．6\％ | 1．3\％ | 0．0\％ | ${ }^{0.1 \%}$ | 0．6\％ | 0．1\％ | $\frac{12.8 \%}{100^{\circ}}$ | ${ }^{4.6 \%}$ | 5．2\％ | 10．2\％ | $\frac{2.7 \%}{310}$ | 0．0\％ | 0\％ | 0．9\％ |  |
| 40 | Road D5 | 0．9\％ | 38．6\％ | 8．8\％ | 0．7\％ | 0．5\％ | ${ }_{\text {1．1\％}}$ | 0．0\％ | 0．1\％ | 0．5\％ | 0．2\％ | 17．4\％ | ${ }^{6.2 \%}$ | 7．0\％ | 13．8\％ | 3．6\％ | 0．0\％ | 0．0\％ | 0．7\％ | 100．0\％ |
| ${ }^{41}$ | Road D5 | 1．1\％ | 46．4\％ | 10．6\％ | 0．8\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．1\％ | 13．\％ | 4．9\％ | 5．5\％ | 10．7\％ | 2．8\％ | 0．0\％ | 0．0\％ | 1．1\％ | 100．0\％ |
| ${ }^{42}$ | Road D5 | 0．7\％ | 29．5\％ | 6．7\％ | 0．5\％ | 0．4\％ | 0．8\％ | 0．0\％ | 0．0\％ | 0．4\％ | 0．2\％ | ${ }^{21.7 \%}$ | 7．8\％ | 8．7\％ | 17．2\％ | 4．5\％ | 0．0\％ | 0．0\％ | 0．9\％ | ${ }^{1000.0 \%}$ |
| ${ }^{43}$ | Slip road for Kong Sham Western Highway | 1．0\％ | 42．9\％ | 9．7\％ | 0．8\％ | 0．5\％ | 1．2\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．2\％ | 15．\％ | 5．6\％ | 6．3\％ | ${ }^{12.4 \%}$ | 3．2\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 44 | Slip road for Road D3 | 1．1\％ | 46．7\％ | 10．6\％ | 0．8\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．1\％ | 13．8\％ | 5．0\％ | 5．6\％ | ${ }^{10.9 \%}$ | 2．9\％ | 0．0\％ | 0．0\％ | 0．0\％ | ${ }^{100.0 \%}$ |
| $\stackrel{45}{46}$ | $\frac{\text { Kong Sham Western Highway }}{\text { Kong Sam Western Highway }}$ | $\frac{1.0 \%}{1.0 \%}$ | $\frac{41.2 \%}{440 \%}$ | $\frac{9.4 \%}{100 \%}$ | 0．7\％ 0 | 0．5\％ 0 | $\frac{1.1 \%}{12 \%}$ | $\frac{0.0 \%}{0.0 \%}$ | $\frac{0.1 \%}{0.1 \%}$ | 0．5\％ | $\frac{0.2 \%}{0.2 \%}$ | $\frac{15.9 \%}{14.7 \%}$ | 5．1\％\％ | 㐌．4．9\％ | $\frac{12.6 \%}{11.6 \%}$ | $\frac{3.3 \%}{3.0 \%}$ | 0．0\％ | $\frac{1.3 \%}{1.1 \%}$ | 0．0．0\％ | ${ }^{10000 \%}$ |

## Appendix 3．4 Traffic Data

## Year 2041

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes

| Link No． | Road Name | $\left\|\begin{array}{c} 16- \\ \text { Motorycl } \\ \text { es (MC) } \end{array}\right\|$ | $\begin{gathered} \left.\begin{array}{c} 01 \\ \text { Private } \\ \text { Cars (PC) } \end{array}\right) \end{gathered}$ | 02 －Taxi | $\left\|\begin{array}{c} \begin{array}{c} 11-\text { Non- } \\ \text { franchise } \\ d \\ \text { Bus< }=6.4 \end{array} \\ t \end{array}\right\|$ | $\begin{aligned} & 12 \text { - Non- } \\ & \text { tranhis } \\ & \text { d Bus. } 8 . \\ & 155 \mathrm{t} \end{aligned}$ | 13－Non－ tranchise d Bus nt 24t 24 t | $\begin{aligned} & 18 \text { - Non- } \\ & \text { franchise } \\ & \text { d Bus } \\ & >244 t \end{aligned}$ | $\left\lvert\, \begin{gathered} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.55 \end{gathered}\right.$ | $\begin{array}{\|c\|} 10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 \mathrm{t} \end{array}$ | 03 －Light Goods Vehicles | $\begin{gathered} \text { o4- - Lt } \\ \text { Goods } \\ \text { vehicles } \end{gathered}$ $\begin{array}{\|l\|l\|} \hline \text { 2.5. } 5 \cdot .51 \\ \hline \end{array}$ | $\left\|\begin{array}{c}05-\text { Light } \\ \text { Goods } \\ \text { Vehicles＞} \\ 3.5 t\end{array}\right\|$ | $\begin{gathered} 06- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicless } \\ =15 \mathrm{t} \\ \hline \end{gathered}$ | $\begin{gathered} \hline 07- \\ \begin{array}{c} \text { Heavy } \\ \text { Geoods } \\ \text { Vehicics } \\ 15-24 t \end{array} \\ \hline \end{gathered}$ | $\begin{gathered} \hline 17-2 \\ \text { Heavy } \\ \text { Gooods } \\ \text { Vehiclies } \\ >24 t \end{gathered}$ | $\begin{array}{\|c\|c\|} \hline 14- \\ \begin{array}{c} \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c} \text { 15- } \\ \begin{array}{c} \text { ranchis } \\ \text { en (Bus } \\ \text { (DD) } \end{array} \\ \hline \end{array}$ | $\left\lvert\, \begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}\right.$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road P1 |  | 293\％ | 6．3\％ | 0．5\％ | 0．4\％ | 0．8\％ | 0．0\％ | 0．0\％ | 0．4\％ | 0．2\％ | 22，1\％ | 79\％ | \％ | 6．9\％ | 4\％ | 0．0\％ | 0．0\％ | 1．10\％ | 0\％ |
| 2 | Kong Sham Western Highway | 1．0\％ | 32．7\％ | 7．0\％ | 0．6\％ | 0．4\％ | 0．9\％ | 0．0\％ | 0．1\％ | 0．4\％ | 0．2\％ | 19．6\％ | 7．0\％ | 7．6\％ | 15．0\％ | 3．9\％ | 0．1\％ | ${ }^{\text {3．3\％}}$ | 0．0\％ | 100．0\％ |
| 3 | Kong Sham Western Highway | 1．1\％ | 33．2\％ | 7．1\％ | 0．6\％ | 0．4\％ | 0．9\％ | 0．0\％ | 0．1\％ | 0．4\％ | 0．2\％ | 18．9\％ | 6．8\％ | 7．4\％ | 14．5\％ | 3．8\％ | 0．1\％ | 4．5\％ | 0．0\％ | 100．0\％ |
|  | Road P1 | 1．1\％ | 33．7\％ | 7．2\％ | 0．6\％ | 0．4\％ | 0．9\％ | 0．0\％ | 0．1\％ | 0．4\％ | 0．2\％ | 19．9\％ | 7．1\％ | 7．8\％ | 15．3\％ | 4．0\％ | 0．0\％ | 0．0\％ | 1．3\％ | 100．0\％ |
| 5 | Road P1 | ${ }^{1.2 \%}$ | 38．9\％ | 8．4\％ | 0．7\％ | 0．5\％ | ${ }^{1.1 .1 \%}$ | 0．0\％ | ${ }^{0.1 \%}$ | 0．5\％ | 0．2\％ | 17．7\％ | ${ }^{6.3 \%}$ | 6．9\％ | 13．5\％ | 3．5\％ | 0．0\％ | 0.04 | 0．5\％ | 100．0\％ |
| 6 | Road P1 | 1．3\％ | 40．1\％ | 8．6\％ | 0．7\％ | 0．5\％ | 1．1\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．2\％ | 16．9\％ | 6．1\％ | 6．6\％ | 12．9\％ | 3．4\％ | 0．0\％ | 0．4\％ | 0．6\％ | 100．0\％ |
| 7 | Road D5 | 1．3\％ | ${ }^{42.1 \%}$ | ${ }^{\text {9．1\％}}$ | 0．8\％ | 0．5\％ | ${ }^{1.2 \%}$ | 0．0\％ | ${ }^{0.1 \%}$ | 0．5\％ | 0．2\％ | 16．0\％ | 5．7\％ | ${ }_{6.2 \%}^{6.2}$ | 12．2\％ | ${ }^{3.2 \%}$ | 0．0\％ | 0．3\％ | 0．5\％ | ${ }^{10000 \%}$ |
| 8 | Road D5 | ${ }^{1.27}$ | ${ }^{38.19}$ | ${ }_{8.2 \%}^{8.7}$ | 0．7\％ | 0．5\％ | ${ }_{\text {1．1．1\％}}^{1.1}$ | 0．0\％ | ${ }^{0.1 \%}$ | 0．5\％ | 0．2\％ | 18．0\％ | ${ }^{6.5 \%}$ | ${ }^{7.0 \%}$ | 13．8\％ | ${ }^{3.6 \%}$ | 0．0\％ | 0．0\％ | 0．6\％ | ${ }^{10000 \%}$ |
| ${ }^{11}$ | Road P1 | 1．3\％ | 40．5\％ | 8．7\％ | 0．7\％ | 0．5\％ | 1．1\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．2\％ | 16．6\％ | 6．0\％ | 6．5\％ | 12．8\％ | 3．3\％ | 0．0\％ | 0．0\％ | 1．1\％ | 100．0\％ |
| 12 | Kong Sham Western Highway | 1．6\％ | 51．0\％ | 10．9\％ | 0．9\％ | 0．7\％ | ${ }^{1.4 \%}$ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | 12．0\％ | 4．3\％ | 4．7\％ | 9．2\％ | 2．4\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 13 | Kong Sham Western Highway | 1．4\％ | 44．6\％ | 9．6\％ | 0．8\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | 15．1\％ | 5．4\％ | 5．9\％ | ${ }^{11.5 \%}$ | 3．0\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 14 | Road P1 | 1．1\％ | 35．3\％ | 7．6\％ | 0．7\％ | 0．5\％ | 1．0\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．2\％ | 19．3\％ | 6．9\％ | 7．5\％ | 14．8\％ | 3．9\％ | 0．0\％ | 0．0\％ | 0．7\％ | 100．0\％ |
| ${ }^{15}$ | Road P1 | ${ }^{1.3 \%}$ | 40．2\％ | 8．6\％ | 0．7\％ | 0．5\％ | ${ }^{1.1 \%}$ | 0．0\％ | 0．1\％ | 0．5\％ | 0．2\％ | 16．6\％ | 6．0\％ | 6．5\％ | 12．7\％ | ${ }^{3.3 \%}$ | 0．0\％ | 1．7\％ | 0．0\％ | 100．0\％ |
| 16 | ${ }_{\text {Road P1 }}$ | ${ }^{1.5 \%}$ | 45．7\％ | 9．8\％ | 0．8\％ | 0．6\％ | 1．3\％ | 0．0\％ | ${ }^{0.1 \%}$ | 0．6\％ | 0．2\％ | 14．6\％ | ${ }_{5}^{5.2 \%}$ | ${ }_{\text {5．7\％}}^{5}$ | ${ }^{112.2 \%}$ | 2．9\％ | 0．0\％ | 0．0\％ | 0．0\％ | ${ }^{10000 \%}$ |
| 17 | Road D | 1．4\％ | 44．0\％ | 9，4\％ | 0．8\％ | 0．6\％ | $\frac{1.2 \%}{1.10}$ | 0．0\％ | ${ }^{0.1 \%}$ | 0．6\％ | 0．2\％ | $\frac{14.6 \%}{172 \%}$ | ${ }^{5.3 \%}$ | ${ }^{5.7 \%}$ | $\frac{11.2 \%}{1310^{2}}$ | ${ }^{2.9 \%}$ | ${ }^{0.0 \%}$ | ${ }^{1.2 \%}$ |  | ${ }^{10000 \%}$ |
| 19 | Kong Sham Western Hiohway | － |  | －${ }^{8.5 \%}$ | O．7\％ | 0．5\％ | － | －0．0\％ | ${ }_{0}^{0.1 \%}$ | 0．5\％ | － |  | ${ }_{\text {cher }}^{6.4 \%}$ |  | 13．6\％ | ${ }^{\frac{3.4 \%}{3.6 \%}}$ | ${ }_{0}^{0.1 \%}$ | ${ }^{\text {a }}$ | 0．0\％ | ${ }^{10000 \%}$ |
| 20 | Kong Sham Western Highway | 1．2\％ | 39．1\％ | 8．4\％ | 0．7\％ | 0．5\％ | 1．1\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．2\％ | 16．9\％ | 6．1\％ | 6．6\％ | 13．0\％ | ${ }^{3.4 \%}$ | 0．1\％ | ${ }_{\text {2．1\％}}$ | 0．0\％ | 100．0\％ |
| 21 | Road 33 | 1．3\％ | 40．4\％ | 8．7\％ | 0．7\％ | 0．5\％ | 1．1\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．2\％ | 16．7\％ | 6．0\％ | 6．5\％ | 12．8\％ | 3．3\％ | 0．0\％ | 1．2\％ | 0．0\％ | 100．0\％ |
| 22 | Road D3 | 1．3\％ | 40．1\％ | 8．6\％ | 0．7\％ | 0．5\％ | ${ }^{1.1 \%}$ | 0．0\％ | 0．1\％ | 0．5\％ | 0．2\％ | 17．3\％ | 6．2\％ | 6．7\％ | 13．2\％ | 3．5\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| ${ }^{23}$ | Road D1 | 1．0\％ | ${ }^{31.6 \%}$ | 6．8\％ | 0．6\％ | 0．4\％ | 0．9\％ | 0．0\％ | 0．1\％ | 0．4\％ | 0．2\％ | ${ }^{21.4 \%}$ | 7．7\％ | 8．3\％ | ${ }^{16.4 \%}$ | 4．3\％ | 0．0\％ | 0．0\％ | 0．0\％ |  |
| 24 | Road D1 | 1．5\％ | 47．0\％ | 10．1\％ | 0．9\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．1\％ | 13．9\％ | 5．0\％ | 5．4\％ | 10．6\％ | 2．8\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 25 | Road D1 | 0．8\％ | 26．5\％ | 5．7\％ | 0．5\％ | 0．3\％ | 0．7\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．2\％ | 23．9\％ | 8．6\％ | 9．3\％ | 18．3\％ | 4．8\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 26 | Road D1 | 1．5\％ | 46．5\％ | 10．0\％ | 0．9\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．1\％ | 14．2\％ | 5．1\％ | 5．5\％ | 10．9\％ | 2．8\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 27 | Road D1 | 0．8\％ | 26．5\％ | 5．7\％ | 0．5\％ | 0．3\％ | 0．7\％ | 0．0\％ | 0．0\％ | 0．3\％ | 0．2\％ | ${ }^{23.9 \%}$ | 8．6\％ | 9．3\％ | 18．3\％ | 4．8\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| ${ }^{28}$ | Road D1 | 1．5\％ | 46．5\％ | 10．0\％ | 0．9\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．1\％ | ${ }^{14.2 \%}$ | 5．1\％ | 5．5\％ | 10．9\％ | 2．8\％ | 0．0\％ | 0．0\％ | 0．0\％ | ${ }^{10000 \%}$ |
| $\frac{29}{30}$ | ${ }_{\text {Road } 1}^{\text {Road } 1}$ |  | ${ }^{45,44^{2}} 3$ | 9．8．8\％ | $\frac{0.8 \%}{0.6 \%}$ | O．${ }^{0.0 \%}$ | － | 年．0\％ | O．1\％ | 0．6\％ 0 | 0．2\％ |  | 年．3\％ | 年．7\％ | $\frac{11.2 \%}{153 \%}$ | $\frac{2.9 \%}{4.0 \%}$ | － | － | 0．0．0\％ | ${ }_{\text {1 }}{ }^{10000 \%}$ |
| 31 | Road D3 | 1．4\％ | 43．1\％ | 9．3\％ | 0．8\％ | 0．6\％ | ${ }^{1.2 \%}$ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | 15．7\％ | 5．6\％ | $\frac{.76 \%}{6.1 \%}$ | 12．0\％ | ${ }^{\text {3．1\％}}$ | 0．0\％ | 0．3\％ | 0．0\％ | 100．0\％ |
| 32 | Road D3 | 1．4\％ | 44．7\％ | 9．6\％ | 0．8\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | 15．0\％ | 5．4\％ | 5．9\％ | 11．5\％ | 3．0\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| ${ }^{33}$ | Road D5 | 1．7\％ | 54．0\％ | 11．6\％ | 1．0\％ | 0．7\％ | 1．5\％ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | 10．5\％ | 3．8\％ | 4．1\％ | 8．1\％ | 2．1\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| ${ }^{34}$ | Road D5 | 1．5\％ | 48．3\％ | 10．4\％ | 0．9\％ | 0．6\％ | 1．4\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．1\％ | 13．3\％ | 4．8\％ | 5．2\％ | 10．2\％ | 2．7\％ | 0．0\％ | 0．0\％ | 0．0\％ | ${ }^{10000 \%}$ |
| 35 <br> 36 | $\xrightarrow{\text { Road D5 }}$ | 0．8\％ | $\frac{26.5 \%}{4650}$ | $\frac{5.7 \%}{10.0 \%}$ | 0．5\％ | 0．3\％ 0.6 | － | － | ${ }^{0.0 \%}$ | 0．3\％ | ${ }^{0.2 \%}$ | 年， $14.2 \%$ | ${ }^{8.6 \%}$ | 9．3\％\％ |  | $\xrightarrow{4.8 \%}$ | － | － | －0．0\％ |  |
| 37 | Road D5 | 1．5\％ | 46．1\％ | 9．9\％ | 0．9\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．1\％ | 14．1\％ | 5．1\％ | 5．5\％ | 10．8\％ | 2．8\％ | 0．0\％ | 0．0\％ | 0．7\％ | 100．0\％ |
| 38 | Road D5 | 1．3\％ | 41．9\％ | 9．0\％ | 0．8\％ | 0．5\％ | 1．2\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．2\％ | ${ }^{16.2 \%}$ | 5．8\％ | 6．3\％ | 12．4\％ | ${ }^{3.2 \%}$ | 0．0\％ | 0．0\％ | 0．5\％ | 100．0\％ |
| 40 | Road D5 | 1．2\％ | 36．5\％ | 7．8\％ | 0．7\％ | 0．5\％ | 1．0\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．2\％ | 18．8\％ | 6．7\％ | 7．3\％ | 14．4\％ | 3．8\％ | 0．0\％ | 0．0\％ | 0．6\％ | 100．0\％ |
| ${ }_{4}^{41}$ | Road D5 | 1．4\％ | 44．4\％ | 9．5\％ | 0．8\％ | 0．6\％ | 1．2\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | 14．8\％ | 5．3\％ | 5．8\％ | ${ }^{11.47 \%}$ | ${ }^{3.0 \%}$ | 0．0\％ | 0．0\％ | 0．9\％ | ${ }^{10000 \%}$ |
| $\stackrel{42}{43}$ | $\xrightarrow{\text { Road } D 5}$ | O．9\％\％ | $\xrightarrow{27.5 \%} 4$ | 㐌．9\％\％ | O．${ }_{\text {0．8\％}}^{0.8 \%}$ | O．4\％ |  | － | － | － | － | ${ }^{23.1 \%}$ | 年产\％ | ${ }_{\text {c }}^{\text {9．6．0\％}}$ | ${ }^{13.30 \%}$ | ${ }^{\text {4．9．9\％}}$ | 0．0\％ | － | O．7\％ | ${ }^{10000 \%}$ |
| 44 | Slip road for Road D3 | 1．4\％ | 44．6\％ | 9．6\％ | 0．8\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | 15．1\％ | 5．4\％ | 5．9\％ | 11．6\％ | 3．0\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 45 | Kong Sham Western Highway | 1．2\％ | 39．1\％ | 8．4\％ | 0．7\％ | 0．5\％ | ${ }^{1.1 \%}$ | 0．0\％ | 0．1\％ | 0．5\％ | 0．2\％ | 17．3\％ | 6．2\％ | 6．7\％ | 13．3\％ | 3．5\％ | 0．0\％ | ${ }^{1.2 \%}$ | 0．0\％ | 100．0\％ |
| 46 | Kong Sham Western Highway | 1．3\％ | 41．9\％ | 9．0\％ | 0．8\％ | 0．5\％ | 1．2\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．2\％ | 16．0\％ | 5．7\％ | 6．2\％ | 12．3\％ | 3．2\％ | 0．0\％ | 1．1\％ | 0．0\％ | 100．0\％ |

