

YEAR

2015

LINK

LAI KING HILL RD (from PMH INT to KING CHO RD)

COVERAGE (B) STATION

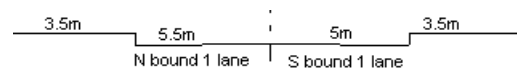
6204

ROAD NETWORK

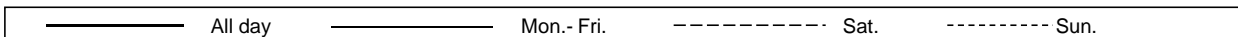
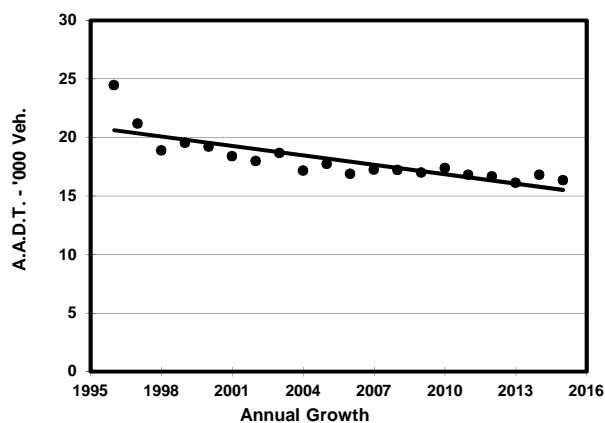
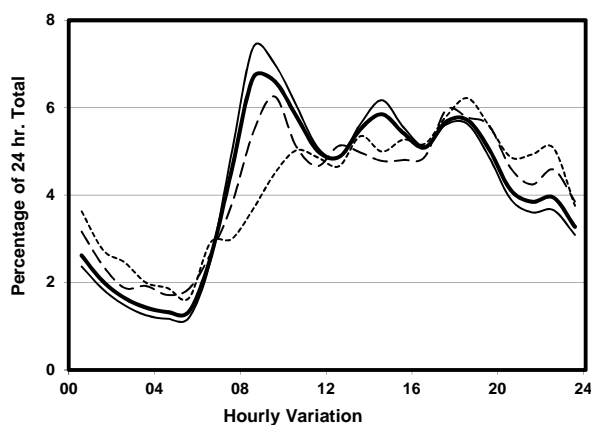
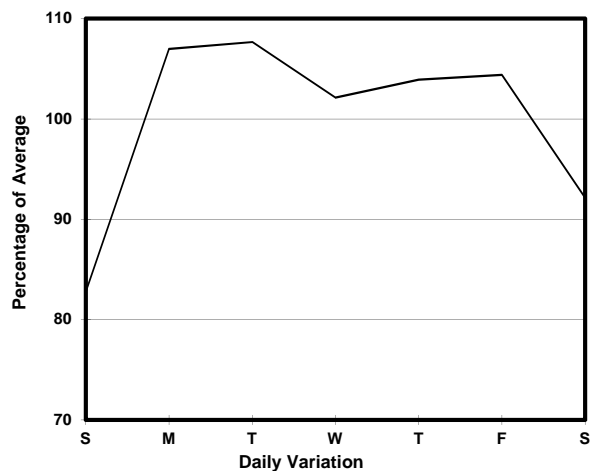
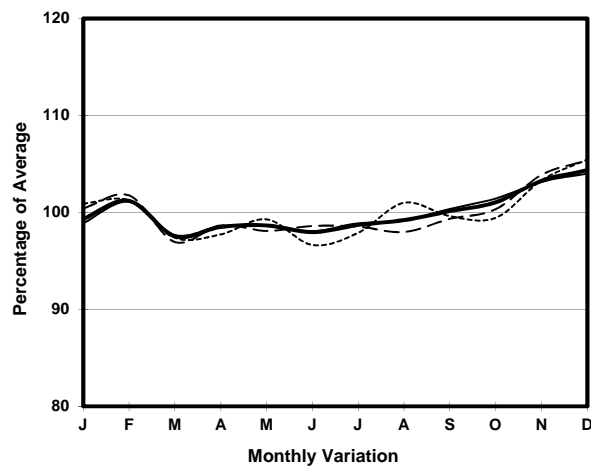
MAJOR