## Appendix 3．4 Traffic Data

## Year 2041

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes

| Link No． | Road Name | $\begin{array}{\|c\|} \hline 16- \\ \text { Motorcycl } \\ \text { es (MC) } \end{array}$ | $\left.\begin{gathered} 01- \\ \text { Private } \\ \text { Cars (PC) } \end{gathered} \right\rvert\,$ | 02－ Taxi | $\begin{gathered} \text { 11- Non- } \\ \text { franchise } \\ \text { Busc=6.4 } \\ t \end{gathered}$ |  | 13 －Non－ franchise 24t | $\begin{aligned} & 18 \text { Non- } \\ & \text { franhise } \\ & \text { d Bus } \\ & >244 \end{aligned}$ | $\left\|\begin{array}{c} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 t \end{array}\right\|$ | $\begin{array}{\|c\|} \hline 10 \\ \text { Private } \\ \text { Light Bus } \\ >3.5 \mathrm{t} \end{array}$ | $\|$O3－Light <br> Gooos <br> Vehicles＜ <br> $=2.5 t$ | $\begin{gathered} 04-\mathrm{Lt} \\ \text { Goods } \\ =\begin{array}{c} \text { Genicles } \\ 2.5-3.5 \mathrm{t} \end{array} \end{gathered}$ | $05-$ Light <br> Goods <br> Vehicles» <br> $3.5 t$$\|$ | $\begin{gathered} \text { He- } \\ \begin{array}{c} \text { Heavy } \\ \text { Geoods } \\ \text { Venicless } \\ \text { ent } \end{array} \\ \hline \end{gathered}$ | $\begin{array}{\|c\|} \hline 07-\mathrm{c} \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ \text { 15t-24t } \\ \hline \end{array}$ |  | $\begin{array}{\|c\|} \text { 14- } \\ \text { Franchis } \\ \text { ed BDs } \\ \text { (SD) } \end{array}$ | $\begin{array}{\|l\|} 15- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) } \end{array}$ | $\begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road P1 |  | 31．9\％ | 6．8\％ | 0．6\％ | 0．4\％ | 0．9\％ | 0．0\％ | 0．1\％ | 0．4\％ | 0．2\％ | 21．1\％ | 7．6\％ | 8．0\％ | 15．8\％ | 4．1\％ | 0．0\％ | 0．0\％ | ．1\％ | 00．0\％ |
| 2 | Kong Sham Western Highway | 1．1\％ | 35．4\％ | 7．5\％ | 0．7\％ | 0．5\％ | 1．0\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．2\％ | ${ }^{18.6 \%}$ | 6．7\％ | 7．1\％ | 13．9\％ | ${ }^{3.6 \%}$ | 0．1\％ | ${ }^{3.2 \%}$ | 0．0\％ | 100．0\％ |
| 3 | Kong Sham Western Highway | 1．1\％ | 35．9\％ | 7．6\％ | 0．7\％ | 0．5\％ | 1．0\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．2\％ | 17．9\％ | 6．4\％ | 6．8\％ | 13．4\％ | 3．5\％ | 0．1\％ | 4．4\％ | 0．0\％ | 100．0\％ |
| 4 | Road P1 | 1．1\％ | 36．4\％ | 7．7\％ | 0．7\％ | 0．5\％ | 1．1\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．2\％ | 18．8\％ | 6．8\％ | 7．2\％ | 14．1\％ | 3．7\％ | 0．0\％ | 0．0\％ | 1．3\％ | 100．0\％ |
| 5 | Road P1 | 1．3\％ | 41．7\％ | 8．8\％ | 0．8\％ | 0．5\％ | 1．2\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | 16．6\％ | 6．0\％ | 6．3\％ | 12．4\％ | ${ }^{3.2 \%}$ | 0．0\％ | 0．0\％ | 0．5\％ | 100．0\％ |
| 6 | Road P1 | 1．3\％ | 42．8\％ | 9．1\％ | 0．8\％ | 0．6\％ | 1．2\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | 15．8\％ | 5．7\％ | 6．0\％ | 11．8\％ | 3．1\％ | 0．0\％ | 0．4\％ | 0．6\％ | 100.02 |
| 7 | Road D5 | 1．3\％ | 44．8\％ | 9．5\％ | 0．9\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | 14．9\％ | 5．3\％ | 5．7\％ | ${ }^{11.1 \%}$ | 2．9\％ | 0．0\％ | 0．3\％ | 0．5\％ | 100．0\％ |
| 8 | Road D5 | 1．2\％ | 40．9\％ | 8．6\％ | 0．8\％ | 0．5\％ | 1．2\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．2\％ | ${ }^{16.9 \%}$ | 6．1\％ | ${ }^{6.4 \%}$ | 12．6\％ | 3．3\％ | 0．0\％ | 0．0\％ | 0．6\％ | 100．0\％ |
| ${ }^{11}$ | Road P1 | 1．3\％ | 43．3\％ | 9．2\％ | 0．8\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．1\％ | 0．6\％ | ${ }^{0.2 \%}$ | ${ }^{15.6 \%}$ | 5．6\％ | 5．9\％ | 11．6\％ | 3．0\％ | 0．0\％ | 0．0\％ | 1．1．1\％ | 100．0\％ |
| 12 | Kong Sham Western Highway | 1．6\％ | 53．4\％ | 11．3\％ | 1．0\％ | 0．7\％ | 1．5\％ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | 11．0\％ | 4．0\％ | 4．2\％ | ${ }^{8.2 \%}$ | 2．2\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 13 | Kong Sham Western Highway | 1．4\％ | 47．3\％ | 10．0\％ | 0．9\％ | 0．6\％ | 1．4\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．1\％ | 14．0\％ | 5．0\％ | 5．3\％ | 10．5\％ | 2．7\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 14 | Road P1 | 1．1\％ | 38．1\％ | 8．1\％ | 0．7\％ | 0．5\％ | 1．1\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．2\％ | 18．2\％ | 6．6\％ | 6．9\％ | 13．6\％ | 3．6\％ | 0．0\％ | 0．0\％ | 0．7\％ | 100．0\％ |
| 15 | Road P1 | 1．3\％ | 42．9\％ | 9．1\％ | 0．8\％ | 0．6\％ | 1．2\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | 15．5\％ | 5．6\％ | 5．9\％ | 11．6\％ | 3．0\％ | 0．1\％ | 1．6\％ | 0．0\％ | 100．0\％ |
| ${ }^{16}$ | ${ }_{\text {Road P1 }}$ | $\frac{1.5 \%}{1.4 \%}$ | 年 $48.3 \%$ | 10．2\％ | 0．9\％ | 0．6\％ | $\frac{1.4 \%}{13 \%}$ | 0．0\％ | $\frac{0.1 \%}{0.1 \%}$ | $\frac{0.6 \%}{0.6 \%}$ | $\frac{0.1 \%}{0.10}$ | $\frac{13.5 \%}{136 \%}$ | $\frac{4.8 \%}{49 \%}$ | 5．1\％ | $\frac{10.1 \%}{102 \%}$ | $\frac{2.6 \%}{27 \%}$ | 0．0\％ | $\frac{0.0 \%}{10 \%}$ | 0．0\％ | 100．0\％ |
| ${ }^{17}$ | ${ }_{\text {Road D }}$ | $\frac{1.4 \%}{1.3 \%}$ | $\frac{46.6 \%}{42.5 \%}$ | 9，9\％\％ | 0．9\％ | 0．6\％ 0.6 | － $1.1 .2 \%$ | 0．0\％ | 0．1\％ | 0．6\％ | 0．1\％ | ${ }^{13.6 \%}$ | 4．9\％\％ | 5．2\％${ }^{\text {6．1\％}}$ | 10．2\％ | $\frac{2.7 \%}{3.1 \%}$ | 0．0\％ | $\frac{1.10 \%}{0.0 \%}$ | 0．9\％ 0 | $\frac{100.0 \%}{100.0 \%}$ |
| 19 | Kong Sham Western Highway | 1．2\％ | 39，3\％ | 8．3\％ | 0．7\％ | 0．5\％ | 1．1\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．2\％ | 16．7\％ | 6．0\％ | ${ }^{6.4 \%}$ | 12．5\％ | 3．3\％ | 0．1\％ | 3．1\％ | 0．0\％ | 100．0\％ |
| 20 | Kong Sham Western Highway | 1．3\％ | 41．9\％ | 8．9\％ | 0．8\％ | 0．6\％ | 1．2\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | 15．8\％ | 5．7\％ | 6．0\％ | 11．9\％ | 3．1\％ | 0．1\％ | 2．1\％ | 0．0\％ | 100．0\％ |
| 21 | Road 3 | 1．3\％ | 43．1\％ | 9．1\％ | 0．8\％ | 0．6\％ | 1．2\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | 15．6\％ | 5．6\％ | 5．9\％ | 11．6\％ | 3．0\％ | 0．0\％ | 1．2\％ | 0．0\％ | 100．0\％ |
| 22 | Road D3 | 1．3\％ | 42．8\％ | 9．1\％ | 0．8\％ | 0．6\％ | ${ }^{1.2 \%}$ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | 16．2\％ | 5．8\％ | 6．2\％ | 12．1\％ | 3．2\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 23 | Road D1 | 1．0\％ | 34．3\％ | 7．3\％ | 0．7\％ | 0．5\％ | 1．0\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．2\％ | ${ }^{20.3 \%}$ | 7．3\％ | 7．7\％ | 15．2\％ | 4．0\％ | 0．0\％ | 0．0\％ | 0．0\％ |  |
| ${ }^{24}$ | Road D1 | 1．5\％ | 49．6\％ | 10．5\％ | 0．9\％ | 0．7\％ | 1．4\％ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | ${ }^{12.8 \%}$ | 4．6\％ | 4．9\％ | 9．6\％ | 2．5\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| ${ }^{25}$ | Road D1 | 0．9\％ | 29．0\％ | 6．1\％ | 0．6\％ | 0．4\％ | 0．8\％ | 0．0\％ | 0．0\％ | 0．4\％ | 0．2\％ | ${ }^{22.9 \%}$ | 8．2\％ | 8．7\％ | 17．1\％ | 4．5\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 26 | Road D1 | 1．5\％ | 49．1\％ | 10．4\％ | 0．9\％ | 0．6\％ | 1．4\％ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | ${ }^{13,1 \%}$ | 4．7\％ | 5．0\％ | ${ }^{\text {9，8\％}}$ | 2．6\％ | 0．0\％ | 0．0\％ | 0．0\％ |  |
| 27 | Road D1 | 0．9\％ | 29．0 | 6．1\％ | 0．6\％ | 0．4\％ | 0．8\％ | 0．0\％ | 0．0\％ | 0．4\％ | 0．2\％ | 22．9\％ | 8．2\％ | 8．7\％ | 17．1\％ | 4．5\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 28 | Road D1 | 1．5\％ | 49．1\％ | 10．4\％ | 0．9\％ | 0．6\％ | 1．4\％ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | 13．1\％ | 4．7\％ | 5．0\％ | 9．8\％ | 2．6\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 29 | Road D1 | ${ }^{1.4 \%}$ | 48．1\％ | 10．2\％ | 0．9\％ | 0．6\％ | ${ }^{1.4 \%}$ | 0．0\％ | 0．1\％ | 0．6\％ | 0．1\％ | ${ }^{13.6 \%}$ | 4．9\％ | 5．2\％ | 10．2\％ | 2．7\％ | 0．0\％ | 0．0\％ | 0．0\％ |  |
| 30 | Road D1 | ${ }^{1.1 \%}$ | 37．4\％ | 7．9\％ | 0．7\％ | 0．5\％ | 1．1\％ | 0．0\％ | 0．1\％ | 0．5\％ | 0．2\％ | 18．8\％ | 6．8\％ | 7．2\％ | 14．1\％ | 3．7\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 31 | Road D3 | 1．4\％ | 45．8\％ | 9．7\％ | 0．9\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | ${ }^{14.6 \%}$ | ${ }_{5.2 \%}^{5.2 \%}$ | ${ }_{\text {5．6\％}}^{5}$ | 10．9\％ | ${ }^{2.9 \%}$ | 0．0\％ | ${ }^{0.3 \%}$ | 0．0\％ |  |
| 32 | Road D3 | 1．4\％6 | ${ }^{4774 \%}$ | 10．0\％ | 0．9\％ | 0．6\％ | 1．14\％ | 0．0\％ | ${ }^{0.1 \%}$ | 0．6\％ | 0．1\％ | 14．0\％ | 5．0\％ | －5．3\％ | 10．4\％ | 2．7\％ | 0．0\％ | 0．0\％ | 0．0\％ |  |
| 33 | Road D5 | 1．7\％ | 56．2\％ | 11．9\％ | 1．1\％ | 0．7\％ | 1．6\％ | 0．0\％ | 0．1\％ | 0．8\％ | 0．1\％ | 9．6\％ | 3．5\％ | 3．7\％ | 7．2\％ | 1．9\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| ${ }^{34}$ | Road D5 | 1．5\％ | 50．8\％ | 10．8\％ | 1．0\％ | 0．7\％ | 1．5\％ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | 12．3\％ | 4．4\％ | 4．7\％ | ${ }^{\text {9．2\％}}$ | 2．4\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| ${ }^{35}$ | Road D5 | 0．9\％ | 29．0\％ | 6．1\％ | 0．6\％ | 0．4\％ | 0．8\％ | 0．0\％ | 0．0\％ | 0．4\％ | 0．2\％ | ${ }^{22.9 \%}$ | 8．2\％ | 8．7\％ | 17．1\％ | 4．5\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 36 | Road D5 | 1．5\％ | 49，1\％ | 10．4\％ | 0．9\％ | 0．6\％ | 1．4\％ | 0．0\％ | 0．1\％ | 0．7\％ | ${ }^{0.1 \%}$ | ${ }^{13.1 \%}$ | 4．7\％ | ${ }^{5.0 \%}$ | 9．8\％ | 2．6\％ | 0．0\％ | 0．0\％ | 0．0\％ |  |
| 37 | Road D5 | 1．5\％ | 48．7\％ | 10．3\％ | 0．9\％ | 0．6\％ | ${ }^{1.4 \%}$ | 0．0\％ | 0．1\％ | 0．7\％ | 0．1\％ | 13．0\％ | 4．7\％ | 5．0\％ | 9．7\％ | 2．5\％ | 0．0\％ | 0．0\％ | 0．7\％ | 100．0\％ |
| 38 | Road D5 | 1．3\％ | 44．6\％ | 9．4\％ | 0．8\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | ${ }^{15.17 \%}$ | 5．4\％ | 5．8\％ | 113．3\％ | 3．0\％ | 0．0\％ | 0．0\％ | 0．5\％ | 100．0\％ |
| 40 | Road D5 | ${ }^{1.2 \%}$ | 39，2\％ | 8．3\％ | 0．7\％ | 0．5\％ | ${ }^{1.1 .1 \%}$ | 0．0\％ | ${ }^{0.1 \%}$ | 0．5\％ | 0．2\％ | 17．7\％ | 6．4\％ | $\frac{6.7 \%}{50}$ | ${ }^{13.2 \%}$ | ${ }^{3.5 \%}$ | 0．0\％ | 0．0\％ | 0．6\％ | ${ }^{100.0 \%}$ |
| ${ }^{41}$ | Road D5 | 1．4\％ | 47．1\％ | 10．0\％ | 0．9\％ | 0．6\％ | 1．4\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．1\％ | ${ }^{13.8 \%}$ | 4．9\％ | 5．2\％ | 10．3\％ | 2．7\％ | 0．0\％ | 0．0\％ | 0．9\％ | 100．0\％ |
| ${ }^{42}$ | Road D5 | 0．9\％ | 30．1\％ | 6．4\％ | 0．6\％ | 0．4\％ | 0．9\％ | 0．0\％ | 0．1\％ | 0．4\％ | 0．2\％ | ${ }^{22.1 \%}$ | 7．9\％ | 8．4\％ | 16．6\％ | 4．3\％ | 0．0\％ | 0．0\％ | 0．7\％ | 100．0\％ |
| ${ }_{4}^{43}$ | Slip road for Kong Sham Western highway | $\frac{1.3 \%}{1.4 \%}$ | － $43.44 \%$ | ${ }^{\text {9．2\％}} 10$ | 0．8\％ | 0．6\％ | $\frac{1.3 \%}{1.4 \%}$ | 年．0\％ | 0．1\％ | 0．6\％ | 0．2\％ |  | 5．7\％ | ${ }^{6.0 \%}$ | 11．9\％ | 年．1\％ | 0．0\％ | －0．0\％ | 0．0\％ |  |
| 45 | Kong Sham Western Highway | 1．3\％ | 41．8\％ | 8．8\％ | 0．8\％ | 0．6\％ | ${ }^{1.2 \%}$ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | 16．2\％ | 5．8\％ | 6．2\％ | 12．1\％ | ${ }^{3.2 \%}$ | 0．0\％ | ${ }^{1.2 \%}$ | 0．0\％ | 100．0\％ |
| 46 | Kong Sham Western Highway | 1．3\％ | 44．6\％ | 9．4\％ | 0．8\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．1\％ | 0．6\％ | 0．2\％ | 14．9\％ | 5．4\％ | 5．7\％ | 11．2\％ | 2．9\％ | 0．0\％ | 1．0\％ | 0．0\％ | 100．0\％ |

## Appendix 3.4 Traffic Data

## Year 2041

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes

| Link No. | Road Name | $\left\|\begin{array}{c} 16- \\ \text { Motorycl } \\ \text { es (Mc) } \end{array}\right\|$ | $\left.\begin{gathered} \text { P1- } \\ \text { Private } \\ \text { Cars (PC) } \end{gathered} \right\rvert\,$ | 02 - Taxi | $\begin{aligned} & 14-\text { Non } \\ & \text { franchise } \\ & \text { d } \\ & \text { Bus }<6.4 \end{aligned}$ | $12-$ Non- <br> franchise <br> d Bus $6.4-$ <br> $15 t$ | $\begin{array}{\|c} \begin{array}{c} 13-\text { Non- } \\ \text { franchise } \\ \text { d Bus } 15 t \\ 24 t \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { 18-Non- } \\ \text { franchise } \\ \text { d Bus } \\ \text { 24t } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 t \\ \hline \end{array}$ |  | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { O3-Light } \\ \text { Goods } \\ \text { Vehicles }< \\ =2.5 t \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline 04-\text {-Lt } \\ \text { Goods } \\ \text { Vehicles } \\ 2.5-3.5 \mathrm{t} \\ \hline \end{array}$ | $\left\|\begin{array}{c}05-\text { Light } \\ \text { Goods } \\ \text { Vehicles> } \\ 3.5 t\end{array}\right\|$ |  | $\begin{array}{\|c\|} \hline 07- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ \text { 15t-24t } \\ \hline \end{array}$ | $17-$ <br> Heavy <br> Gooos <br> Vehicles <br> $>24 t$ | $\begin{array}{\|c\|} \hline \text { 14- } \\ \begin{array}{c} \text { Franchis } \\ \text { ee Bus } \\ \text { (SD) } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline 15- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) } \\ \hline \end{array}$ | $\begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 500-170 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1 | Road P1 | 11\% | 33.4\% | $7.2 \%$ | 0.8\% | 0.5\% | 1.2\% | 0.0\% | 0.1\% | 1.0\% | 0.2\% | 20.6\% | 7.4\% | 7.3\% | 14.3\% | 3.7\% | 0.0\% | 0.0\% | 1.2\% | 100.0\% |
| 2 | Kong Sham Western Highway | 1.2\% | 36.6\% | 7.9\% | 0.8\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 1.1\% | 0.2\% | 17.9\% | 6.4\% | 6.3\% | 12.4\% | 3.2\% | 0.1\% | 3.7\% | 0.0\% | 100.0\% |
| 3 | Kong Sham Western Highway | ${ }^{1.2 \%}$ | 37.0\% | 8.0\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 1.1\% | 0.2\% | 17.2\% | 6.2\% | 6.1\% | 11.9\% | 3.1\% | 0.1\% | 5.0\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 1.2\% | 37.7\% | 8.2\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 1.1\% | 0.2\% | 18.3\% | 6.6\% | 6.4\% | 12.6\% | 3.3\% | 0.0\% | 0.0\% | 1.4\% | 100.0\% |
| 5 | Road P1 | 1.4\% | 42.9\% | 9.3\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.2\% | 1.3\% | 0.2\% | 15.9\% | 5.7\% | 5.6\% | 11.0\% | 2.9\% | 0.0\% | 0.0\% | 0.5\% | 100.0\% |
| 6 | Road P1 | 1.4\% | 43.9\% | 9.5\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.2\% | 1.3\% | 0.2\% | 15.1\% | 5.4\% | 5.3\% | 10.5\% | 2.7\% | 0.0\% | 0.4\% | 0.7\% |  |
| 7 | Road D5 | 1.5\% | 45.9\% | 9.9\% | 1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.2\% | ${ }^{1.4 \%}$ | 0.1\% | 14.2\% | 5.1\% | 5.0\% | 9.8\% | 2.6\% | 0.0\% | 0.4\% | 0.6\% | 100.0\% |
| 8 | Road D5 | 1.4\% | 42.1\% | 9.1\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.2\% | 1.2\% | 0.2\% | 16.3\% | 5.8\% | 5.7\% | ${ }^{11.3 \%}$ | 2.9\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 11 | Road P1 | ${ }^{1.4 \%}$ | $\frac{44.3 \%}{530 \%}$ | 9.9\%\% | ${ }_{\text {1.0\% }}^{1.120}$ | ${ }^{0.7 \%}$ | -1.6\% | ${ }^{0.0 \%}$ | ${ }^{0.2 \%}$ | ${ }^{1.3 \%}$ | ${ }^{0.2 \%}$ | 14.9\%\% | 5.3\% | 5.2\% | 10.3\% | ${ }^{2.7 \%}$ | ${ }^{\text {0.0\% }}$ | ${ }^{0.0 \%}$ | ${ }^{1.2 \%}$ |  |
| 12 | Kong Sham Weestern Highway | 1.5\% | ${ }^{50.9 \%}$ | 10.4\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.2\% | 1.4\% | 0.1\% | 13.3\% | 4.8\% | 4.7\% | ${ }^{9.2 \%}$ | 2.4\% | 0.0\% | 0.0\% |  | -100.0\% |
| 14 | Road P1 | 1.3\% | 39.4\% | 8.5\% | 0.9\% | 0.6\% | ${ }^{1.4 \%}$ | 0.0\% | 0.1\% | 1.2\% | 0.2\% | 17.6\% | 6.3\% | 6.2\% |  | 3.2\% | 0.0\% |  | 0.7\% | 100.0\% |
| 15 | Road $\mathrm{P1}$ | 1.4\% | 44.0\% | 9.5\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.2\% | 1.3\% | 0.2\% | 14.8\% | 5.3\% | 5.2\% | 10.3\% | 2.7\% | 0.0\% | 1.8\% | 0.0\% | 100.0\% |
| 16 | Road P1 | 1.6\% | 49.2\% | 10.6\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.2\% | 1.5\% | 0.1\% | 12.8\% | 4.6\% | 4.5\% | 8.9\% | 2.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 17 | Road D5 | 1.5\% | 47.4\% | 10.3\% | ${ }^{\text {1.1.\% }}$ | 0.8\% | 1.7\% | 0.0\% | 0.2\% | 1.4\% | 0.1\% | 12.9\% | 4.6\% | 4.5\% | 8.9\% | 2.3\% | 0.0\% | 1.3\% | .0\% | 100.0\% |
| 18 | Road D5 | 1.4\% | 43.7\% | 9.5\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.2\% | 1.3\% | 0.2\% | 15.4\% | 5.5\% | 5.4\% | 10.7\% | 2.8\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| 19 | Kong Sham Western Highway | 1.3\% | 40.4\% | 8.7\% | 0.9\% | 0.6\% | 1.4\% | 0.0\% | 0.2\% | 1.2\% | 0.2\% | 16.1\% | 5.8\% | 5.7\% | 11.1\% | 2.9\% | 0.1\% | 3.5\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 1.4\% | 42.9\% | 9.3\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.2\% | 1.3\% | 0.2\% | 15.2\% | 5.5\% | 5.3\% | 10.5\% | 2.7\% | 0.0\% | 2.4\% | 0.0\% | 100.0\% |
| ${ }^{21}$ | ${ }^{\text {Road } 3} 3$ | 1.4\% | 44.2\% | 9.6\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.2\% | 1.3\% | 0.2\% | 14.9\% | 5.4\% | 年.5\% | 10.3\% | 2.7\% | 0.0\% | 1.3\% | 0.0\% | ${ }^{10000 \%}$ |
| 22 | Road D 3 | ${ }^{1.4 \%}$ | 44.0\% | 9.5\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.2\% | 1.3\% | 0.2\% | 15.5\% | 5.6\% | 5.5\% | 10.8\% | 2.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 23 | Road D1 | ${ }^{1.2 \%}$ | 35.8\% | 7.8\% | 0.8\% | 0.6\% | 1.3\% | 0.0\% | 0.1\% | 1.1\% | 0.2\% | 19.8\% | 7.1\% | 7.0\% | 13.7\% | 3.6\% | 0.0\% | 0.0\% | 0.0\% |  |
| ${ }^{24}$ | Road D1 | 1.6\% | 50.4\% | 10.9\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.2\% | 1.5\% | 0.1\% | 12.2\% | 4.4\% | 4.3\% | 8.4\% | 2.2\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| ${ }^{25}$ | Road D1 | 1.0\% | 30.6\% | 6.6\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.9\% | 0.2\% | ${ }^{22.6 \%}$ | 8.1\% | 7.9\% | 15.6\% | 4.1\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| ${ }^{26}$ | Road D1 | 1.6\% | 49.9\% | 10.8\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.2\% | 1.5\% | 0.1\% | 12.4\% | 4.5\% | 4.4\% | 8.6\% | 2.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 27 | Road D1 | 1.0\% | 30.6\% | 6.6\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.9\% | 0.2\% | 22.6\% | 8.1\% | 7.9\% | 15.6\% | 4.1\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| ${ }^{28}$ | Road D1 | 1.6\% | 49.9\% | 10.8\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.2\% | 1.5\% | 0.1\% | 12.4\% | 4.5\% | 4.4\% | 8.6\% | 2.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 29 | Road D1 | 1.6\% | 49,0\% | 10.6\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.2\% | 1.4\% | 0.1\% | 12.9\% | 4.6\% | 4.6\% | 9.0\% | 2.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| ${ }^{30}$ | Road D1 | ${ }^{1.2 \%}$ | 38.8\% | 8.4\% | 0.9\% | 0.6\% | ${ }^{1.4 \%}$ | 0.0\% | 0.1\% | 1.1\% | 0.2\% | 18.2\% | 6.6\% | 6.4\% | 12.6\% | ${ }^{3.3 \%}$ | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| ${ }^{31}$ | Road D3 | ${ }^{1.5 \%}$ | 46.8\% | 10.1\% | ${ }^{1.1 \%}$ | 0.7\% | ${ }^{1.6 \%}$ | 0.0\% | 0.2\% | 1.4\% | 0.1\% | ${ }^{13.9 \%}$ | 5.0\% | 4.9\% | 9.7\% | 2.5\% | 0.0\% | 0.3\% | 0.0\% |  |
| 32 | Road D3 | 1.6\% | 48.3\% | 10.5\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.2\% | 1.4\% | 0.1\% | 13.3\% | 4.8\% | 4.7\% | 9.2\% | 2.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| ${ }^{33}$ | Road D5 | 1.8\% | 56.5\% | 12.2\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.2\% | 1.7\% | 0.1\% | 9.0\% | 3.2\% | 3.2\% | 6.3\% | 1.6\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| ${ }^{34}$ | Road D5 | 1.7\% | ${ }^{51.5 \%}$ | ${ }^{112.2 \%}$ | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.2\% | 1.5\% | ${ }^{0.1 \%}$ | ${ }^{111.6 \%}$ | 4.2\% | 4.1\% | ${ }^{8.0 \%}$ | ${ }^{2.1 \%}$ | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 35 | Road D5 | 1.0\% | 30.6\% | 6.6\% | 0.7\% | 0.5\% | 1.1\% | 0.0\% | 0.1\% | 0.9\% | 0.2\% | 22.6\% | 8.1\% | 7.9\% | 15.6\% | 4.1\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| ${ }^{36}$ | Road D5 | $\frac{1.6 \%}{1.6}$ | 49.9\% | 10.8\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.2\% | 1.5\% | 0.1\% | 12.4\% | 4.5\% | 4.4\% | 8.6\% | 2.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 37 <br> 38 | Road D5 Road D5 | - 1.6 | 49.5\% | ${ }^{10.7 \%}$ | $\frac{1.1 \%}{1.1 \%}$ | 0.8\% | - $\frac{1.7 \%}{1.60}$ | -0.0\% | 0.2\% | - | O.1\% | -12.4\% | $\frac{4.4 \%}{52 \%}$ | 年.4\% | -8.6\% | $\frac{2.2 \%}{2.60}$ | 0.0\% | -0.0\% | 0.8\% | -100.0\% |
| $\begin{array}{r}38 \\ \hline\end{array}$ | Road D5 | $\frac{1.5 \%}{1.36}$ | $\frac{45.6 \%}{405 \%}$ | 9.9\% | ${ }^{1.1 .1 \%}$ | 0.7\% | $\frac{1.6 \%}{1.10 \%}$ | 0.0\% | 0.2\% | $\frac{1.3 \%}{1.20}$ | 0.2\% | $\frac{14.5 \%}{1710^{10}}$ | $\frac{5.2 \%}{6.1 \%}$ | ${ }^{5.1 \%}$ | $\frac{10.0 \%}{11.8 \%}$ | $\frac{2.6 \%}{3.1 \%}$ | 0.0\% | 0.0\% | 0.5\% | $\stackrel{100.0 \%}{1000}$ |
| 41 | Road D5 | 1.5\% | 47.9\% | 10.4\% | ${ }_{\text {1.1\% }}$ | 0.8\% | ${ }^{\text {1.7\% }}$ | 0.0\% | 0.2\% | ${ }_{\text {1.4\% }}$ | 0.1\% | 13.1\% | - $4.7 \%$ | - ${ }^{6.6 \%}$ | ${ }^{\text {9.1. }}$ | ${ }^{\text {2.4\% }}$ | 0.0\% | 0.0\% | 1.0\% | 100.0\% |
| 42 | Road D5 | 1.0\% | 31.6\% | 6.8\% | 0.7\% | 0.5\% | ${ }^{1.1 \%}$ | 0.0\% | 0.1\% | 0.9\% | 0.2\% | 21.7\% | 7.8\% | 7.6\% | 15.0\% | 3.9\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| 43 | Slip road for Kong Sham Western Highway | 1.4\% | 44.6\% | 9.7\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.2\% | 1.3\% | 0.2\% | 15.2\% | 5.5\% | 5.4\% | 10.5\% | 2.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 44 | Slip road for Road D3 | 1.5\% | ${ }^{48.2 \%}$ | 10.4\% | ${ }^{1.1 .1 \%}$ | 0.8\% | ${ }^{1.7 \% \%}$ | 0.0\% | 0.2\% | 1.4\% | 0.1\% | 13.4\% | 4.8\% | 4.7\% | 9.3\% | 2.4\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| $\frac{45}{46}$ | Kong Sham Western Highway | $\frac{1.4 \%}{1.5 \%}$ | $\frac{43.0 \%}{45.6 \%}$ | 9.3\% | $\frac{1.0 \%}{1.0 \%}$ | $\frac{0.7 \%}{0.7 \%}$ | $\frac{1.5 \%}{1.6 \%}$ | $\frac{0.0 \%}{0.0 \%}$ | 0.2\% | $\frac{1.3 \%}{1.3 \%}$ | $\frac{0.2 \%}{0.1 \%}$ | $\frac{15.6 \%}{143 \%}$ | $\frac{5.6 \%}{5.1 \%}$ | 5.5\%\% | $\frac{10.8 \%}{9.9 \%}$ | $\frac{2.8 \%}{2.6 \%}$ | $\frac{0.0 \%}{0.0 \%}$ | $\frac{1.4 \%}{1.2 \%}$ | $\frac{0.0 \%}{0.0 \%}$ | $\frac{100.0 \%}{100 \%}$ |

## Appendix 3．4 Traffic Data

## Year 2041

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes

| Link No． | Road Name | $\left\|\begin{array}{c} \text { 16- } \\ \text { Motorcycl } \\ \text { es (MC) } \end{array}\right\|$ | $\left.\begin{gathered} \text { P1- } \\ \text { Private } \\ \text { Cars (PC) } \end{gathered} \right\rvert\,$ | 02 －Taxi | $\begin{aligned} & 14-\text { Non } \\ & \text { franchise } \\ & \text { d } \\ & \text { Bus }<6.4 \end{aligned}$ | $\begin{gathered} 12 \text { - Non- } \\ \text { franchise } \\ \text { d Bus } 6.4 \\ 15 t \end{gathered}$ | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { 13- Non- } \\ \text { franchise } \\ \text { d Bus } 15 t \end{array} \\ 24 t \end{array}$ | $\begin{gathered} \begin{array}{c} 18 \text { - Non- } \\ \text { franchise } \\ \text { d Bus } \\ >24 t \end{array} \\ \hline \end{gathered}$ | $\begin{array}{\|c\|} \hline 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 t \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline 10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 \mathrm{t} \\ \hline \end{array}$ | $\left.\begin{array}{\|c\|} \hline 03-\text { Light } \\ \text { Goods } \\ \text { Vehicles< } \\ =2.5 t \end{array} \right\rvert\,$ | $\begin{array}{\|c\|} \hline \text { O4-Lt } \\ \text { Goods } \\ \text { Vohics } \\ 2.5-3.55 \\ \hline \end{array}$ | $\left\|\begin{array}{c}05-\text { Light } \\ \text { Goods } \\ \text { Vehicles＞} \\ 3.5 t\end{array}\right\|$ |  | $\begin{array}{\|c\|} \hline 07- \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ \text { 15t-24t } \\ \hline \end{array}$ | $\begin{gathered} \hline 17 . \\ \begin{array}{c} \text { Heavy } \\ \text { Gooods } \\ \text { Genicles } \\ >24 t \end{array} \\ \hline \end{gathered}$ | $\begin{gathered} 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{gathered}$ | $\begin{array}{\|c} 15- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) } \\ \hline \end{array}$ | $\begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 00－180 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Road P1 | 2．3\％ | 39．0\％ | 6．6\％ | 0．8\％ | 0．5\％ | ${ }^{1.2 \%}$ | 0．0\％ | 0．1\％ | 0．8\％ | 0．2\％ | 19．9\％ | 7．2\％ | 5．8\％ | 11．3\％ | 3．0\％ | 0．0\％ | 0．0\％ | 1．3\％ | 100．0\％ |
| 2 | Kong Sham Western Highway | 2．5\％ | 42．1\％ | ${ }^{7.1 \%}$ | 0．8\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．1\％ | 0．9\％ | 0．2\％ | 17．1\％ | 6．1\％ | 4．9\％ | 9．7\％ | 2．5\％ | 0．1\％ | 3．9\％ | 0．0\％ | 100．0\％ |
| 3 | Kong Sham Western Highway | 2．5\％ | 42．3\％ | 7．2\％ | 0．8\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．1\％ | 0．9\％ | 0．2\％ | 16．3\％ | 5．9\％ | 4．7\％ | 9．3\％ | 2．4\％ | 0．2\％ | 5．3\％ | 0．0\％ | 100．0\％ |
| 4 | Road P1 | 2．6\％ | 43．4\％ | ${ }^{\text {7．4\％}}$ | 0．9\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．1\％ | 0．9\％ | 0．2\％ | 17．4\％ | 6．2\％ | 5．0\％ | 9．9\％ | 2．6\％ | 0．0\％ | 0．0\％ | 1．5\％ | 100．0\％ |
| 5 | Road P1 | 2．8\％ | 50．0\％ | 8．0\％ | 0．9\％ | 0．7\％ | 1．4\％ | 0．0\％ | 0．1\％ | 1．0\％ | 0．2\％ | 14．5\％ | 5．2\％ | 4．2\％ | 8．3\％ | 2．2\％ | 0．0\％ | 0．0\％ | 0．5\％ | 100．0\％ |
| 6 | Road P1 | 2．8\％ | 51．4\％ | 8．1\％ | 0．9\％ | 0．7\％ | ${ }^{1.4 \%}$ | 0．0\％ | 0．1\％ | 1．0\％ | 0．1\％ | 13．6\％ | 4．9\％ | 3．9\％ | 7．7\％ | 2．0\％ | 0．0\％ | 0．4\％ | 0．7\％ |  |
| 7 | Road D5 | 3．0\％ | 51．4\％ | 8．7\％ | 1．0\％ | 0．7\％ | 1．6\％ | 0．0\％ | 0．1\％ | ${ }^{1.1 \%}$ | 0．1\％ | 13．2\％ | 4．7\％ | 3．8\％ | 7．5\％ | 2．0\％ | 0．0\％ | 0．4\％ | 0．6\％ | 100．0\％ |
| 8 | Road D5 | 2．8\％ | ${ }^{47.8 \%}$ | 8．1\％ | 0．9\％ | 0．7\％ | ${ }^{1.4 \%}$ | 0．0\％ | 0．1\％ | 1．0\％ | 0．2\％ | 15．3\％ | 5．5\％ | 4．4\％ | 8．7\％ | 2．3\％ | 0．0\％ | 0．0\％ | 0．7\％ | 100．0\％ |
| $\frac{11}{12}$ | Road P1 | $\frac{2.9 \%}{3,4}$ |  | \％ | $\frac{1.0 \%}{1.10}$ |  |  | 0．0\％ |  | 年．0\％ | $\frac{0.1 \%}{0.1 \%}$ |  | 年．8\％ | $\frac{3.9 \%}{27 \%}$ |  |  |  |  |  | 1000\％ |
| ${ }_{13}$ | Kong Sham Westeren Highway | 3．4．40\％ |  | －${ }_{\text {c．8．7\％}}^{8.7 \%}$ | 1．1．\％ | 0．87\％ | ${ }_{\text {L }}^{1.6 \% \%}$ | 0．0\％ | ${ }^{0.2 \%}$ | $\frac{1.1 .1 \%}{1.1 \%}$ | 0．1\％ | ${ }^{\text {c．2．8\％}}$ | －3．3\％ | ${ }^{\frac{2.7 \%}{3.4 \%}}$ | ${ }^{\frac{5.2 \%}{6.7 \%}}$ | $\xrightarrow{1.8 .8 \%}$ | ${ }^{0.00 \%}$ | ${ }^{0.00 \%}$ | 0．0\％ | 100．0\％ |
| 14 | Road P1 | 2．6\％ | 46．3\％ | 7．5\％ | 0．9\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．1\％ | 0．9\％ | 0．2\％ | 16．4\％ | 5．9\％ | 4．8\％ | 9．3\％ | 2．4\％ | 0．0\％ |  | 0．8\％ | 100．0\％ |
| 15 | Road P1 | 2．9\％ | 49．5\％ | 8．4\％ | 1．0\％ | 0．7\％ | 1．5\％ | 0．0\％ | 0．1\％ | ${ }^{1.1}$ | 0．1\％ | 13．8\％ | 5．0\％ | 4．0\％ | 7．9\％ | 2．1\％ | 0．1\％ | 1．9\％ | 0．0\％ | 100．0\％ |
| ${ }^{16}$ | Road P1 | 3．2\％ | 54．7\％ | 9．3\％ | 1．1\％ | 0．8\％ | 1．6\％ | 0．0\％ | 0．1\％ | 1．2\％ | 0．1\％ | 11．8\％ | 4．2\％ | 3．4\％ | 6．7\％ | 1．8\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 17 | Road D5 | 3．0\％ | 54．0\％ | 8．7\％ | 1．0\％ | 0．7\％ | ${ }^{1.6 \%}$ | 0．0\％ | 0．1\％ | 1．1\％ | 0．1\％ | 11．6\％ | 4．2\％ | 3．4\％ |  |  | 0．0\％ |  | 1．0\％ | 100．0\％ |
| 18 | Road D5 | 2．9\％ | ${ }^{50.4 \%}$ | ${ }^{8.2 \%}$ | 1．0\％ | 0．7\％ | 1．5\％ | 0．0\％ | 0．1\％ | 1．0\％ | 0．1\％ | 14．1\％ | 5．1\％ | 4．1\％ | 8．0\％ | ${ }^{2.1 \%}$ | 0．0\％ | 0．0\％ | 0．8\％ | 100．0\％ |
| 19 | Kong Sham Western Highway | 2．7\％ | 46．5\％ | 7．7\％ | 0．9\％ | 0．6\％ | 1．4\％ | 0．0\％ | 0．1\％ | 1．0\％ | 0．2\％ | 14．9\％ | 5．4\％ | 4．3\％ | 8．5\％ | 2．2\％ | 0．1\％ | 3．6\％ | 0．0\％ | 100．0\％ |
| 20 | Kong Sham Western Highway | 2．8\％ | 48．9\％ | 8．1\％ | 1．0\％ | 0．7\％ | 1．4\％ | 0．0\％ | 0．1\％ | 1．0\％ | 0．1\％ | 14．0\％ | 5．0\％ | 4．1\％ | 8．0\％ | 2．1\％ | 0．1\％ | 2．4\％ | 0．0\％ | 100．0\％ |
| 21 | Road D3 | 2．9\％ | 49．8\％ | 8．4\％ | 1．0\％ | 0．7\％ | 1．5\％ | 0．0\％ | 0．1\％ | 1．1\％ | 0．1\％ | 13．9\％ | 5．0\％ | 4．0\％ | 7．9\％ | 2．1\％ | 0．0\％ | 1．4\％ | 0．0\％ | 100．0\％ |
| 22 | Road D3 | 2．9\％ | 49．7\％ | 8．4\％ | 1．0\％ | 0．7\％ | 1．5\％ | 0．0\％ | 0．1\％ | 1．1\％ | 0．2\％ | 14．5\％ | 5．2\％ | 4．2\％ | 8．3\％ | 2．2\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| ${ }^{23}$ | Road D1 | 2．5\％ | 41．6\％ | 7．0\％ | 0．8\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．1\％ | 0．9\％ | 0．2\％ | 19．0\％ | 6．8\％ | 5．5\％ | 10．9\％ | \％ | 0．0\％ | 0．0\％ | 0．0\％ |  |
| ${ }^{24}$ | Road D1 | 3，3\％ | 55．8\％ | ${ }^{\text {9．4\％}}$ | 1．1\％ | 0．8\％ | 1．7\％ | 0．0\％ | 0．2\％ | 1．2\％ | 0．1\％ | 11．2\％ | 4．0\％ | 3．2\％ | 6．4\％ | ${ }^{1.7 \%}$ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 25 | Road D1 | 2．1\％ | ${ }^{36.1 \%}$ | 6．1\％ | 0．7\％ | 0．5\％ | ${ }^{1.1 \%}$ | 0．0\％ | 0．1\％ | 0．8\％ | 0．2\％ | 22．0\％ | 7．9\％ | 6．4\％ | 12．6\％ | 3．3\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 26 | Road D1 | 3．3\％ | 55．4\％ | 9．4\％ | 1．1\％ | 0．8\％ | ${ }^{1.7 \%}$ | 0．0\％ | 0．2\％ | 1．2\％ | 0．1\％ | 11．4\％ | 4．1\％ | 3．3\％ | 6．5\％ | ${ }^{1.7 \%}$ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| ${ }^{27}$ | Road DI | 2．1\％ | ${ }^{36.1 \%}$ | 6．1\％ | 0．7\％ | 0．5\％ | ${ }_{\text {1．1\％}}^{1 / 2}$ | 0．0\％ | 0．1\％ | 0．8\％ | 0．2\％ | 22．0\％ | 7．9\％ | 6．4\％ | ${ }^{12.6 \%}$ | ${ }^{\text {3．3\％}}$ | 0．0\％ | 0.0 | 0．0\％ | ${ }^{100.0 \%}$ |
| 28 | Road D1 | 3，3\％ | 55．4\％ | 9．4\％ | 1．1\％ | 0．8\％ | ${ }^{1.7 \%}$ | 0．0\％ | 0．2\％ | ${ }^{1.2 \%}$ | 0．1\％ | 11．4\％ | 4．1\％ | 3．3\％ | 6．5\％ | 1．7\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 29 | Road D1 | 3．2\％ | 54．5\％ | 9．2\％ | 1．1\％ | 0．7\％ | ${ }^{1.6 \%}$ | 0．0\％ | 0．1\％ | 1．2\％ | 0．1\％ | 11．9\％ | 4．3\％ | 3．5\％ | 6．8\％ | 1．8\％ | 0．0\％ | 0.0 | 0．0\％ | 100． |
| 30 | Road D1 | 2．6\％ | 44．6\％ | 7．6\％ | 0．9\％ | 0．6\％ | ${ }^{1.3 \%}$ | 0．0\％ | 0．1\％ | 1．0\％ | 0．2\％ | 17．4\％ | 6．2\％ | 5．0\％ | 9．9\％ | 2．6\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 31 | Road D3 | 3．1\％ | ${ }^{52.4 \%}$ | 8．9\％ | 1．0\％ | 0．7\％ | 1．6\％ | 0．0\％ | 0．1\％ | 1．1\％ | 0．1\％ | ${ }^{12.9 \%}$ | 4．6\％ | 3．7\％ | 7．4\％ | 1．9\％ | 0．0\％ | 0．3\％ | 0．0\％ | 100．0\％ |
| 32 | Road D3 | 3．2\％ | 53．8\％ | 9．1\％ | 1．1\％ | 0．7\％ | 1．6\％ | 0．0\％ | 0．1\％ | 1．1\％ | 0．1\％ | 12．3\％ | 4．4\％ | 3．6\％ | 7．0\％ | 1．8\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| ${ }^{33}$ | Road D5 | ${ }^{3.6 \%}$ | ${ }^{61.3 \%}$ | 10．4\％ | ${ }_{\text {1．2\％}}$ | 0．8\％ | ${ }_{\text {1．9\％}}^{1.9}$ | 0．0\％ | ${ }^{0.2 \%}$ | ${ }_{\text {1．3\％}}^{1.3}$ | 0．1\％ | ${ }_{8.1 \%}$ | ${ }^{2.9 \%}$ | 2．4\％ | 4．6\％ | ${ }_{\text {1．2\％}}$ | 0．0\％ | 0．0\％ | 0．0\％ | ${ }^{100.0 \%}$ |
| ${ }^{34}$ | Road D5 | ${ }^{3.4 \%}$ | 56．8\％ | 9．6\％ | 1．1\％ | 0．8\％ | 1．7\％ | 0．0\％ | 0．2\％ | 1．2\％ | 0．1\％ | 10．6\％ | 3．8\％ | 3．1\％ | 6．0\％ | 1．6\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 35 | Road D5 | 2．1\％ | ${ }^{36.1 \%}$ | 6．1\％ | 0．7\％ | 0．5\％ | 1．1\％ | 0．0\％ | 0．1\％ | 0．8\％ | 0．2\％ | 22．1\％ | 7．9\％ | 6．4\％ | 12．6\％ | 3．3\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 36 | Road D5 | 3．3\％ | 55．4\％ | 9．4\％ | ${ }^{1.1 \%}$ | 0．8\％ | ${ }^{1.7 \%}$ | 0．0\％ | 0．2\％ | ${ }^{1.2 \%}$ | 0．1\％ | 11．4\％ | 4．1\％ | 3．3\％ | 6．5\％ | 1．7\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 37 | Road D5 | $3.2 \%$ | ${ }^{54.8 \%}$ | 9．3\％ | ${ }^{1.11 \%}$ | 0．8\％ | ${ }^{1.7 \%}$ | 0．0\％ | 0．1\％ | 1．2\％ | 0．1\％ | ${ }^{\text {11．4\％}}$ | 4．1\％ | 3．3\％ | 6．5\％ | ${ }^{1.7 \%}$ | 0．0\％ | 0．0\％ | 0．8\％ | ${ }^{100.0 \%}$ |
| $\frac{38}{40}$ | Road D5 | 3．0\％ | 年1．3\％ | $\frac{8.7 \%}{780^{\circ}}$ | $\frac{1.0 \%}{0.0 \%}$ | 0．7\％ | $\frac{1.5 \%}{1.40}$ | 0．0\％ | $\frac{0.1 \%}{0.1 \%}$ | $\frac{1.10 \%}{1.10}$ | 0．1\％ | ${ }^{13.5 \%}$ | ${ }^{4.8 \%}$ | 3．9\％ | $\frac{7.7 \%}{9.20}$ | $\frac{2.0 \%}{2.0}$ | 0．0\％ | 0．0\％ | 0．5\％ | ${ }^{1000.0 \%}$ |
| 41 | Road D5 | ${ }^{\text {3．2\％}}$ | ${ }^{46.5 \%}$ | ${ }^{\text {9．0．0\％}}$ |  | ${ }_{\text {O }}^{0.7 \%}$ | ${ }_{\text {cher }}^{1.6 \%}$ | － | $\frac{0.1 \%}{0.1 \%}$ | ${ }_{\text {1．1\％}}$ | O． $0.1 \%$ | ${ }_{\text {12．1\％}}$ | － | ${ }^{\text {3．5．\％}}$ | ${ }^{\frac{1}{6} .29 \%}$ | ${ }^{\text {2．4．8\％}}$ | 0．0\％ | ${ }_{0}^{0.0 \%}$ | 10．0\％ |  |
| 42 | Road D5 | 2．2\％ | 37．2\％ | 6．3\％ | 0．7\％ | 0．5\％ | 1．1\％ | 0．0\％ | 0．1\％ | 0．8\％ | 0．2\％ | 21．1\％ | 7．6\％ | 6．1\％ | 12．0\％ | 3．1\％ | 0．0\％ | 0．0\％ | 0．9\％ | 100．0\％ |
| ${ }^{43}$ | Slip road for Kong Sham Western Highway | 3．0\％ | 50．3\％ | 8．5\％ | 1．0\％ | 0．7\％ | 1．5\％ | 0．0\％ | 0．1\％ | 1．1\％ | 0．1\％ | 14．2\％ | 5．1\％ | 4．1\％ | 8．1\％ | 2．1\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 44 | Slip road for Road D3 | 3．2\％ | 53．7\％ | 9．1\％ | ${ }^{1.1 \%}$ | 0．7\％ | 1．6\％ | 0．0\％ | 0．1\％ | 1．1\％ | 0．1\％ | 12．3\％ | 4．4\％ | 3．6\％ | 7．0\％ | 1．8\％ | 0．0\％ | 0．0\％ | 0．0\％ |  |
| $\frac{45}{46}$ | $\frac{\text { Kong Sham Western Highway }}{\text { Kong Sam Western Highway }}$ | $\frac{2.9 \%}{3.0 \%}$ | $\frac{48.8 \%}{513 \%}$ | $\frac{8.2 \%}{8.6 \%}$ | $\frac{1.0 \%}{1.0 \%}$ | $\frac{0.7 \%}{0.76}$ | $\frac{1.5 \%}{1.5 \%}$ | $\frac{0.0 \%}{0.0 \%}$ | $\frac{0.1 \%}{0.1 \%}$ | $\frac{1.0 \%}{1.10 \%}$ | $\frac{0.2 \%}{0.1 \%}$ | 14．5\％ | $\frac{5.2 \%}{4.7 \%}$ | ${ }^{4.2 \%}$ | ${ }^{8.5 \% \%}$ | $\frac{2.2 \%}{20 \%}$ | 0．0\％ | $\frac{1.4 \%}{1.2 \%}$ | $\frac{0.0 \%}{0.0 \%}$ | ${ }^{10000 \%}$ |