ROAD TYPE

DISTRICT DISTRIBUTOR



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	8290	8750	7720	7060
R 12 / 24 - %	65.4	67.6	60.4	57.3
R 16 / 24 - %	81.6	82.8	78.7	77.2
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	580	680	510	340
T - % (AM)	-	6.3	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	450	450	470	430
T - % (PM)	-	5.9	-	-
Prop.of commercial vehicles - 16 hr.	-	5.8	-	-
NORTH BOUND				
A.A.D.T.	8050	8560	7450	6590
R 12 / 24 - %	68.3	70.6	62.8	59.8
R 16 / 24 - %	86	87.5	82.5	80.9
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	510	590	440	280
T - % (AM)	-	9.8	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	500	530	440	440
T - % (PM)	-	5.8	-	-
Prop.of commercial vehicles - 16 hr.	-	6.9	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor	Private	Taxi	Private	PLB	Goods veh.		Non	Fr. Bus	
		Cycle	Car		LB		Light	M & H	Fr. Bus	SD	DD
0700-0800	Pro	3.0	15.1	40.2	3.0	17.6	11.5	1.0	4.0	0.5	4.1
	Ocp	1.0	1.6	1.8	10.2	7.4	1.7	1.0	17.4	13.5	16.2
0800-0900 Peak hour	Pro	1.8	22.8	48.4	4.3	9.6	5.3	0.7	3.2	0.4	3.6
	Ocp	1.2	1.5	1.8	4.5	11.3	1.9	1.5	6.4	15.3	15.3
0900-1000	Pro	0.9	18.6	49.7	2.4	8.5	13.7	1.8	0.6	0.4	3.2
	Ocp	1.0	1.3	1.7	3.5	8.2	1.6	1.8	1.0	14.0	7.6
1000-1100	Pro	1.8	12.9	55.5	2.5	10.4	11.5	1.4	1.1	0.4	2.6
	Ocp	1.0	1.5	1.6	5.1	10.4	1.6	1.3	4.7	13.5	10.0
1100-1200	Pro	3.0	14.6	43.8	2.6	13.3	16.3	1.3	0.9	0.5	3.8
	Ocp	1.4	1.7	1.8	1.0	9.8	1.6	1.7	1.0	7.2	9.3
1200-1300	Pro	5.2	17.4	41.5	6.1	13.2	8.5	0.9	3.3	0.5	3.4
	Ocp	1.1	1.7	1.6	3.2	8.6	1.6	2.0	7.9	12.3	9.8
1300-1400	Pro	0.8	18.5	49.8	3.2	12.9	10.4	0.4	0.4	0.3	3.3
	Ocp	1.0	1.7	1.9	2.4	11.9	2.0	1.0	1.0	6.0	10.7
1400-1500	Pro	4.2	17.4	45.4	5.1	9.3	12.7	1.7	0.4	0.4	3.2
	Ocp	1.1	1.5	1.9	2.9	12.8	1.6	1.5	1.0	19.5	11.1
1500-1600	Pro	1.6	20.0	41.3	5.7	12.7	12.7	0.4	2.5	0.2	3.0
	Ocp	1.0	1.6	1.7	4.9	12.5	1.8	1.0	7.7	15.0	16.8
1600-1700	Pro	2.0	20.6	34.1	5.5	15.0	13.0	1.5	4.0	0.5	3.8
	Ocp	1.0	1.8	1.7	4.8	11.2	1.5	1.7	6.3	19.0	14.6
1700-1800	Pro	2.4	23.8	43.5	1.6	12.5	8.9	0.4	2.4	0.6	3.9
	Ocp	1.0	1.7	1.8	3.8	14.4	1.5	1.0	6.7	18.0	13.8
1800-1900	Pro	3.7	34.8	36.2	0.0	9.3	10.7	0.0	0.5	0.2	4.6
	Ocp	1.0	1.6	2.0	0.0	10.3	1.6	0.0	45.0	6.0	14.8
1900-2000	Pro	2.4	36.1	34.7	1.0	14.5	6.7	0.0	0.0	0.8	3.7
	Ocp	1.0	1.5	1.6	1.0	7.4	1.3	0.0	0.0	13.7	13.9
2000-2100	Pro	2.9	23.7	45.7	1.2	13.3	7.5	0.6	0.0	0.1	4.9
	Ocp	1.2	1.5	1.5	3.0	5.4	1.7	1.0	0.0	8.0	8.1
2100-2200	Pro	4.3	28.8	40.5	0.6	16.6	4.3	0.0	0.0	0.6	4.3
	Ocp	1.1	1.6	1.7	1.0	8.0	1.7	0.0	0.0	16.3	8.5
2200-2300	Pro	1.4	29.2	42.0	0.7	17.1	4.3	0.0	0.0	0.4	5.0
	Ocp	1.5	1.5	1.7	1.0	6.0	1.7	0.0	0.0	6.5	8.5
16 hours	Pro	2.5	21.5	43.9	3.0	12.4	10.2	0.8	1.5	0.4	3.7
	Ocp	1.1	1.6	1.7	4.0	9.8	1.6	1.5	8.4	13.6	11.9

Legend

Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*

Ocp. Average occupancy of vehicles including both driver and passengers*

M&H Medium and Heavy

* All traffic data are collected from combined bounds except for one way traffic