## Appendix 3.4 Traffic Data

## Year 2041

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes

| Link No. | oad Name | $\left\|\begin{array}{c} 16- \\ \text { Motorycl } \\ \text { es (Mc) } \end{array}\right\|$ | $\left\|\begin{array}{c} 01- \\ \text { Private } \\ \text { Cars (PC) } \end{array}\right\|$ | 02 - Taxi | $\begin{array}{\|c} \begin{array}{c} 11-\text { Non- } \\ \text { franchise } \\ \text { d } \\ \text { Bus=6.4 } \\ t \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \begin{array}{c} 12-\text { Non- } \\ \text { franchise } \\ \text { d Bus } 6.4 \\ \text { 15t } \end{array} \\ \hline \end{array}$ | $13-$ Non- <br> tranchis <br> d Bus <br> $24 t$$\|$$24 t$ | $\begin{array}{\|c} 18-\text { Non- } \\ \text { franchise } \\ d \text { Bus } \\ >24 t \\ \hline \end{array}$ | $9-$ Private Light Bus $<=3.5 \mathrm{t}$ | $10-$ <br> Private <br> Light Bus <br> $>3.5 t$$\|$ | $\left\|\begin{array}{c}\text { 03-Light } \\ \text { Goods } \\ \text { Vehicles< } \\ =2.5 \mathrm{t}\end{array}\right\|$ | $\begin{gathered} 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Gehicles } \\ 2.5-3.5 \mathrm{t} \end{gathered}$ | $\|$$05-$ Light <br> Goods <br> Vehicles $>$ <br> $3.5 t$ | $\square$ | $\begin{gathered} 07- \\ \text { Heavy } \\ \text { Goods } \\ \text { Gehicles } \\ \text { veht-24t } \end{gathered}$ | $\begin{array}{\|c\|} \hline 17 . \\ \text { Heavy } \\ \text { Gooos } \\ \text { Genicles } \\ >24 t \end{array}$ | $\begin{array}{\|c\|} \hline 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | $\begin{array}{\|c\|} \hline 15- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) } \end{array}$ | $\left.\begin{gathered}\text { 8-Public } \\ \text { Light } \\ \text { Buses }\end{gathered} \right\rvert\,$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 1800-190 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Road P1 | 2.4\% | 53.1\% | ${ }^{7.2 \%}$ | 0.9\% | 0.6\% | ${ }^{1.4 \%}$ | 0.0\% | 0.0\% | 0.3\% | ${ }^{0.1 \%}$ | ${ }^{14.2 \%}$ | 5.1\% | 3.7\% | 7.3\% | 1.9\% | ${ }^{0.00}$ | 0.0\% | 1.4\% | 100 |
| ${ }^{2}$ | Kong Sham Western Highway | 2.5\% | 55.5\% | 7.5\% | 0.9\% | 0.7\% | 1.4\% | 0.0\% | 0.0\% | 0.4\% | 0.1\% | ${ }^{11.8 \%}$ | 4.2\% | ${ }^{3.1 \%}$ | ${ }_{6}^{6.1 \%}$ | ${ }^{1.5 \%}$ | ${ }^{0.1 \%}$ | ${ }^{\text {4.0\% }}$ | 0.0\% | ${ }^{100.0 \%}$ |
| 3 | Kong Sham Western Highway | 2.5\% | 55.5\% | 7.5\% | 0.9\% | 0.7\% | 1.4\% | 0.0\% | 0.0\% | 0.4\% | 0.1\% | ${ }^{11.2 \%}$ | 4.0\% | 2.9\% | 5.8\% | 1.5\% | 0.1\% | 5.3\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 2.6\% | 57.1\% | 7.8\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.0\% | 0.4\% | 0.1\% | ${ }^{12.0 \%}$ | 4.3\% | 3.1\% | 6.2\% | 1.6\% | 0.0\% | 0.0\% | 1.6\% | 100.0\% |
| 5 | Road P1 | 2.8\% | 61.7\% | 8.4\% | ${ }_{\text {1.1\% }}$ | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.4\% | 0.1\% | 10.0\% | 3.6\% | 2.6\% | 5.1\% | ${ }^{1.3 \%}$ | 0.0\% | 0.0\% | 0.5\% | 100.0\% |
| 6 | Road P1 | 2.8\% | 62.3\% | 8.5\% | 1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.4\% | 0.1\% | 9.3\% | 3.3\% | 2.4\% | 4.8\% | 1.3\% | 0.0\% | 0.4\% | 0.7\% |  |
| 7 | Road D5 | 2.9\% | 63.9\% | 8.7\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.1\% | 0.4\% | 0.1\% | 8.6\% | 3.1\% | 2.3\% | 4.4\% | 1.2 | 0.0\% | 0.4\% | 0.6\% | 100.0\% |
| 8 | Road D5 | 2.8\% | 61.0\% | 8.3\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.4\% | 0.1\% | 10.2\% | 3.7\% | 2.7\% | 5.3\% | 1.4\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| ${ }^{11}$ | Road P1 | 2.8\% | 62.6\% |  |  | 0.7\% |  |  |  | 0.4\% |  | ${ }^{\text {9.1\% }}$ |  |  | 4.7\% |  |  |  |  |  |
| 12 | Kong Sham Western Highway | 3.2\% | 69.7\% | 9.5\% | ${ }^{1.2 \%}$ | 0.8\% | 1.8\% | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 5.8\% | 2.1\% | 1.5\% | 3.0\% | 0.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| ${ }^{13}$ | Kong Sham Western Highway | 3.0\% | 65.9\% | 9.0\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.1\% | 0.4\% | 0.1\% | 7.9\% | 2.8\% | 2.1\% | 4.1\% | 1.1\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 14 | Road P1 | 2.7\% | 58.8\% | 8.0\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.0\% | 0.4\% | 0.1\% | 11.4\% | 4.1\% | 3.0\% | 5.9\% | 1.5\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| 15 | Road P1 | 2.8\% | 62.2\% | 8.5\% | ${ }^{1.1 \%}$ | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.4\% | 0.1\% | 9.1\% | 3.3\% | 2.4\% | 4.7\% | ${ }^{1.2 \%}$ | 0.0\% | 1.8\% | 0.0\% | 100.0\% |
| 16 | Road P1 | 3.0\% | 66.6\% | 9.1\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.1\% | 0.4\% | 0.1\% | 7.5\% | 2.7\% | 2.0\% | 3.9\% | $1.0 \%$ | 0.0\% | 0.0\% | 0.0\% |  |
| 17 | Road D5 | 2.9\% | 64.6\% | 8.8\% | 1.1\% | 0.8\% | ${ }^{1.7 \%}$ | 0.0\% | 0.1\% | 0.4\% | 0.1\% | 7.6\% | 2.7\% | 2.0\% | 3.9\% | 1.0\% | 0.0\% | 1.2\% | 1.0\% | 100.0 |
| 18 | Road D5 | 2.8\% | 62.3\% | 8.5\% | 1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.4\% | 0.1\% | 9.5\% | 3.4\% | 2.5\% | 4.9\% | 1.3\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| 19 | Kong Sham Western Highway | 2.7\% | 58.8\% | 8.0\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.0\% | 0.4\% | 0.1\% | 10.2\% | 3.7\% | 2.7\% | 5.2\% | 1.4\% | 0.1\% | 3.6\% | 0.0\% | 100.0\% |
| ${ }^{20}$ | Kong Sham Western Highway | 2.8\% | 61.2\% | 8.3\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.4\% | 0.1\% | 9.4\% | 3.4\% | 2.5\% | 4.9\% | 1.3\% | 0.0\% | 2.4\% | 0.0\% | 100.0\% |
| 21 | Road D3 | 2.8\% | 62.5\% | 8.5\% | 1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.4\% | 0.1\% | 9.2\% | 3.3\% | 2.4\% | 4.7\% | ${ }^{1.2 \%}$ | 0.0\% | 1.3\% | 0.0\% | 100.0\% |
| 22 | Road D3 | 2.9\% | 62.7\% | 8.5\% | 1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.4\% | 0.1\% | 9.6\% | 3.5\% | 2.5\% | 5.0\% | 1.3\% | 0.0\% | 0.0\% | 0.0\% | 100.02 |
| 23 | Road D1 | 2.5\% | 55.8\% | 7.6\% | 1.0\% | 0.7\% | ${ }^{1.4 \%}$ | 0.0\% | 0.0\% | 0.4\% | 0.1\% | 13.4\% | 4.8\% | 3.5\% | 6.9\% | ${ }^{1.8 \%}$ | 0.0\% | 0.0\% | 0.0\% |  |
| 24 | Road D1 | 3.1\% | 67.4\% | 9.2\% | 1.1\% | 0.8\% | .8\% | 0.0\% | 0.1\% | 0.4\% | 0.1\% | 7.1\% | 2.5\% | 1.9\% | 3.7\% | 1.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 25 | Road D1 | 2.3\% | 50.6\% | 6.9\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 16.2\% | 5.8\% | 4.3\% | 8.4\% | 2.2\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 26 | Road D1 | ${ }^{3.1 \%}$ | 67.1\% | 9.1\% | 1.1\% | 0.8\% | ${ }^{1.7 \%}$ | 0.0\% | 0.1\% | 0.4\% | 0.1\% | 7.3\% | 2.6\% | 1.9\% | 3.7\% | 1.0\% | 0.0\% | 0.0\% | 0.0\% |  |
| 27 | Road DI | 2.3\% | 50.6\% | 6.9\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | ${ }^{16.2 \%}$ | ${ }^{5.8 \%}$ | 4.3\% | ${ }^{8.4 \%}$ | ${ }^{2.2 \%}$ | 0.0\% | 0.0\% | 0.0\% | ${ }^{1000.0 \%}$ |
| 28 | Road D1 | 3.1\% | 67.1\% | 9.1\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.1\% | 0.4\% | 0.1\% | 7.3\% | 2.6\% | 1.9\% | 3.7\% | 1.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 29 | Road D1 | 3.0\% | 66.4\% | 9.0\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.1\% | 0.4\% | 0.1\% | 7.6\% | 2.7\% | 2.0\% | 3.9\% | 1.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0 |
| 30 | Road D1 | 2.7\% | 58.5\% | 8.0\% | 1.0\% | 0.7\% | 1.5\% | 0.0\% | 0.0\% | 0.4\% | 0.1\% | 11.9\% | 4.3\% | 3.1\% | 6.2\% | 1.6\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 31 | Road D3 | 2.9\% | 64.8\% | 8.8\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.1\% | 0.4\% | 0.1\% | 8.4\% | 3.0\% | 2.2\% | 4.3\% | 1.1\% | 0.0\% | 0.3\% | 0.0\% | 100.0\% |
| 32 | Road D3 | 3.0\% | 65.9\% | 9.0\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.1\% | 0.4\% | 0.1\% | 7.9\% | 2.8\% | 2.1\% | 4.1\% | 1.1\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 33 | Road D5 | ${ }^{3.2 \%}$ | ${ }^{1.3 \%}$ | 9.7\% | ${ }_{\text {1.2\% }}$ | 0.8\% | ${ }_{\text {1.9\% }}$ | 0.0\% | 0.1\% | 0.5\% | 0.1\% | 5.0\% | ${ }_{\text {1.8\% }}^{1.8}$ | ${ }^{1.3 \% \%}$ | ${ }^{2.6 \%}$ | 0.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 34 | Road D5 | 3.1\% | 68.2\% | 9.3\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.1\% | 0.4\% | 0.1\% | 6.7\% | 2.4\% | 1.8\% | 3.4\% | 0.9\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 35 | Road D5 | 2.3\% | 50.6\% | 6.9\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 16.2\% | 5.8\% | 4.3\% | 8.4\% | 2.2\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 36 | Road D5 | ${ }^{3.1 \%}$ | 67.1\% | 9.1\% | ${ }^{1.1 \%}$ | 0.8\% | 1.7\% | 0.0\% | 0.1\% | 0.4\% | 0.1\% | 7.3\% | 2.6\% | 1.9\% | 3.7\% | 1.02 | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 37 | Road D5 | 3.0\% | 66.5\% | 9.0\% | 1.1\% | 0.8\% | ${ }^{1.7 \%}$ | 0.0\% | 0.1\% | 0.4\% | 0.1\% | 7.2\% | 2.6\% | 1.9\% | 3.7\% | 1.0\% | 0.0\% | 0.0\% | 0.8\% | 100.0\% |
| ${ }^{38}$ | Road D5 | 2.9\% | 63.8\% | 8.7\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.1\% | 0.4\% | 0.1\% | 8.8\% | 3.2\% | 2.3\% | 4.5\% | 1.2\% | 0.0\% | 0.0\% | 0.5\% |  |
| 40 | Road D5 | 2.7\% | 59.8\% | 8.1\% | 1.0\% | 0.7\% | 1.6\% | 0.0\% | 0.0\% | 0.4\% | 0.1\% | 10.9\% | 3.9\% | 2.9\% | 5.6\% | 1.5\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 41 | Road D5 | ${ }^{3.0 \%}$ | ${ }^{65.4 \%}$ | ${ }^{8.9 \%}$ | ${ }^{1.1 \%}$ | 0.8\% | ${ }_{\text {1.7\% }}^{1.7}$ | 0.0\% | 0.1\% | 0.4\% | 0.1\% | ${ }_{\text {7.8\% }}$ | ${ }^{2.8 \%}$ | 2.0\% | 4.0\% | ${ }_{\text {1.0\% }}^{1.0}$ | 0.0\% | 0.0\% | 0.9\% | 100.0\% |
| 42 | Road D5 | 2.3\% | 51.4\% | 7.0\% | 0.9\% | 0.6\% | 1.3\% | 0.0\% | 0.0\% | 0.3\% | 0.2\% | 15.4\% | 5.5\% | 4.0\% | 7.9\% | 2.1\% | 0.0\% | 0.0\% | 1.0\% | 100.0\% |
| ${ }^{43}$ | Slip road for Kong Sham Western Highway | 2.9\% | 63.2\% | 8.6\% | ${ }^{1.1 \%}$ | 0.7\% | 1.6\% | 0.0\% | 0.1\% | 0.4\% | 0.1\% | 9.4\% | 3.4\% | 2.5\% | 4.8\% | ${ }^{1.3 \%}$ | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 44 | Sip road for Road D3 | 3.0\% | ${ }^{65.9 \%}$ | 9.0\% | ${ }^{1.1 \%}$ | 0.8\% | ${ }^{1.17 \%}$ | 0.0\% | 0.1\% | 0.4\% | 0.1\% | 7.9\% | 2.8\% | ${ }^{2.1 \%}$ | 4.1\% | ${ }^{1.1 .1 \%}$ | 0.0\% | 0.0\% | 0.0\% |  |
| $\stackrel{45}{46}$ | $\frac{\text { Kong Sham Western Highway }}{\text { Kong Sam Western Hiohway }}$ | $\frac{2.8 \%}{29 \%}$ | $\frac{61.5 \%}{63.6 \%}$ | $\frac{8.4 \%}{8.6 \%}$ | $\frac{1.0 \%}{1.1 \%}$ | $\frac{0.7 \%}{0.8 \%}$ | $\frac{1.6 \%}{1.7 \%}$ | $\frac{0.0 \%}{0.0 \%}$ | $\frac{0.1 \%}{0.1 \%}$ | $\frac{0.4 \%}{0.4 \%}$ | $\frac{0.1 \%}{0.1 \%}$ | $\frac{9.7 \%}{8.6 \%}$ | ${ }^{3.5 \%}$ | $\frac{2.5 \%}{23 \%}$ | $\frac{5.0 \%}{4.5 \%}$ | $\frac{1.3 \%}{1.2 \%}$ | 0.0\% | $\frac{1.4 \%}{1.2 \%}$ | 0.0.0\% | $\frac{100.0 \%}{1000 \%}$ |

## Appendix 3．4 Traffic Data

## Year 2041

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes

| Link No． | Road Name | $\left\|\begin{array}{c} 16- \\ \text { Motorycl } \\ \text { es (MC) } \end{array}\right\|$ | $\left\|\begin{array}{c} \text { P1- } \\ \text { Private } \\ \text { Cars (PC) } \end{array}\right\|$ | 02 －Taxi |  | $\left\|\begin{array}{c} 12 \text { - Non- } \\ \text { tranchise } \\ \text { d Bus } 6.4 \end{array}\right\|$ $\underset{15 t}{\mathrm{~d} \text { Bus } 6.4}$ 15t | 13－Non－ tranchise d Bus $15 t$ 24t | 18 －Non franchise d Bus ＞24t | $\left\lvert\, \begin{gathered} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 \mathrm{~s} \end{gathered}\right.$ | $\left.\begin{array}{\|c\|} \hline 10- \\ \text { Private } \\ \text { Light Bus } \\ >3.5 t \end{array} \right\rvert\,$ | $\begin{gathered} 03-\text { Light } \\ \text { Goods } \\ \text { Veicices } \\ =2.5 \mathrm{c} \end{gathered}$ | $\begin{array}{\|c\|} \hline 04-\mathrm{Lt} \\ \text { Goods } \\ \text { Vehicles } \\ 2.5-3.5 \mathrm{t} \\ \hline \end{array}$ | $05-$ Light Goods Vehicles $3.5 t$ | $06-$ <br> Heavy <br> Gooods <br> Venicless <br> ＝15t | $07-$ <br> Heavy <br> Goods <br> Vehicles <br> 15t－24t | $17-$ <br> Heavy <br> Goods <br> Vehicles <br> $>24 \mathrm{t}$$\|$ | $\begin{array}{\|c\|} \hline 14- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | $\begin{array}{\|c\|} \hline 15- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) } \\ \hline \end{array}$ | $\begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road P1 | ${ }^{1900-2000}$ | 58．4\％ | ${ }^{8.1 \%}$ | ${ }^{1.1 \%}$ | 0．8\％ | 17\％ | 0．0\％ | 0．0\％ | $00^{1 \%}$ | $0.1 \%$ | 112\％ | 40\％ | 32\％ | ${ }^{640}$ | 17\％ | 0．0\％ | 0．0\％ | 17\％ | 100．0\％ |
| 2 | Kong Sham Western Highway | 1．5\％ | 60．0\％ | 8．3\％ | 1．2\％ | 0．8\％ | 1．8\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | ${ }^{\text {9．1\％}}$ | 3．3\％ | ${ }^{\text {2．6\％}}$ | 5．2\％ | 1．4\％ | 0．1\％ | 4．5\％ | 0．0\％ | 100．0\％ |
|  | Kong Sham Western Highway | 1．5\％ | 59．7\％ | 8．3\％ | ${ }^{1.2 \%}$ | 0．8\％ | 1．8\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 8．7\％ | ${ }^{3.1 \%}$ | 2．5\％ | 4．9\％ | ${ }^{1.3 \%}$ | 0．1\％ | 5．9\％ | 0．0\％ | 100．0\％ |
| 4 | Road P1 | ${ }^{1.6 \%}$ | 61．9\％ | 8．6\％ | ${ }^{1.2 \%}$ | 0．8\％ | 1．8\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 9．3\％ | 3．3\％ | 2．7\％ | 5．3\％ | ${ }^{1.4 \%}$ | 0．0\％ | 0．0\％ | 1．8\％ | 100．0\％ |
| 5 | $\mathrm{Rooad}^{\text {P1 }}$ | 1．7\％ | 66．1\％ | 9．2\％ | 1．3\％ | 0．9\％ | 1．9\％ | 0．0\％ | 0．0\％ | ${ }^{0.1 \%}$ | 0．1\％ | 7．7．\％ | ${ }^{2.7 \%}$ | ${ }_{\text {2．2\％}}^{2.2}$ | 4．3\％ | $\frac{1.1 \%}{1.1 \%}$ | 0．0\％ | 0．0\％ | 0．6\％ | 100．0\％ |
| 6 | ${ }_{\text {Road P1 }}$ | 1．7\％ | ${ }^{66.6 \%}$ | 9．2\％ | 1．3\％ | 0．9\％ | 2．0\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 7．1\％ | 2．6\％ | 2．1\％ | 4．1\％ | 1．1\％ | 0．0\％ | 0．5\％ | 0．8\％ | 100．0\％ |
| 7 | Road D5 | 1．7\％ | 67．9\％ | 9．4\％ | 1．3\％ | 0．9\％ | 2．0\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 6．5\％ | 2．3\％ | ${ }^{1.9 \%}$ | 3．7\％ | 1．0\％ | 0．0\％ | 0．4\％ | 0．7\％ | 100．0\％ |
| 8 | Road D5 | ${ }^{1.7 \%}$ | ${ }^{65.5 \%}$ | 9．1\％ | 1．3\％ | 0．9\％ | 1．9\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 7．9\％ | 2．8\％ | 2．3\％ | 4．5\％ | 1．2\％ | 0．0\％ | 0．0\％ | 0．8\％ | 100．0\％ |
| 11 | Road P1 | 1．7\％ | 66．8\％ | ${ }^{9.2 \%}$ | 1．3\％ | 0．9\％ | 2．0\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 7．0\％ | 2．5\％ | 2．0\％ | 4．0\％ | 1．0\％ | 0．0\％ | 0．0\％ | 1．4\％ | 100．0\％ |
| 12 | Kong Sham Western Highway | ${ }^{1.9 \%}$ | 73．0\％ | 10．1\％ | ${ }^{1.4 \%}$ | 1．0\％ | 2．1\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．0\％ | 4．4\％ | 1．6\％ | ${ }^{1.3 \%}$ | 2．5\％ | 0．6\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0 |
| ${ }^{13}$ | Kong Sham Western Highway | 1．8\％ | ${ }^{69.8 \%}$ | ${ }^{\text {9．7\％}}$ | 1．4\％ | 0．9\％ | 2．1\％ | 0．0\％ | 0．0\％ | ${ }^{0.1 \%}$ | 0．1\％ | ${ }_{6.0 \%}^{60 \%}$ | ${ }_{\text {2．2\％}}^{3.2 \%}$ | 1．7\％ | ${ }^{3.4 \%}$ | 0．9\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| $\frac{14}{15}$ | ${ }_{\text {Road P1 }}$ | $\frac{1.6 \%}{1.7}$ | 63．5\％ | 8．8\％ | $\frac{1.2 \%}{1.36}$ | 0．9\％ | ${ }^{1.9 \%}$ | 0．0\％ | 0．0\％ | ${ }^{0.1 \%}$ | 0．1\％ | ${ }^{8.8 \%}$ | ${ }^{3.2 \%}$ | 2．6\％ | 5．0\％ | $\frac{1.3 \%}{1.3 \%}$ | 0．0\％ | ${ }^{0.0 \%}$ | 0．9\％ | ${ }_{\text {100．0\％}}^{1000}$ |
| ${ }^{15}$ | Road P1 | 1．7\％ | 66．3\％ | 9．2\％ | 1．3\％ | 0．9\％ | 2．0\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 7．0\％ | 2．5\％ | 2．0\％ | 4．0\％ | 1．0\％ | 0．0\％ | 2．0\％ | 0．0\％ | 100．0\％ |
| 16 | Road P1 | 1．8\％ | 70．4\％ | 9．7\％ | 1．4\％ | 0．9\％ | 2．1\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 5．7\％ | 2．1\％ | 1．7\％ | 3．3\％ | 0．8\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 17 | Road D5 | 1．8\％ | 68．3\％ | 9．5\％ | 1．3\％ | 0．9\％ | 2．0\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 5．8\％ | 2．1\％ | 1．7\％ | 3．3\％ | 0．9\％ | 0．0\％ | 1.3 | 1．1\％ |  |
| 18 | Road D5 | 1．7\％ | 66．6\％ | 9．2\％ | 1．3\％ | 0．9\％ | 2．0\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 7．3\％ | 2．6\％ | 2.1 | 4．29 | 1．1\％ | 0．0\％ | 0．0\％ | 0．9\％ | 100.0 |
| $\stackrel{19}{20}$ | Kong Sham Western Highway | 立．1．\％\％ 1.7 | ${ }^{63.0 \%}$ | － | $\frac{1.2 \%}{1.3 \%}$ | 0．8\％\％ | － | －0．0\％ | 0．0\％ | －0．1\％ | 0．1\％ | 7．8\％ | 2．8\％ | $\frac{2.3 \%}{2.1 \%}$ | $\frac{4.4 \%}{4.10}$ | $\frac{1.2 \%}{1.10}$ | ${ }^{0.1 \%}$ | $\frac{4.0 \%}{2.0 \%}$ | 0．0\％ | ${ }^{100.0 \%}$ |
| 20 | $\frac{\text { Kong Sham Western Highway }}{\text { Road }{ }^{\text {a }} \text { 3 }}$ | 1．7\％ | 65．3\％ | 9．0\％ |  | 0．9\％ | 年， | 年．0\％ | 年．0\％ | $\frac{0.1 \%}{0.1 \%}$ | $\frac{0.1 \%}{0.1 \%}$ | $\frac{7.2 \%}{70 \%}$ | $\frac{2.6 \%}{25 \%}$ | $\frac{2.1 \%}{20 \%}$ | $\frac{4.1 \%}{4.0 \%}$ | 10\％ | $\frac{0.0 \%}{0.0 \%}$ | $\frac{2.6 \%}{1.5 \%}$ | 0．0\％ | ${ }^{1000.0 \%}$ |
| 22 | Road D3 | 1．7\％ | 667．2\％ | ${ }^{\text {9．3\％}}$ | 1．3\％ | 0．9\％ | ${ }^{2.0 \%}$ | 0．0\％ | 0．0\％ | 0．1\％ | ${ }_{0} 0.1 \%$ | ${ }^{7.4 \%}$ | 2．6\％ | ${ }^{2.1 \%}$ | 4．2\％ | 1．1\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 23 | Road D 1 | 1．6\％ | 61．1\％ | 8．5\％ | ${ }^{1.2 \%}$ | 0．8\％ | 1．8\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 10．5\％ | 3．8\％ | 3．0\％ | 6．0\％ | 1．6\％ | 0．0\％ | 0．0\％ | 0．0\％ |  |
| 24 | Road D1 | 1．8\％ | 71．1\％ | 9．8\％ | 1．4\％ | 1．0\％ | 2．1\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 5．3\％ | 1．9\％ | 1．5\％ | 3．0\％ | 0．8\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 25 | Road D1 | 1．5\％ | 56．4\％ | 7．8\％ | 1．1\％ | 0．8\％ | 1．7\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 12．9\％ | 4．6\％ | 3．7\％ | 7．4\％ | 1.9 | 0．0\％ | 0．0\％ | 0．0\％ |  |
| 26 | Road D1 | 1．8\％ | 70．8\％ | 9．8\％ | 1．4\％ | 0．9\％ | 2．1\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 5．5\％ | 2．0\％ | 1．6\％ | 3．1\％ | 0．8\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 27 | Road D1 | 1．5\％ | 56．4\％ | 7．8\％ | 1．1\％ | 0．8\％ | 1．7\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 12．9\％ | 4．6\％ | 3．7\％ | 7．4\％ | 1．9\％ | 0．0\％ | 0．0\％ | 0．0\％ |  |
| 28 | Road D1 | 1．8\％ | 70．8\％ | 9．8\％ | 1．4\％ | 0．9\％ | 2．1\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 5．5\％ | 2．0\％ | 1．6\％ | 3．1\％ | 0．8\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 29 | Road D1 | 1．8\％ | 70．2\％ | 9．7\％ | ${ }^{1.4 \%}$ | 0．9\％ | 2．1\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 5．8\％ | 2．1\％ | 1．7\％ | 3，3\％ | 0．9\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 30 | Road D1 | 1．6\％ | ${ }^{63.5 \%}$ | 8．8\％ | 1．2\％ | 0．9\％ | 1．9\％ | 0．0\％ | 0．0\％ | 0．1\％ | ${ }^{0.1 \%}$ | 9．3\％ | 3．3\％ | 2．7\％ | 5．3\％ | 1．4\％ | 0．0\％ | 0．0\％ | 0．0\％ | ${ }^{100.0 \%}$ |
| ${ }^{31}$ | Road D3 | 1．8\％ | 68．8\％ | 9．5\％ | 1．3\％ | 0．9\％ | 2．0\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 6．4\％ | 2．3\％ | 1．8\％ | 3．6\％ | 0．9\％ | 0．0\％ | 0．3\％ | 0．0\％ | 100．0\％ |
| ${ }^{32}$ | Road D3 | 1．8\％ | 69．8\％ | 9．7\％ | 1．4\％ | 0．9\％ | 2．1\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 6．0\％ | 2．1\％ | 1．7\％ | ${ }^{3.4 \%}$ | 0．9\％ | 0．0\％ | 0．0\％ | 0．0\％ | ${ }^{100.0 \%}$ |
| 33 34 | Road D5 | 立．19\％ | 74．3\％ | ${ }^{10.30 \%}$ | ${ }^{1.4 \% \%}$ | $\frac{1.0 \%}{10 \%}$ | $\frac{2.2 \%}{21 \%}$ | 0．0\％ | 0．0\％ | 0．1\％ | 0．0\％ | －${ }_{\text {3．1\％}}^{50 \%}$ | $\frac{1.3 \%}{18 \%}$ | $\frac{1.1 \%}{1.5 \%}$ | ${ }_{2}^{2.1 \%}$ | 0．5\％ | －0．0\％ | －0．0\％ | 0．0\％ |  |
| 35 | Road D5 | 1．5\％ | 56．4\％ | ${ }^{7} .89 \%$ | ${ }_{\text {1．1\％}}$ | 0．8\％ | 1．7\％ | 0．0\％ | 0．0\％ | － | 0．1\％ | － | ${ }_{\text {4．6\％}}^{4.80 \%}$ | 3．7\％ | － $7.4 \%$ | 1．9\％ | －0．0\％ | － | 0．0\％ | 100．0\％ |
| 36 | Road D5 | 1．8\％ | 70．8\％ | 9．8\％ | 1．4\％ | 0．9\％ | 2．1\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 5．5\％ | 2．0\％ | 1．6\％ | 3．1\％ | 0．8\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 37 | Road D5 | 1．8\％ | 70．1\％ | 9．7\％ | ${ }^{1.4 \%}$ | 0．9\％ | 2．1\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 5．5\％ | 2．0\％ | 1．6\％ | 3．1\％ | 0．8\％ | 0．0\％ | 0．0\％ | 0．9\％ | 100．0\％ |
| 38 | Road D5 | 1．7\％ | 68．0\％ | 9．4\％ | 1．3\％ | 0．9\％ | 2．0\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 6．7\％ | 2．4\％ | 1．9\％ | 3．8\％ | 1．0\％ | 0．0\％ | 0．0\％ | 0．6\％ | 100．0\％ |
| 40 | Road D5 | 1．7\％ | 64．4\％ | 8．9\％ | 1．2\％ | 0．9\％ | 1．9\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 8．4\％ | 3．0\％ | 2．4\％ | 4．8\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．8\％ | 100．0\％ |
| ${ }_{4}^{41}$ | ${ }_{\text {Road D5 }}^{\text {Road D5 }}$ | 立．1．\％\％ |  | 9，6\％ | $\frac{1.3 \%}{1.1 \%}$ | 0．9\％ | $\frac{2.0 \%}{1.7 \%}$ | 年0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 5．9\％ | $\frac{2.1 \%}{4.4{ }^{\circ}}$ | $\frac{1.7 \%}{3.5 \%}$ | 3．3\％ | 0．9\％ | ${ }^{0.0 \%}$ | 0．0\％ | $\frac{1.19}{120}$ |  |
| 43 | Slip road for Kong Sham Western Highway | 1．7\％ | 67．5\％ | ${ }^{9.4 \%}$ | ${ }_{\text {1．3\％}}$ | 0．9\％ | 2．0\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | ${ }^{\text {7．2\％}}$ | 2．6\％ | ${ }^{\text {2．1\％}}$ | ${ }^{\text {4．1\％}}$ | 1．1\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 44 | Slip road for Road D3 | 1．8\％ | ${ }^{69.9 \%}$ | 9．7\％ | ${ }^{1.3 \%}$ | 0．9\％ | 2．1\％ | 0．0\％ | 0．0\％ | ${ }^{0.1 \%}$ | ${ }^{0.1 \%}$ | ${ }^{6.0 \%}$ | ${ }_{2}^{2.2 \%}$ | ${ }^{1.7 \%}$ | ${ }^{3.4 \%}$ | 0．9\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| ${ }_{4}^{46}$ | Kong Sham Western Highway | $\frac{1.7 \%}{1.76}$ | 65．8\％ | $\frac{9.1 \%}{9.0}$ | $\frac{1.3 \%}{13 \%}$ | 0．9\％ | $\frac{1.9 \%}{20 \%}$ | 0．0\％ | $\frac{0.0 \%}{000}$ | $\frac{0.1 \%}{0.1 \%}$ | $\frac{0.1 \%}{0.1 \%}$ | $\frac{7.4 \%}{6.6 \%}$ | $\frac{2.7 \%}{2.4 \%}$ | $\frac{2.1 \%}{1.9 \%}$ |  |  | 0．0\％ |  |  | 100.0\% |

## Appendix 3.4 Traffic Data

## Year 2041

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes

| Link No. | Road Name | $\left\|\begin{array}{c} 16- \\ \text { Motorycl } \\ \text { es (Mc) } \end{array}\right\|$ | $\left.\begin{gathered} \text { P1- } \\ \text { Private } \\ \text { Cars (PC) } \end{gathered} \right\rvert\,$ | 02 - Taxi | $\begin{aligned} & 14-\text { Non } \\ & \text { franchise } \\ & \text { d } \\ & \text { Bus }<6.4 \end{aligned}$ | $12-$ Non- <br> franchise <br> d Bus $6.4-$ <br> $15 t$ | $\begin{array}{\|c} \begin{array}{c} 13-\text { Non- } \\ \text { franchise } \\ \text { d Bus } 15 t \\ 24 t \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { 18-Non- } \\ \text { franchise } \\ \text { d Bus } \\ \text { 24t } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 t \\ \hline \end{array}$ |  | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { O3-Light } \\ \text { Goods } \\ \text { Vehicles }< \\ =2.5 t \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline 04-\text {-Lt } \\ \text { Goods } \\ \text { Vehicles } \\ 2.5-3.5 \mathrm{t} \\ \hline \end{array}$ | $\|$$05-$ Light <br> Goods <br> Vehicles $>$ <br> $3.5 t$ |  | $\left.\begin{gathered}\text { O7. } \\ \text { Heavy } \\ \text { Goods } \\ \text { Venicles. } \\ 15 t-24 t\end{gathered} \right\rvert\,$ | $\begin{array}{c\|} \hline 17 . \\ \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ >24 \mathrm{t} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \text { 14- } \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | $\begin{array}{\|c} 15- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) } \\ \hline \end{array}$ | $\begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 00-210 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1 | Road P1 | 1.7\% | 56.9\% | 11.7\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 9.9\% | 3.6\% | 3.0\% | 6.0\% | 1.6\% | 0.0\% | 0.0\% | 1.9\% | 100.0\% |
| 2 | Kong Sham Western Highway | 1.7\% | 58.0\% | 11.9\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 8.0\% | 2.9\% | 2.5\% | 4.8\% | 1.3\% | 0.1\% | 4.9\% | 0.0\% | 100.0\% |
| 3 | Kong Sham Western Highway | 1.7\% | 57.6\% | ${ }^{11.8 \%}$ | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 7.6\% | 2.7\% | 2.3\% | 4.6\% | 1.2\% | 0.1\% | 6.5\% | 0.0\% | 100.0\% |
| 4 | Road P1 | 1.8\% | 60.0\% | 12.3\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 8.2\% | 3.0\% | 2.5\% | 4.9\% | 1.3\% | 0.0\% | 0.0\% | 2.0\% | 100.0\% |
| 5 | Road P1 | 1.9\% | 63.9\% | 13.1\% | 1.2\% | 0.9\% | 1.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 6.7\% | 2.4\% | 2.1\% | 4.0\% | 1.1\% | 0.0\% | 0.0\% | 0.7\% | 100.0\% |
| 6 | Road P1 | 1.9\% | 64.1\% | 13.2\% | 1.2\% | 0.9\% | 1.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 6.2\% | 2.2\% | 1.9\% | 3.8\% | 1.0\% | 0.0\% | 0.5\% | 0.9\% |  |
| 7 | Road D5 | 1.9\% | 65.3\% | 13.4\% | 1.3\% | 0.9\% | 1.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 5.7\% | 2.1\% | 1.8\% | 3.4\% | 0.9\% | 0.0\% | 0.4\% | 0.7\% | 100.0\% |
| 8 | Road D5 | 1.9\% | 63.3\% | 13.0\% | 1.2\% | 0.9\% | 1.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 6.9\% | 2.5\% | 2.1\% | 4.2\% | 1.1\% | 0.0\% | 0.0\% | 0.9\% | 100.0\% |
| 11 | Road P1 | $\frac{1.9 \%}{1.10}$ | ${ }^{64.3 \%}$ | 13.2\% | ${ }^{1.3 .15}$ | ${ }^{0.9 \%}$ | -1.9\% | ${ }^{0.0 \%}$ | 0.0\% | ${ }^{0.1 \%}$ | ${ }^{0.1 \%}$ | ${ }^{6.1 \%}$ | 2.2\% | ${ }^{1.92 \%}$ | ${ }^{3.7 \%}$ | ${ }^{1.0 \%}$ | ${ }^{\text {0.0\% }}$ | ${ }^{0.0 \%}$ | ${ }^{1.6 \%}$ |  |
| $\frac{12}{13}$ | Kong Sham Westeren Highway | $\frac{2.10 \%}{2.0 \%}$ | ${ }^{69.7 .1 \%}$ | ${ }^{13.8 \%}$ | ${ }_{\text {l }}^{1.3 \%}$ | 0.9\% | 2.0\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 5.3\% | 1.9\% | 1.6\% | ${ }^{\text {3.2\% }}$ | 0.8\% | 0.0\% | 0.0\% |  | -100.0\% |
| 14 | Road P1 | 1.8\% | 61.6\% | 12.6\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 7.8\% | 2.8\% | 2.4\% | 4.7\% | 1.2\% | 0.0\% |  | 1.0\% | 100.0\% |
| 15 | Road $\mathrm{P1}$ | 1.9\% | 63.8\% | 13.1\% | 1.2\% | 0.9\% | 1.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 6.1\% | 2.2\% | 1.9\% | 3.7\% | 1.0\% | 0.1\% | 2.2\% | 0.0\% | 100.0\% |
| 16 | Road P1 | 2.0\% | 67.6\% | 13.9\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 5.0\% | 1.8\% | 1.5\% | 3.0\% | 0.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 17 | Road D5 | 1.9\% | 65.4\% | 13.4\% | 1.3\% | 0.9\% | 1.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 5.0\% | 1.8\% | 1.5\% | 3.0\% | 0.8\% | 0.0\% | 1.4\% | 1.2\% | 100.0\% |
| 18 | Road D5 | 1.9\% | 64.2\% | 13.2\% | 1.3\% | 0.9\% | 1.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 6.4\% | 2.3\% | 2.0\% | 3.9\% | 1.0\% | 0.0\% | 0.0\% | 1.0\% | 100.0\% |
| 19 | Kong Sham Western Highway | 1.8\% | 60.7\% | 12.4\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 6.8\% | 2.5\% | 2.1\% | 4.1\% | 1.1\% | 0.1\% | 4.4\% | 0.0\% | 100.0\% |
| 20 | Kong Sham Western Highway | 1.9\% | 62.9\% | 12.9\% | 1.2\% | 0.8\% | 1.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 6.3\% | 2.3\% | 1.9\% | 3.8\% | 1.0\% | 0.1\% | 2.9\% | 0.0\% | 100.0\% |
| 21 | Road D3 | 1.9\% | 64.2\% | 13.2\% | 1.3\% | 0.9\% | 1.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 6.1\% | 2.2\% | 1.9\% | 3.7\% | 1.0\% | 0.0\% | 1.6\% | 0.0\% | 100.0\% |
| 22 | Road D 3 | 1.9\% | 64.8\% | 13.3\% | 1.3\% | 0.9\% | 1.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 6.5\% | 2.3\% | 2.0\% | 3.9\% | 1.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 23 | Road D1 | 1.8\% | 59.5\% | 12.2\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 9.3\% | 3.3\% | 2.9\% | 5.6\% | 1.5\% | 0.0\% | 0.0\% | $00 \%$ |  |
| 24 | Road D1 | 2.0\% | 68.2\% | 14.0\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.0\% | 0.1\% | 0.0\% | 4.7\% | 1.7\% | 1.4\% | 2.8\% | 0.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| ${ }^{25}$ | Road D1 | 1.6\% | 55.3\% | ${ }^{11.3 \%}$ | ${ }^{1.17 \%}$ | 0.7\% | 1.6\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 11.6\% | 4.1\% | 3.5\% | 6.9\% | 1.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 26 | Road D1 | 2.0\% | 68.0\% | 13.9\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 4.8\% | 1.7\% | 1.5\% | 2.9\% | 0.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 27 | Road D1 | 1.6\% | 55.3\% | 11.3\% | 1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 11.6\% | 4.1\% | 3.5\% | 6.9\% | 1.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| ${ }^{28}$ | Road D1 | 2.0\% | 68.0\% | 13.9\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 4.8\% | 1.7\% | 1.5\% | 2.9\% | 0.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 29 | Road D1 | 2.0\% | 67.5\% | 13.8\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 5.1\% | 1.8\% | 1.5\% | 3.0\% | 0.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 30 | Road D1 | 1.8\% | 61.6\% | 12.6\% | 1.2\% | 0.8\% | 1.8\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 8.2\% | 2.9\% | 2.5\% | 4.9\% | 1.3\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 31 | Road D3 | 2.0\% | ${ }^{666.2 \%}$ | 13.6\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 5.6\% | 2.0\% | 1.7\% | 3.4\% | 0.9\% | 0.0\% | 0.4\% | 0.0\% |  |
| 32 | Road D3 | 2.0\% | 67.2\% | 13.8\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 5.2\% | 1.9\% | 1.6\% | 3.1\% | 0.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| ${ }^{33}$ | Road D5 | 2.1\% | 71.0\% | 14.6\% | 1.4\% | 1.0\% | 2.1\% | 0.0\% | 0.0\% | 0.1\% | 0.0\% | 3.2\% | 1.2\% | 1.0\% | 1.9\% | 0.5\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| ${ }^{34}$ | Road D5 | 2.0\% | 68.8\% | 14.1\% | ${ }^{1.3 \%}$ | 0.9\% | 2.0\% | 0.0\% | 0.0\% | ${ }^{0.1 \%}$ | 0.0\% | 4.4\% | 1.6\% | 1.3\% | 2.6\% | 0.7\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 35 | Road D5 | 1.6\% | 55.3\% | ${ }^{11.3 \%}$ | 1.1\% | 0.7\% | 1.6\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 11.6\% | 4.2\% | 3.5\% | 6.9\% | 1.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| ${ }^{36}$ | Road D5 | 2.0\% | 68.0\% | 13.9\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 4.8\% | 1.7\% | 1.5\% | 2.9\% | 0.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| 37 <br> 38 | Road D5 | $\frac{2.0 \%}{1.9 \%}$ | 67.3\% <br> $65.4 \%$ | -13.8\% | - | -0.9\% | 2.0\% | -0.0\% | -0.0\% | - | O.0\% | 年.8\% | $\frac{1.7 \%}{2.10}$ | - 1.5 | $\frac{2.9 \%}{3.50 \%}$ | 0.7\% | 0.0\% | 0.0\% | 1.0\% | ${ }^{1000 \%}$ |
| $\begin{array}{r}38 \\ \hline\end{array}$ | Road D | $\frac{1.9 \%}{1.80}$ |  | 13.4\% | ${ }^{1.3 \%}$ | 0.9\% | $\frac{1.9 \%}{1.80}$ | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 5.9\% | $\frac{2.1 \%}{27 \%}$ | ${ }^{1.88 \%}$ | 3.5\% | 0.9\% | 0.0\% | 0.0\% | 0.7\% | $\stackrel{100.0 \%}{1000}$ |
| ${ }^{41}$ | Road D5 | 2.0\% | 66.4\% | ${ }^{13.6 \%}$ | ${ }_{\text {1.3\% }}$ | 0.9\% | 2.0\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 5.1\% | 1.8\% | 1.6\% | ${ }^{\text {3.1\% }}$ | 0.8\% | 0.0\% | 0.0\% | 1.2\% | 100.0\% |
| 42 | Road D5 | 1.6\% | 55.7\% | 11.4\% | 1.1\% | 0.8\% | 1.7\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 10.8\% | 3.9\% | 3.3\% | 6.5\% | 1.7\% | 0.0\% | 0.0\% | 1.3\% | 100.0\% |
| 43 | Slip road for Kong Sham Western Highway | 1.9\% | 65.2\% | 13.4\% | 1.3\% | 0.9\% | 1.9\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 6.3\% | 2.3\% | 1.9\% | 3.8\% | 1.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| ${ }^{44}$ | Slip road for Road D3 | 2.0\% | 67.1\% | 13.8\% | 1.3\% | 0.9\% | 2.0\% | 0.0\% | 0.0\% | 0.1\% | 0.1\% | 5.3\% | 1.9\% | 1.6\% | 3.2\% | 0.8\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |
| $\frac{45}{46}$ | Kong Sham Western Highway | $\frac{1.9 \%}{1.9 \%}$ | $\frac{63.5 \%}{65.1 \%}$ | $\frac{13.0 \%}{13.3 \%}$ | $\frac{1.2 \%}{1.3 \%}$ | 0.9\% | $\frac{1.9 \%}{1.9 \%}$ | $\frac{0.0 \%}{0.0 \%}$ | 0.0\% | $\frac{0.1 \%}{0.1 \%}$ | $\frac{0.1 \%}{0.1 \%}$ | $\frac{6.5 \%}{58 \%}$ | $\frac{2.3 \%}{21 \%}$ | $\frac{2.0 \%}{1.8 \%}$ | 3.9\%\% | $\frac{1.0 \%}{0.9 \%}$ | $\frac{0.0 \%}{0.0 \%}$ | $\frac{1.7 \%}{1.4 \%}$ | $\frac{0.0 \%}{0.0 \%}$ | $\frac{100.0 \%}{100 \%}$ |

## Appendix 3．4 Traffic Data

## Year 2041

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes

| Link No． | Road Name | $\left\|\begin{array}{c} 16- \\ \left.\begin{array}{c} 16 \text { otrcycl } \\ \text { es (MC) } \end{array} \right\rvert\, \end{array}\right\|$ | $\left.\begin{gathered} \text { P1- } \\ \text { Private } \\ \text { Cars (PC) } \end{gathered} \right\rvert\,$ | 02 －Taxi | $\left.\begin{array}{\|c} 11-\text { Non- } \\ \text { franchise } \\ \mathrm{d} \\ \text { Bus< }=6.4 \\ \mathrm{t} \end{array} \right\rvert\,$ | $12-$ Non－ <br> franchise <br> d Bus 6.4 <br> $15 t$ | $\begin{array}{\|c} \begin{array}{c} 13-\text { Non- } \\ \text { franchise } \\ \text { d Bus } 15 t \\ 24 t \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { 18-Non- } \\ \text { franchise } \\ \text { d Bus } \\ \text { 24t } \end{array} \\ \hline \end{array}$ | $9-$ <br> Private <br> Light Bus <br> $<=3.5 t$$\|$ | $10-$ <br> Private <br> Light Bus <br> $>3.5 \mathrm{t}$$\|$ | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { O3-Light } \\ \text { Goods } \\ \text { Vehicles }< \\ =2.5 t \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline 04-\text {-Lt } \\ \text { Goods } \\ \text { Vehicles } \\ 2.5-3.5 \mathrm{t} \\ \hline \end{array}$ | $\left\|\begin{array}{c}05-\text { Light } \\ \text { Goods } \\ \text { Vehicles＞} \\ 3.5 t\end{array}\right\|$ |  | $\left.\begin{gathered}\text { O7．} \\ \text { Heavy } \\ \text { Goods } \\ \text { Venicles．} \\ 15 t-24 t\end{gathered} \right\rvert\,$ |  | $\begin{array}{\|c\|} \hline \text { 14- } \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | $15-$ <br> Franchis <br> ed Bus <br> （DD） | $\left.\begin{gathered}\text { 8－Public } \\ \text { Light } \\ \text { Buses }\end{gathered} \right\rvert\,$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 2100－22 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Road P1 | 2．3\％ | 55．2\％ | 13．7\％ | 0．8\％ | 0．5\％ | 1．2\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 9．3\％ | 3．4\％ | 3．3\％ | 6．5\％ | ， | 016 | 0．0\％ | 2．1\％ | 100．0\％ |
| 2 | Kong Sham Western Highway | 2．3\％ | ${ }^{56.3 \%}$ | 14．0\％ | 0．8\％ | 0．5\％ | 1．2\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 7．6\％ | 2．7\％ | 2．7\％ | 5．2\％ | 1．4\％ | 0．1\％ | ${ }^{5.1 \%}$ | 0．0\％ | ${ }^{100.0 \%}$ |
| 3 | Kong Sham Western Highway | 2．3\％ | 55．9\％ | 13．9\％ | 0．8\％ | 0．5\％ | 1．2\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 7．1\％ | 2．6\％ | 2．5\％ | 4．9\％ | 1．3\％ | 0．2\％ | 6．7\％ | 0．0\％ | 100．0\％ |
| 4 | Road P1 | 2．4\％ | 58．2\％ | 14．5\％ | 0．8\％ | 0．6\％ | ${ }^{1.2 \%}$ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 7．7\％ | 2．8\％ | 2．7\％ | 5．3\％ | 1．4\％ | 0．0\％ | 0．0\％ | 2．3\％ | 100．0\％ |
| 5 | Road P1 | 2．5\％ | 62．0\％ | 15．4\％ | 0．8\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 6．3\％ | 2．3\％ | 2．2\％ | 4．4\％ | 1．1\％ | 0．0\％ | 0．0\％ | 0．8\％ | 100．0\％ |
| 6 | Road P1 | 2．5\％ | 62．2\％ | 15．5\％ | 0．9\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 5．9\％ | 2．1\％ | 2．1\％ | 4．1\％ | 1．1\％ | 0．0\％ | 0．6\％ | 1．0\％ | 100．0\％ |
| 7 | Road D5 | 2．6\％ | 63．4\％ | 15．8\％ | 0．9\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 5．4\％ | 1．9\％ | 1．9\％ | 3．7\％ | 1．0\％ | 0．0\％ | 0．4\％ | 0．8\％ | 100．0\％ |
| 8 | Road D5 | 2．5\％ | $61.4 \%$ | 15．3\％ | 0．8\％ | 0．6\％ | ${ }^{1.3 \%}$ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 6．5\％ | 2．3\％ | 2．3\％ | 4．5\％ | 1．2\％ | 0．0\％ | 0．0\％ | 1．1\％ | 100．0\％ |
| 11 |  | 2．5\％ |  |  |  |  |  |  |  | 0．1\％ | 0．1\％ | 5．7\％ | 2．1\％ | 2．0\％ | 4．0\％ |  | 0．0\％ | 0．0\％ |  |  |
| ${ }^{12}$ | Kong Sham Western Highway | 2．8\％ | 67．9\％ | 16．9\％ | 0．9\％ | 0．6\％ | ${ }^{1.4 \%}$ | 0．0\％ | 0．0\％ | 0．1\％ | 0．0\％ | 3．6\％ | 1．3\％ | 1．3\％ | 2．5\％ | 0．6\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 13 | Kong Sham Western Highway | 2．7\％ | 65．3\％ | 16．2\％ | 0．9\％ | 0．6\％ | ${ }^{1.4 \%}$ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 4．9\％ | 1．8\％ | 1．7\％ | 3．4\％ | 0．9\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 14 | Road P1 | 2．4\％ | 59，7\％ | 14．8\％ | 0．8\％ | 0．6\％ | 1．2\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 7．3\％ | 2．6\％ | 2．6\％ | 5．1\％ | 1．3\％ | 0．0\％ |  | 1．2\％ | 100．0\％ |
| 15 | Road P1 | 2．5\％ | 62．0\％ | 15．4\％ | 0．8\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 5．7\％ | 2．1\％ | 2．0\％ | 4．0\％ | 1．0\％ | 0．1\％ | 2．3\％ | 0．0\％ | 100．0\％ |
| 16 | Road P1 | 2．7\％ | 65．7\％ | 16．3\％ | 0．9\％ | 0．6\％ | 1．4\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．0\％ | 4．7\％ | 1．7\％ | 1．7\％ | 3．3\％ | 0．9\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 17 | Road D5 | 2．6\％ | 63．5\％ | 15．8\％ | 0．9\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．0\％ | 4．7\％ | 1．7\％ | 1．7\％ | 3．3\％ | 0．9\％ | 0．0\％ | 1．5\％ | 1．4\％ | 100．0\％ |
| ${ }^{18}$ | Road D5 | 2．5\％ | ${ }^{62.3 \%}$ | 15．5\％ | 0．9\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 6．0\％ | 2．2\％ | 2．1\％ | 4．2\％ | 1．1\％ | 0．0\％ | 0．0\％ | 1．1\％ |  |
| 19 | Kong Sham Western Highway | 2．4\％ | 58．9\％ | 14．6\％ | 0．8\％ | 0．6\％ | 1．2\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 6．4\％ | 2．3\％ | 2．3\％ | 4．4\％ | 1．2\％ | 0．1\％ | 4．5\％ | 0．0\％ | 100．0\％ |
| 20 | Kong Sham Western Highway | 2．5\％ | 61．1\％ | 15．2\％ | 0．8\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 5．9\％ | 2．1\％ | 2．1\％ | 4．1\％ | 1．1\％ | 0．1\％ | 3．0\％ | 0．0\％ | 100．0\％ |
| 21 | Road D3 | 2．5\％ | 62．4\％ | 15．5\％ | 0．9\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 5．8\％ | 2．1\％ | 2．0\％ | 4．0\％ | 1．0\％ | 0．0\％ | 1．7\％ | 0．0\％ | 100．0\％ |
| 22 | Road D 3 | 2．6\％ | 63．0\％ | 15．7\％ | 0．9\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 6．1\％ | 2．2\％ | 2．1\％ | 4．2\％ | 1．1\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 23 | Road D1 | 2．4\％ | 57．8\％ | 14．4\％ | 0．8\％ | 0．5\％ | 1．2\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 8．8\％ | ${ }^{3.2 \%}$ | 3．1\％ | 6．1\％ | 1．6\％ | 0．0\％ | 0．0\％ | 0．0\％ |  |
| 24 | Road 1 | 2．7\％ | ${ }^{666.3 \%}$ | 16．5\％ | 0．9\％ | 0．6\％ | 1．4\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．0\％ | 4．4\％ | 1．6\％ | 1．5\％ | 3．0\％ | 0．8\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 25 <br> 26 |  | $\frac{2.2 \%}{2.7 \%}$ | 年3．8\％ | $\frac{13.4 \%}{1.40 \%}$ | ${ }^{0.7 \%}$ | 0．5\％ | －1．1\％ | ${ }^{\text {0．0\％}}$ | ${ }^{\text {0．0\％}}$ | ${ }^{0.1 \%}$ | 0．1\％ | $\frac{10.9 \%}{45 \%}$ | 3．9\％ | － | 7．75\％ | 2．0\％ | 0．0\％ | 0．0\％ | 0．0\％ | ${ }^{10000 \%}$ |
| ${ }^{26}$ | Road D1 | 2．7\％ | ${ }^{666.1 \%}$ | 16．4\％ | 0．9\％ | 0．6\％ | ${ }_{\text {1．4\％}}^{1.14}$ | 0．0\％ | 0．0\％ | ${ }^{0.1 \%}$ | 0．0\％ | 4．5\％ | ${ }^{\text {1．6\％}}$ |  | $\frac{3.1 \%}{1.5 \%}$ | 0．8\％ | 0．0\％ | 0．0\％ | 0．0\％ |  |
| 27 | Road D1 | 2．2\％ | 53．8\％ | 13．4\％ | 0．7\％ | 0．5\％ | 1．1\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 10．9\％ | 3．9\％ | 3．8\％ | 7．5\％ | 2．0\％ | 0．0\％ | 0．0\％ | 0．0\％ |  |
| 28 | Road D1 | 2．7\％ | 66．1\％ | 16．4\％ | 0．9\％ | 0．6\％ | 1．4\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．0\％ | 4．5\％ | 1．6\％ | 1．6\％ | 3．1\％ | 0．8\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 29 | Road D1 | 2．7\％ | 65．6\％ | 16．3\％ | 0．9\％ | 0．6\％ | 1．4\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．0\％ | 4．8\％ | 1．7\％ | 1．7\％ | 3．3\％ | 0．9\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 30 | Road D1 | 2．4\％ | 59．9\％ | 14．9\％ | 0．8\％ | 0．6\％ | 1．2\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 7．7\％ | 2．8\％ | 2．7\％ | 5．3\％ | 1．4\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 31 | Road D3 | ${ }^{2.6 \%}$ | 㐌64．4\％ | $\frac{16.0 \%}{1.620}$ |  |  |  |  | 0．0\％ |  | $\frac{0.1 \%}{0.1 \%}$ | 5．3\％ | $\frac{1.9 \%}{1.80}$ | － $1.88 \%$ |  | 0．9\％ | ${ }^{0.0 \%}$ | ${ }^{0.4 \%}$ | 0．0\％ |  |
| 32 <br> 33 | $\xrightarrow{\text { Road D3 }}$ Road D5 | $\frac{2.7 \%}{2.8 \%}$ | 年65．3\％ | $\frac{16.2 \%}{17.1 \%}$ | 0．0．9\％ | － | － | － | 0．0\％ | 0．1\％ | －0．1\％ | 4．9\％\％ | $\frac{1.8 \%}{1.1 \%}$ | － $1.7 \%$ | ${ }^{3.4 \%}$ | 0．9\％ | －0．0\％ | － | 0．0\％ | 100．0\％ |
| 34 | Road D5 | 2．7\％ | 66．8\％ | 16．6\％ | 0．9\％ |  | ${ }^{1.4 \%}$ | 0．0\％ | 0．0\％ | 0．1\％ | 0．0\％ | 4．1\％ | 1．5\％ | 1．5\％ | 2．9\％ |  | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 35 | Road D5 | 2．2\％ | 53．7\％ | 13．4\％ | 0．7\％ | 0．5\％ | 1．1\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 10．9\％ | 3．9\％ | 3．8\％ | 7．5\％ | 2．0\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| ${ }^{36}$ | Road D5 | 2．7\％ | 66．1\％ | 16．4\％ | 0．9\％ | 0．6\％ | ${ }^{1.4 \%}$ | 0．0\％ | 0．0\％ | 0．1\％ | 0．0\％ | 4．5\％ | 1．6\％ | 1．6\％ | 3．1\％ | 0．8\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 37 | Road D5 | 2．7\％ | ${ }^{65.3 \%}$ | 16．2\％ | 0．9\％ | 0．6\％ | ${ }^{1.4 \%}$ | 0．0\％ | 0．0\％ | 0．1\％ | 0．0\％ | 4．5\％ | 1．6\％ | 1．6\％ | 3．1\％ | 0．8\％ | 0．0\％ | 0．0\％ | 1．1\％ | 100．0\％ |
| ${ }^{38}$ | Road D5 | 2．6\％ | ${ }^{63.6 \%}$ | 15．8\％ | 0．9\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 5．5\％ | 2．0\％ | 1．9\％ | 3．8\％ | 1．0\％ | 0．0\％ | 0．0\％ | 0．8\％ |  |
| 40 | Road D5 | 2．5\％ | 60．5\％ | 15．0\％ | 0．8\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 7．0\％ | 2．5\％ | 2．5\％ | 4．8\％ | 1．3\％ | 0．0\％ | 0．0\％ | 1．0\％ | 100．0\％ |
| ${ }_{41}^{41}$ | Road D5 | 2．2\％ | ${ }^{64.5 \%}$ | 16．0\％ | 0．9\％ | 0．6\％ | ${ }^{1.3 \%}$ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 4．8\％ | 1．7\％ | 1．7\％ | 3．3\％ | 0．9\％ | 0．0\％ | 0．0\％ | 1．3\％ | 100．0\％ |
| 42 | Road D5 | 2．2\％ | 54．0\％ | 13．4\％ | 0．7\％ | 0．5\％ | 1．1\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 10．2\％ | 3．7\％ | 3．6\％ | 7．0\％ | 1．8\％ | 0．0\％ | $0.0 \%$ | ${ }^{1.5 \%}$ | 100．0\％ |
| 43 | Slip road for Kong Sham Western Highway | 2．6\％ | 63．4\％ | 15．7\％ | 0．9\％ | 0．6\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 5．9\％ | 2．1\％ | 2．1\％ | 4．1\％ | 1．1\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 44 | Slip road for Road D3 | 2．7\％ | 65．2\％ | 16．2\％ | 0．9\％ | 0．6\％ | 1．4\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 5．0\％ | 1．8\％ | 1．7\％ | 3．4\％ | 0．9\％ | 0．0\％ | 0．0\％ | 0．0\％ |  |
| 45 | $\frac{\text { Kong Sham Western Highway }}{\text { Kong Sam Western Higwway }}$ | $\frac{2.5 \%}{2.6 \%}$ | $\frac{61.7 \%^{2}}{63.2 \%}$ | $\frac{15.3 \%}{15.76}$ | $\frac{0.8 \%}{0.9 \%}$ | 0．6\％ 0.6 | $\frac{1.3 \%}{1.36}$ | $\frac{0.0 \%}{0.0 \%}$ | 0．0\％ | $\frac{0.1 \%}{0.1 \%}$ | $\frac{0.1 \%}{0.1 \%}$ | $\frac{6.1 \%}{5.4 \%}$ | $\frac{2.2 \%}{19 \%}$ | $\frac{2.2 \%}{1.9 \%}$ | $\frac{4.2 \%}{3.8 \%}$ | $\frac{1.1 \%}{1.0 \%}$ | $\frac{0.0 \%}{0.0 \%}$ | $\frac{1.7 \%}{1.4 \%}$ | $\frac{0.0 \%}{0.0 \%}$ | 100．0\％ |

## Appendix 3．4 Traffic Data

## Year 2041

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes

| Link No． | Road Name | $\left\|\begin{array}{c} 16- \\ \text { Motorycl } \\ \text { es (MC) } \end{array}\right\|$ | $\left.\begin{gathered} \text { P1- } \\ \text { Private } \\ \text { Cars (PC) } \end{gathered} \right\rvert\,$ | 02 －Taxi | $\begin{gathered} 11-\text { Non- } \\ \text { franchen } \\ \text { d } \\ \text { Bus< }<6.4 \end{gathered}$ | $\begin{array}{\|c\|} \hline \begin{array}{c} 12-\text { Non- } \\ \text { franchise } \\ \text { d Bus } 6.4 \\ 15 t \end{array} \\ \hline \end{array}$ |  | $\begin{array}{\|c\|} \hline \begin{array}{l} 18 \text { - Non- } \\ \text { franchise } \\ \text { d Bus } \\ 224 t \end{array} \\ \hline \end{array}$ | $\begin{gathered} 9- \\ \text { Private } \\ \text { Light Bus } \\ <=3.5 \mathrm{t} \end{gathered}$ | $10-$ Private Light Bus $>3.5 \mathrm{t}$ | $\begin{array}{\|c\|} \hline 03-\text { Light } \\ \text { Goods } \\ \text { Vehicles } \\ =2.5 t \end{array}$ | $\begin{gathered} \text { o4-Lt } \\ \text { Godod } \\ \text { Vohices } \\ 2.5-3.55 \end{gathered}$ | $\left\|\begin{array}{c}05-\text { Light } \\ \text { Gooos } \\ \text { Vehicles＞} \\ 3.5 t\end{array}\right\|$ | $06-$ Heavy Goods Vehicles＜ | $07-$ <br> Heavy <br> Goods <br> Vehicles <br> $\|$ | $\begin{array}{\|c\|} \hline 17- \\ \hline \text { Heavy } \\ \text { Goods } \\ \text { Vehicles } \\ >24 \mathrm{t} \end{array}$ | $\begin{array}{\|c\|} \hline \text { 14- } \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (SD) } \end{array}$ | $\begin{gathered} 15- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) } \\ \hline \end{gathered}$ | $\begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 200－2300 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1 | Road P1 | 2．1\％ | 58．3\％ | 15．2\％ | 0．5\％ | 0．4\％ | 0．8\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 8．5\％ | 3．0\％ | 2．7\％ | 5．2\％ | 1．4\％ | 0．0\％ | 0．0\％ | 1．7\％ | 100．0\％ |
| 2 | Kong Sham Western Highway | ${ }^{2.1 \%}$ | ${ }^{58.6 \%}$ | ${ }^{15.2 \%}$ | 0．5\％ | 0．4\％ | 0．8\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 6．8\％ | 2．4\％ | 2．1\％ | 4．2\％ | ${ }^{1.1 \%}$ | 0．2\％ | 5．4\％ | 0．0\％ | ${ }^{10000 \%}$ |
| 3 | Kong Sham Western Highway | 2．1\％ | ${ }^{58.1 \%}$ | 15．1\％ | 0．5\％ | 0．4\％ | 0．8\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 6．4\％ | 2．3\％ | 2．0\％ | 3．9\％ | 1．0\％ | 0．2\％ | 7．1\％ | 0．0\％ | 100．0\％ |
| 4 | Road P1 | 2．2\％ | 61．1\％ | 15．9\％ | 0．6\％ | 0．4\％ | 0．9\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 7．0\％ | 2．5\％ | 2．2\％ | 4．3\％ | 1．1\％ | 0．0\％ | 0．0\％ | 1．8\％ |  |
| 5 | Road P1 | 2．3\％ | 64．4\％ | 16．7\％ | 0．6\％ | 0．4\％ | 0．9\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 5．6\％ | 2．0\％ | 1．8\％ | 3．5\％ | 0．9\％ | 0．0\％ | 0．0\％ | 0．6\％ | 100．0\％ |
| 6 | Road P1 | 2．3\％ | 64．6\％ | 16．8\％ | 0．6\％ | 0．4\％ | 0．9\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 5．2\％ | 1．9\％ | 1．6\％ | ${ }^{3.2 \%}$ | 0．8\％ | 0．0\％ | 0．6\％ | 0．8\％ |  |
| 7 | Road D5 | 2．4\％ | 65．6\％ | 17．0\％ | 0．6\％ | 0．4\％ | 0．9\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．0\％ | 4．8\％ | 1．7\％ | 1．5\％ | 3．0\％ | 0．8\％ | 0．0\％ | 0．5\％ | 0．6\％ | 100．0\％ |
| 8 | Road D5 | 2．3\％ | 63．9\％ | 16．6\％ | 0．6\％ | 0．4\％ | 0．9\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 5．8\％ | 2．1\％ | 1．8\％ | 3．6\％ | 0．9\％ | 0．0\％ | 0．0\％ | 0．8\％ | 100．0\％ |
| ${ }^{11}$ | Road P1 | 2．3\％ |  |  |  | 0．4\％ | 0．9\％ |  |  | 0．1\％ | 0．1\％ | ${ }_{\text {5．1\％}}$ | ${ }_{\text {1．8\％}}^{1.8}$ | 1．6\％ | 3．2\％ | 0．8\％ | 0．0\％ | 0．0\％ | 1．4\％ |  |
| 12 | Kong Sham Western Highway | 2．5\％ | 69．5\％ | 18．0\％ | 0．6\％ | 0．4\％ | 1．0\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．0\％ | 3．1\％ | 1．1\％ | 1．0\％ | 1．9\％ | 0．5\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 13 | Kong Sham Western Highway | 2．4\％ | 67．2\％ | 17．5\％ | 0．6\％ | 0．4\％ | 0．9\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．0\％ | 4．4\％ | 1．6\％ | 1．4\％ | 2．7\％ | 0．7\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 14 | Road P1 | 2．3\％ | 62．4\％ | 16．2\％ | 0．6\％ | 0．4\％ | 0．9\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 6．6\％ | 2．4\％ | 2．1\％ | 4．1\％ | 1．1\％ | 0．0\％ | 0．0\％ | 0．9\％ | 100．0\％ |
| 15 | Road P1 | 2．3\％ | 64．0\％ | 16．6\％ | 0．6\％ | 0．4\％ | 0．9\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 5．1\％ | 1．8\％ | 1．6\％ | 3．1\％ | 0．8\％ | 0．1\％ | 2．4\％ | 0．0\％ | 100．0\％ |
| 16 | Road P1 | 2．5\％ | 67．6\％ | 17．6\％ | 0．6\％ | 0．4\％ | 0．9\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．0\％ | 4．2\％ | 1．5\％ | 1．3\％ | 2．6\％ | 0．7\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 17 | Road D5 | ${ }^{2.4 \%}$ | 65．5\％ | 17．0\％ | 0．6\％ | 0．4\％ | 0．9\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．0\％ | 4．2\％ | 1．5\％ | 1．3\％ | 2．6\％ | 0．7\％ | 0．0\％ | 1．6\％ | 1．1\％ | 100．0\％ |
| ${ }^{18}$ | Road D5 | 2．3\％ | ${ }^{64.7 \%}$ | ${ }^{16.8 \%}$ | 0．6\％ | 0．4\％ | 0．9\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 5．4\％ | 1．9\％ | 1．7\％ | 3．3\％ | 0．9\％ | 0．0\％ | 0．0\％ | 0．9\％ |  |
| 19 | Kong Sham Western Highway | 2．2\％ | 61．1\％ | 15．9\％ | 0．6\％ | 0．4\％ | 0．9\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 5．7\％ | 2．1\％ | 1．8\％ | 3．5\％ | 0．9\％ | 0．1\％ | 4．8\％ | 0．0\％ | 100．0\％ |
| 20 | Kong Sham Western Highway | 2．3\％ | 63．2\％ | 16．4\％ | 0．6\％ | 0．4\％ | 0．9\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 5．3\％ | 1．9\％ | 1．7\％ | 3．2\％ | 0．8\％ | 0．1\％ | 3．1\％ | 0．0\％ | 100．0\％ |
| 21 | Road D3 | 2．3\％ | 64．5\％ | 16．7\％ | 0．6\％ | 0．4\％ | 0．9\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 5．1\％ | 1．8\％ | 1．6\％ | 3．2\％ | 0．8\％ | 0．1\％ | 1．7\％ | 0．0\％ | 100．0\％ |
| 22 | Road D 3 | 2．4\％ | 65．3\％ | 17．0\％ | 0．6\％ | 0．4\％ | 0．9\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 5．4\％ | 1．9\％ | 1．7\％ | 3．3\％ | 0．9\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 23 | Road D1 | 2．2\％ | 60．7\％ | 15．8\％ | 0．6\％ | 0．4\％ | 0．8\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 7．9\％ | 2．8\％ | 2．5\％ | 4．9\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．0\％ |  |
| 24 | Road 1 | 2．5\％ | ${ }^{68,2 \%}$ | 17．7\％ | 0．6\％ | 0．4\％ | 1．0\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．0\％ | 3．9\％ | 1．4\％ | 1．2\％ | 2．4\％ | 0．6\％ | 0．0\％ | 0．0\％ | 0．0\％ | ${ }^{10000 \%}$ |
| 25 <br> 26 |  | $\frac{2.1 \%}{2.5 \%}$ | 57．0\％ | $\frac{14.8 \%}{170^{\circ}}$ | 0．5\％ | ${ }_{\text {O．}}^{0.4 \%}$ | ${ }^{0.8 \%}$ | 0．0\％ | 0．0\％ | ${ }^{0.1 \%}$ | 0．1\％ | ${ }^{\text {9．9\％\％}}$ | －3．6\％ | 3．19\％ | ${ }_{6.1 \%}^{6.1 \%}$ | ${ }^{1.6 \%}$ | 0．0\％ | 0．0\％ | 0．0\％ | ${ }^{10000 \%}$ |
| ${ }^{26}$ | Road D1 | 2．5\％ | 68．0\％ | 17．6\％ | 0．6\％ | 0．4\％ | 0．9\％ | 0．0\％ | 0．0\％ | ${ }^{0.1 \%}$ | 0．0\％ | 4．0\％ | ${ }^{1.4 .4 \%}$ | ${ }^{1.3 \%}$ | 2．5\％ | 0．6\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 27 | Road D1 | 2．1\％ | 57．0\％ | 14．8\％ | 0．5\％ | 0．4\％ | 0．8\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 9．9\％ | 3．6\％ | 3．1\％ | 6．1\％ | 1．6\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 28 | Road D1 | 2．5\％ | 68．0\％ | 17．6\％ | 0．6\％ | 0．4\％ | 0．9\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．0\％ | 4．0\％ | 1．4\％ | 1．3\％ | 2．5\％ | 0．6\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 29 | Road D1 | 2．4\％ | 67．6\％ | 17．5\％ | 0．6\％ | 0．4\％ | 0．9\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．0\％ | 4．2\％ | 1．5\％ | 1．3\％ | 2．6\％ | 0．7\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| ${ }^{30}$ | Road D1 | 2．3\％ | 62．5\％ | 16．2\％ | 0．6\％ | 0．4\％ | 0．9\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 6．9\％ | 2．5\％ | ${ }^{2.2 \%}$ | 4．3\％ | 1．1\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 31 | ${ }_{\text {Road } 3}$ | ${ }_{2}^{2.4 \%}$ | ${ }^{66.4 \%}$ | $\frac{17.2 \%}{1720}$ | ${ }^{0.6 \%}$ |  |  | 0．0\％ | 0．0\％ |  | 0．0\％ | ${ }^{4.7 \%}$ | 立．7\％ | －1．5\％ | $\frac{2.9 \%}{270}$ | 0．8\％\％ | 0．0\％ | ${ }^{0.4 \%}$ | 0．0\％ |  |
| 32 <br> 33 | $\xrightarrow{\text { Road D3 }}$ Road D5 | $\frac{2.4 \%}{2.6 \%}$ | 年67．3\％ | $\frac{17.5 \%}{18.3 \%}$ | 0．0\％\％ | － $0.4 \%$ | － | － | 0．0\％ | 0．1\％ | －0．0\％ | ${ }^{4.4 \% \%}$ | $\frac{1.6 \%}{1.0 \%}$ | － $1.4 \%$ | $\frac{2.7 \%}{1.6 \%}$ | 0．7\％ | －0．0\％ | － | 0．0\％ | $\frac{100.0 \%}{100.0 \%}$ |
| 34 | Road D5 | 2．5\％ | 68．6\％ | 17．8\％ | 0．6\％ | 0．4\％ | 1．0\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．0\％ | 3．6\％ | 1．3\％ | 1．1\％ | 2．2\％ | 0．6\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 35 | Road D5 | 2．1\％ | 57．0\％ | 14．8\％ | 0．5\％ | 0．4\％ | 0．8\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 9．9\％ | 3．6\％ | 3．1\％ | 6．1\％ | 1．6\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| ${ }^{36}$ | Road D5 | 2．5\％ | 68．0\％ | 17．6\％ | 0．6\％ | 0．4\％ | 0．9\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．0\％ | 4．0\％ | 1．4\％ | 1．3\％ | 2．5\％ | 0．6\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 37 <br> 38 | $\xrightarrow{\text { Road D5 }}$ | $\frac{2.4 \%}{2.4 \%}$ | 㐌7．3\％ | $\frac{17.5 \%}{1710}$ | 0．6\％ | －0．4\％ | －0．9\％ | －0．0\％ | －0．0\％ | － | O．0\％ | 年．0\％ | 年．4\％ | －$\frac{1.2 \%}{1.50 \%}$ | $\frac{2.4 \%}{3.0 \%}$ | 0．6\％ | 0．0\％ | 0．0\％ | 0．9\％ | ${ }^{10000 \%}$ |
| $\begin{array}{r}38 \\ \hline\end{array}$ | Road D | 2．4\％ | $\frac{65.8 \%}{6.310}$ | ${ }^{17.17 \%}$ | 0．6\％ | 0．4\％ | 0．9\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 4．9\％ | ${ }^{1.8 \%}$ | ${ }^{1.5 \%}$ | 3．0\％ | 0．8\％ | 0．0\％ | 0．0\％ | 0．6\％ | $\stackrel{100.0 \%}{1000}$ |
| ${ }^{41}$ | Road D5 | ${ }^{2.4 \%}$ | 6．6．\％ | 17．3\％ | 0．6\％ | 0．4\％ | 0．9\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．0\％ | ${ }^{\text {4．3\％}}$ | 1．5\％ | 1．3\％ | ${ }^{\text {2．6\％}}$ | 0．7\％ | 0．0\％ | 0．0\％ | ${ }^{\text {1．1．1\％}}$ | 100．0\％ |
| 42 | Road D5 | 2．1\％ | 57．3\％ | 14．9\％ | 0．5\％ | 0．4\％ | 0．8\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 9．3\％ | 3．3\％ | 2．9\％ | 5．7\％ | 1．5\％ | 0．0\％ | 0．0\％ | 1．2\％ | 100．0\％ |
| 43 | Slip road for Kong Sham Western Highway | 2．4\％ | 65．6\％ | 17．0\％ | 0．6\％ | 0．4\％ | 0．9\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．1\％ | 5．3\％ | 1．9\％ | 1．7\％ | 3．3\％ | 0．8\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| ${ }^{44}$ | Slip road for Road D3 | 2．4\％ | 67．2\％ | 17．5\％ | 0．6\％ | 0．4\％ | 0．9\％ | 0．0\％ | 0．0\％ | 0．1\％ | 0．0\％ | 4．4\％ | 1．6\％ | 1．4\％ | 2．7\％ | 0．7\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| $\frac{45}{46}$ | Kong Sham Western Highway | $\frac{2.3 \%}{24 \%}$ | $\frac{63.8 \%}{653 \%}$ | $\frac{16.6 \%}{169 \%}$ | 0．6\％ | $\frac{0.4 \%}{0.4 \%}$ | 0．9\％ | $\frac{0.0 \%}{0.0 \%}$ | $\frac{0.0 \%}{0.0 \%}$ | $\frac{0.1 \%}{0.1 \%}$ | $\frac{0.1 \%}{0.1 \%}$ | $\frac{5.4 \%}{4.8 \%}$ | $\frac{2.0 \%}{1.76}$ | $\frac{1.7 \%}{1.5 \%}$ | $\frac{3.4 \%}{3.0 \%}$ | $\frac{0.9 \%}{0.8 \%}$ | $\frac{0.1 \%}{0.0 \%}$ | $\frac{1.8 \%}{1.5 \%}$ | $\frac{0.0 \%}{0.0 \%}$ | $\frac{100.0 \%}{100 \%}$ |

## Appendix 3．4 Traffic Data

## Year 2041

24 Hours Traffic Flows and Breakdown by 18 Vehicle Classes

| Link No． | Road Name | 16 Motorcycl es（MC） | $\left.\begin{gathered} 01- \\ \text { Private } \\ \text { Cars (PC) } \end{gathered} \right\rvert\,$ | 02 －Taxi | $\begin{array}{\|c} 11-\text { Non- } \\ \text { franchise } \\ \text { Busc=6.4 } \\ \text { But } \\ \hline \end{array}$ |  | 13 －Non－ franchise 24t | $\begin{aligned} & 18 \text { Non- } \\ & \text { franhise } \\ & \text { d Bus } \\ & >244 \end{aligned}$ | $\left\|\begin{array}{c\|} 9- \\ \text { Private } \\ \text { Light Bus } \\ <3.5 t \end{array}\right\|$ | $\begin{array}{\|c\|} \hline 10 \\ \text { Private } \\ \text { Light Bus } \\ >3.5 \mathrm{t} \end{array}$ | $03-$ Light <br> Goods <br> Vehicless <br> $=2.5 t$ |  | $\left\|\begin{array}{c}05-\text { Light } \\ \text { Gooods } \\ \text { vehicles＞} \\ 3.5 t\end{array}\right\|$ | $\begin{gathered} \text { He- } \\ \begin{array}{c} \text { Heavy } \\ \text { Geoods } \\ \text { Venicless } \\ \text { ent } \end{array} \\ \hline \end{gathered}$ | $07-$ <br> Heavy <br> Geoos <br> Vehicles <br> $15 t-24 t$ |  | $\begin{array}{\|c\|} \text { 14- } \\ \text { Franchis } \\ \text { ed BDs } \\ \text { (SD) } \end{array}$ | $\begin{array}{\|l\|} 15- \\ \text { Franchis } \\ \text { ed Bus } \\ \text { (DD) } \end{array}$ | $\begin{gathered} 8-\text { Public } \\ \text { Light } \\ \text { Buses } \end{gathered}$ | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road P1 | 2300－2400 | 56．1\％ | 14．4\％ | 0．6\％ | 0．4\％ | 1．0\％ | 0．0\％ | 0．0\％ | 0．2\％ | 0．1\％ | 9．4\％ | ${ }^{3.4 \%}$ | 3．0\％ | 6．0\％ | 1．6\％ | 0．0\％ | 0．0\％ | 1．7\％ | 00．0\％ |
| 2 | Kong Sham Western Highway | ${ }^{2.2 \%}$ | 56．8\％ | 14．6\％ | 0．6\％ | 0．4\％ | 1．0\％ | 0．0\％ | 0．0\％ | ${ }^{0.2 \%}$ | 0．1\％ | 7．6\％ | ${ }^{2.7 \%}$ | ${ }^{\text {2．4\％}}$ | 4．8\％ | 1．3\％ | 0．1\％ | 5．3\％ | 0．0\％ | 100．0\％ |
| 3 | Kong Sham Western Highway | 2．1\％ | 56．3\％ | 14．4\％ | 0．6\％ | 0．4\％ | 1．0\％ | 0．0\％ | 0．0\％ | 0．2\％ | 0．1\％ | 7．2\％ | 2．6\％ | 2．3\％ | 4．5\％ | 1．2\％ | 0．2\％ | 6．9\％ | 0．0\％ | 100．0\％ |
| 4 | Road P1 | 2．3\％ | 59．1\％ | 15．1\％ | 0．7\％ | 0．5\％ | 1．0\％ | 0．0\％ | 0．0\％ | 0．2\％ | 0．1\％ | 7．8\％ | 2．8\％ | 2．5\％ | 4．9\％ | 1．3\％ | 0．0\％ | 0．0\％ | 1．9\％ | 100．0\％ |
| 5 | Road P1 | 2．4\％ | 62．7\％ | 16．1\％ | 0．7\％ | 0．5\％ | 1．1\％ | 0．0\％ | 0．0\％ | 0．2\％ | 0．1\％ | 6．4\％ | ${ }^{2.3 \%}$ | 2．0\％ | 4．0\％ | 1．0\％ | 0．0\％ | 0．0\％ | 0．6\％ | 100．0\％ |
| 6 | Road P1 | $2.4{ }^{2}$ | 62．9\％ | 16．1\％ | 0．7\％ | 0．5\％ | 1．1\％ | 0．0\％ | 0．0\％ | 0．2\％ | 0．1\％ | 5．9\％ | 2．1\％ | 1．9\％ | 3．7\％ | 1．0\％ | 0．0\％ | 0．6\％ | 0．8\％ | 100.02 |
| $\bigcirc$ | Road D5 | 2．4\％ | 64．0\％ | 16．4\％ | 0．7\％ | 0．5\％ | $\frac{1.11 \%}{1.10}$ | 0．0\％ | 0．0\％ | 0．2\％ | 0．1\％ | 5．4\％ | 1．9\％ | ${ }^{1.7 \%}$ | ${ }^{3.4 \%}$ | 0．9\％ | 0．0\％ | 0．5\％ | 0．7\％ | 100．0\％ |
| 8 | Road D5 | 2．4\％ | ${ }_{\text {c }}^{62.1 \%}$ | ${ }^{15.9 \%}$ | 0．7\％ | 0．5\％ | －1．1\％ | 0．0\％ | 0．0\％ | 0．2\％ | ${ }^{0.1 \%}$ | ${ }_{\text {6．5\％}}^{6.5}$ | ${ }^{2.4 \%}$ | ${ }^{2.1 \%}$ | ${ }_{4.1 \%}^{4.76}$ | ${ }^{1.1 .1 \%}$ | 0．0\％ | 0．0\％ | 0．8\％ | ${ }^{100.0 \%}$ |
| ${ }^{11}$ | Road P1 | 2．4\％ | 63．1\％ | 16．2\％ | 0．7\％ | 0．5\％ | 1．1\％ | 0．0\％ | 0．0\％ | ${ }^{0.2 \%}$ | ${ }^{0.1 \%}$ | 5．8\％ | ${ }_{\text {2．1．1\％}}$ | ${ }^{\text {1．9\％\％}}$ | ${ }^{3.7 \%}$ | ${ }^{1.0 \%}$ | 0．0\％ | 0．0\％ | ${ }^{1.44 \%}$ | 100．0\％ |
| 12 | Kong Sham Western Highway | $2.6 \%$ | 68．3\％ | 17．5\％ | 0．8\％ | 0．5\％ | ${ }^{1.2 \%}$ | 0．0\％ | 0．0\％ | 0．2\％ | 0．0\％ | 3．6\％ | 1．3\％ | 1．2\％ | 2．3\％ | 0．6\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 13 | Kong Sham Western Highway | 2．5\％ | ${ }^{65.7 \%}$ | 16．9\％ | 0．7\％ | 0．5\％ | 1．1\％ | 0．0\％ | 0．0\％ | 0．2\％ | 0．1\％ | 5．0\％ | 1．8\％ | 1．6\％ | 3．1\％ | 0．8\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 14 | Road P1 | 2．3\％ | 60．5\％ | 15．5\％ | 0．7\％ | 0．5\％ | 1．0\％ | 0．0\％ | 0．0\％ | 0．2\％ | 0．1\％ | 7．4\％ | 2．7\％ | 2．4\％ | 4．7\％ | 1．2\％ | 0．0\％ | 0．0\％ | 0．9\％ | 100．0\％ |
| 15 | Road P1 | ${ }^{2.4 \%}$ | 62．4\％ | 16．0\％ | 0．7\％ | 0．5\％ | 1．1\％ | 0．0\％ | 0．0\％ | 0．2\％ | 0．1\％ | 5．7\％ | 2．1\％ | 1．8\％ | 3．6\％ | 0．9\％ | 0．1\％ | 2．4\％ | 0．0\％ | 100．0\％ |
| ${ }^{16}$ | ${ }_{\text {Road P1 }}$ | $\frac{2.5 \%}{2.4}$ | $\frac{66.2 \%}{6.4}$ | $\frac{17.0 \%}{1.60 \%}$ | ${ }^{0.7 \%}$ | 0．5\％ | ${ }^{1.1 .1 \%}$ | ${ }^{0.00 \%}$ | ${ }^{\text {0．0\％}}$ | ${ }^{0.2 \%}$ | ${ }^{\text {0．0\％}}$ | ${ }_{4}^{4.7 \%}$ | $\frac{1.7 \%}{1.70}$ | 1．5\％ | 3．30\％ | 0．8\％ | ${ }^{\text {0．0\％}}$ | －${ }_{\text {0．0\％}}^{150}$ | ${ }^{0.00 \%}$ |  |
| ${ }^{17}$ | Road D5 | $\frac{2.4 \%}{2.4}$ | ${ }^{64.1 .1 \%}$ | 16．4\％ | 0．7\％ | 0．5\％ | $\frac{1.1 \%}{1.1 \%}$ | 0．0\％ | 0．0\％ | 0．2\％ | 0．0\％ | ${ }_{4}^{4.8 \%}$ | $\frac{1.7 \%}{1.20}$ | 1．5\％ | 3．3\％ | 0．8\％ | 0．0\％ | ${ }^{1.5 \%}$ | ${ }_{\text {1．1\％}}^{1.0}$ | ${ }^{100.0 \%}$ |
| $\stackrel{18}{19}$ | Road D5 | 2．44\％ |  | $\frac{16.2 \%}{1.2 \%}$ | 0．7\％ | ${ }^{\text {0．5\％}}$ | －1．1\％\％ | ${ }^{\text {0．0\％}}$ | 0．0\％ | 0．2\％ | 0．1\％ | ${ }_{\text {c }}^{6.1 \%}$ | ${ }^{2.2 .2 \%}$ | － | ${ }^{3.8 \%}$ | －1．0\％ | ${ }^{\text {0．0\％}}$ | －0．0\％ | 0．9\％\％ | ${ }^{100.0 \%}$ |
| 19 | Kong Sham Western Highway | 2．3\％ | ${ }^{59.3 \%}$ | ${ }^{15.2 \%}$ | 0．7\％ | 0．5\％ | 1．0\％ | 0．0\％ | 0．0\％ | 0．2\％ | ${ }^{0.1 \%}$ | ${ }_{6}^{6.4 \%}$ | 2．3\％ | 2．1\％ | ${ }_{4.1 \%}^{4.7}$ | ${ }^{1.1 \%}$ | ${ }^{0.1 \%}$ | 4．7\％ | 0．0\％ | 100．0\％ |
| 20 | Kong Sham Western Highway | 2．3\％ | 61．5\％ | 15．8\％ | 0．7\％ | 0．5\％ | 1．0\％ | 0．0\％ | 0．0\％ | 0．2\％ | 0．1\％ | 5．9\％ | 2．1\％ | 1．9\％ | 3．7\％ | 1．0\％ | 0．1\％ | 3．1\％ | 0．0\％ | 100．0\％ |
| 21 | Road D3 | 2．4\％ | 62．9\％ | ${ }^{16.1 \%}$ | 0．7\％ | 0．5\％ | 1．1\％ | 0．0\％ | 0．0\％ | 0．2\％ | 0．1\％ | 5．8\％ | 2．1\％ | 1．9\％ | ${ }^{3.7 \%}$ | 1．0\％ | 0．0\％ | 1．7\％ | 0．0\％ | 100.0 |
| 22 | Road 3 | ${ }^{2.4 \%}$ | ${ }^{63.6 \%}$ | ${ }^{16.53 \%}$ | 0．7\％ | 0．5\％ | ${ }_{\text {1．1．1\％}}$ | 0．0\％ | 0．0\％ | ${ }^{0.2 \%}$ | ${ }^{0.1 \%}$ | ${ }_{6}^{6.1 \%}$ | $\frac{2.2 \%}{3.2 \%}$ | 2．0\％ | ${ }^{3.9 \%}$ | $\frac{1.0 \%}{1.50}$ | 0．0\％ | 0．0\％ | 0．0\％ | ${ }^{100.0 \%}$ |
| ${ }^{23}$ | Road D1 | ${ }^{2.2 .2 \%}$ | 58．5\％ | 15．0\％ | ${ }^{0.7 \%}$ | 0．5\％ | ${ }^{1.0 \%}$ | ${ }^{0.0 \% \%}$ | ${ }^{\text {0．0\％}}$ | 0．2\％ | ${ }^{0.10}$ | ${ }_{\text {8．8\％}}^{4.8}$ | $\frac{3.2 \%}{1.60}$ | 2．8\％ | ${ }^{5.5 \%}$ | ${ }^{1.5 \%}$ | ${ }^{\text {0．0\％}}$ | ${ }^{\text {0．0\％}}$ | 0．0\％ | ${ }^{100.0 \%}$ |
| 24 <br> 25 <br> 25 | $\xrightarrow{\text { Road } \mathrm{Cl} 1}$ | ${ }_{\text {2．5\％}}^{2.1 \%}$ |  | － $17.1 /{ }^{1.0 \%}$ | － | － | －1．1\％ | － | －0．0\％ | － | －0．0\％ | 4．4\％\％ | － |  | 2．8\％ | － | － | －0．0\％ | －0．0\％ | 100．0\％ |
| 26 | Road D1 | 2．5\％ | 66．5\％ | 17．1\％ | 0．7\％ | 0．5\％ | 1．1\％ | 0．0\％ | 0．0\％ | 0．2\％ | 0．0\％ | 4．5\％ | ${ }^{1.6 \%}$ | ${ }^{1.5 \%}$ | 2．9\％ | 0．7\％ | 0．0\％ | 0．0\％ | 0．0\％ |  |
| 27 | Road $\mathrm{D1}$ | 2．1\％ | 54．5\％ | 14．0\％ | 0．6\％ | 0．4\％ | 0．9\％ | 0．0\％ | 0．0\％ | 0．2\％ | 0．1\％ | 11．0\％ | 3．9\％ | ${ }^{3.5 \%}$ | 6．9\％ | 1．8\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 28 | Road D1 | 2．5\％ | 66．5\％ | 17．1\％ | 0．7\％ | 0．5\％ | 1．1\％ | 0．0\％ | 0．0\％ | 0．2\％ | 0．0\％ | 4．5\％ | 1．6\％ | 1．5\％ | 2．9\％ | 0．7\％ | 0．0\％ | 0．0\％ | 0．0\％ | $100.0{ }^{\circ}$ |
| 29 | Road D1 | 2．5\％ | 66．1\％ | 16．9\％ | 0．7\％ | 0．5\％ | 1．1\％ | 0．0\％ | 0．0\％ | 0．2\％ | 0．0\％ | 4．8\％ | 1．7\％ | 1．5\％ | 3．0\％ | 0．8\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 30 | Road D1 | 2．3\％ | 60．5\％ | 15．5\％ | 0．7\％ | 0．5\％ | 1．0\％ | 0．0\％ | 0．0\％ | 0．2\％ | 0．1\％ | 7．8\％ | 2．8\％ | 2．5\％ | 4．9\％ | 1．3\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 31 | Road D3 | 2．5\％ | 64．9\％ | 16．6\％ | 0．7\％ | 0．5\％ | 1．1\％ | 0．0\％ | 0．0\％ | 0．2\％ | 0．1\％ | 5．3\％ | 1．9\％ | 1．7\％ | 3．3\％ | 0．9\％ | 0．0\％ | 0．4\％ | 0．0\％ |  |
| 32 | Road D 3 | 2．5\％ | 65．8\％ | 16．9\％ | 0．7\％ | 0．5\％ |  | 0．0\％ | 0．0\％ | 0．2\％ | 0．1\％ | 4．9\％ | 1．8\％ | 1．6\％ | 3．1\％ | 0．8\％ | 0．0\％ | 0．0\％ | 0．0\％ |  |
| 33 | Road D5 | 2．6\％ | 69，3\％ | ${ }^{177.8 \%}$ | 0．8\％ | 0．5\％ | 1．2\％ | 0．0\％ | 0．0\％ | 0．2\％ | 0．0\％ | 3．0\％ | 1．1\％ | 1．0\％ | ${ }^{\text {1．9\％}}$ | 0．5\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| ${ }^{34}$ | Road D5 | 2．6\％ | 67．3\％ | 17．2\％ | 0．8\％ | 0．5\％ | 1．1\％ | 0．0\％ | 0．0\％ | 0．2\％ | 0．0\％ | 4．1\％ | 1．5\％ | 1．3\％ | 2．6\％ | 0．7\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| ${ }^{35}$ | Road D5 | 2．1\％ | 54．5\％ | 14．0\％ | 0．6\％ | 0．4\％ | 0．9\％ | 0．0\％ | 0．0\％ | 0．2\％ | 0．1\％ | 11．0\％ | 3．9\％ | 3．5\％ | 6．9\％ | 1．8\％ | 0．0\％ | 0．0\％ | 0．0\％ | 100．0\％ |
| 36 | Road D5 | 2．5\％ | 66．5\％ | 17．1\％ | 0．7\％ | 0．5\％ | 1．1\％ | 0．0\％ | 0．0\％ | 0．2\％ | 0．0\％ | 4．5\％ | 1．6\％ | ${ }^{1.5 \%}$ | 2．9\％ | 0．7\％ | 0．0\％ | 0．0\％ | 0．0\％ |  |
| 37 | Road D5 | 2．5\％ | 65．9\％ | 16．9\％ | 0．7\％ | 0．5\％ | 1．1\％ | 0．0\％ | 0．0\％ | 0．2\％ | 0．0\％ | 4．5\％ | 1．6\％ | 1．4\％ | 2．8\％ | 0．7\％ | 0．0\％ | 0．0\％ | 0．9\％ | 100．0\％ |
| 38 | Road D5 | 2．4\％ | 64．2\％ | 16．5\％ | 0．7\％ | 0．5\％ | 1．1\％ | 0．0\％ | 0．0\％ | 0．2\％ | 0．1\％ | 5．6\％ | 2．0\％ | 1．8\％ | 3．5\％ | 0．9\％ | 0．0\％ | 0．0\％ | 0．6\％ | 100．0\％ |
| 40 | Road D5 | 2．3\％ | 61．2\％ | 15．7\％ | 0．7\％ | 0．5\％ | 1．0\％ | 0．0\％ | 0．0\％ | 0．2\％ | 0．1\％ | 7．0\％ | 2．5\％ | 2．3\％ | 4．4\％ | 1．2\％ | 0．0\％ | 0．0\％ | 0．8\％ | 100．0\％ |
| 41 | Road D5 | 2．5\％ | ${ }^{65.1 \%}$ | ${ }^{16.7 \%}$ | 0．7\％ | 0．5\％ | 1．1\％ | 0．0\％ | 0．0\％ | 0．2\％ | 0．1\％ | 4．9\％ | 1．7\％ | 1．6\％ | 3．1\％ | 0．8\％ | 0．0\％ | 0．0\％ | 1．1\％ | 100．0\％ |
| ${ }_{4}^{42}$ | Road D5 | 2．1\％ | 54，9\％ | 14．1\％ | 0．6\％ | 0．4\％ | 0．9\％ | 0．0\％ | 0．0\％ | 0．2\％ | 0．1\％ | 10．3\％ | 3．7\％ | 3．3\％ | 6．5\％ | 1．7\％ | 0．0\％ | 0．0\％ | 1．2\％ | 100．0\％ |
| $\stackrel{43}{44}$ | Slip road for Kong Sham Western highway | ${ }^{2.4 \% \%}$ | ${ }^{63.99 \%}$ | ${ }^{16.44 \%}$ | 0．7\％ | ${ }^{0.5 \%}$ | ${ }^{1.1 \%}$ | 年．0\％ |  | ${ }^{0.2 \%}$ | 0．1\％ | 5．9\％ | $\frac{2.1 \%}{18 \%}$ | $\frac{1.9 \%}{1.6 \%}$ | － | 立．0\％ | 0．0\％ | 号．0\％ | 0．0\％ |  |
| 45 | Kong Sham Western Highway | ${ }_{\text {2．}}^{2.4 \%}$ | 65．7\％ | 15．9\％ | 0．7\％ | 0．5\％ | $\frac{1.1 \%}{1.1 \%}$ | 0．0\％ | 0．0\％ | $\stackrel{0.2 \%}{0.2 \%}$ | 0．1\％ | 6．1\％ | 2．2\％ | 2．0\％ | 3．9\％ | 1．0\％ | 0．1\％ | 1．8\％ | 0．0\％ | 100．0\％ |
| 46 | Kong Sham Western Highway | 2．4\％ | 63．7\％ | 16．3\％ | 0．7\％ | 0．5\％ | 1．1\％ | 0．0\％ | 0．0\％ | 0．2\％ | 0．1\％ | 5．4\％ | 2．0\％ | 1．7\％ | 3．4\％ | 0．9\％ | 0．0\％ | 1．5\％ | 0．0\％ | 100．0\％ |

## Appendix 3.4 Traffic Data

## 24 Hours Speed



| Link No. | Road Name | Road Type |
| :--- | :--- | :--- |




## ＊H $\frac{\text { 絊輸罢 }}{\text { Transport Depa }}$

本奢德然 Our Ref．：（NH17H）in TD NR157／161／YLDD－125
來函檸躆 Your Ref，：DNCM：WLKL：WKCW：kchy：60631936／2021003749W
昌話 Tcl．： 23992422
闲文偶直 Fax ： 23813799
菓 郵 Emait ：wilsonkhman＠rd．gov．hk
－AECOM
12／F，Grand Central Plaza，Tower 2
138 Shatin Rural Committee Road
Shatin，Hong Kong
Attn：Mr．Desmond NG
Dear Sir，
Agreement No．CE 6／2019（DS）
Hung Shui Kiu Effluent Polishing Plant and Yuen Long South Effluent Polishing Plant－ Investigation

## Technical Note on Traffic Forecast for Environmental Impact Assessment（Draft）

I refer to your above－referenced letter dated 25 June 2021 regarding Technical Note on Traffic Forecast for Environmental Impact Assessment（Draft）．I have no comment to the technical note from traffic engineering point of view

# Yours faithfully， <br> （Wilson MAN） for Commissioner for Transport 

C．C．
DSD／HATS
Attn ：Mr．C．C．LEE
Fax ： 31030030

Internal
E／YLS

