

YEAR

2015

LINK FAT KWONG ST (from CHUNG HAU ST to YAN FUNG ST)

COVERAGE (B) STATION

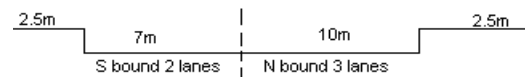
4211

ROAD NETWORK

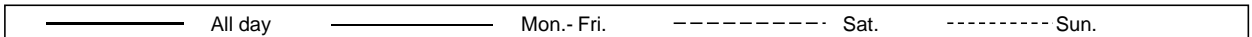
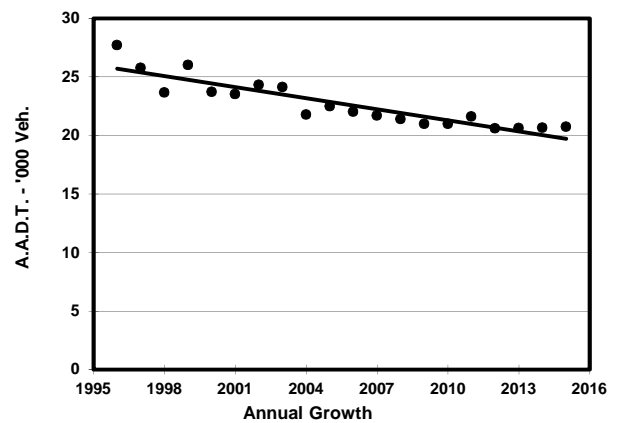
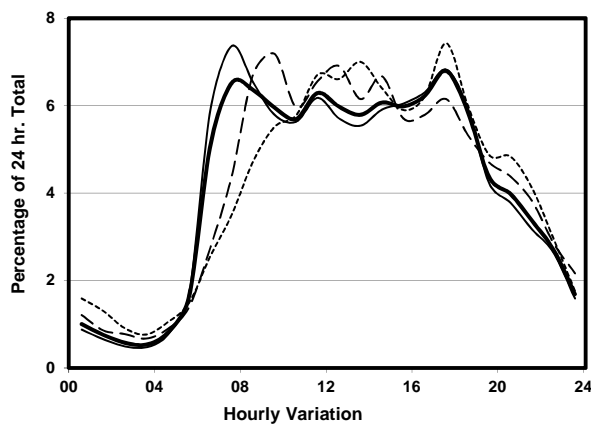
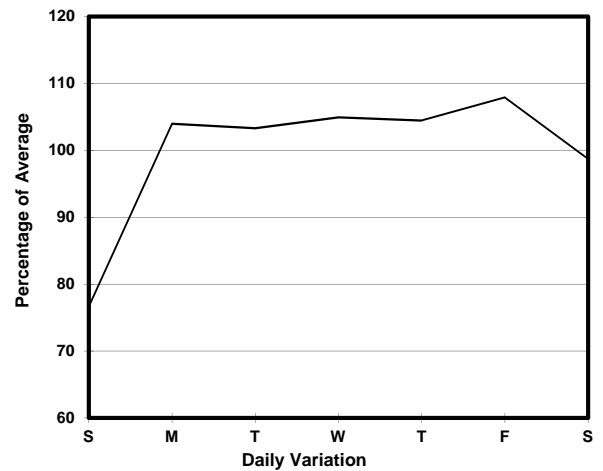
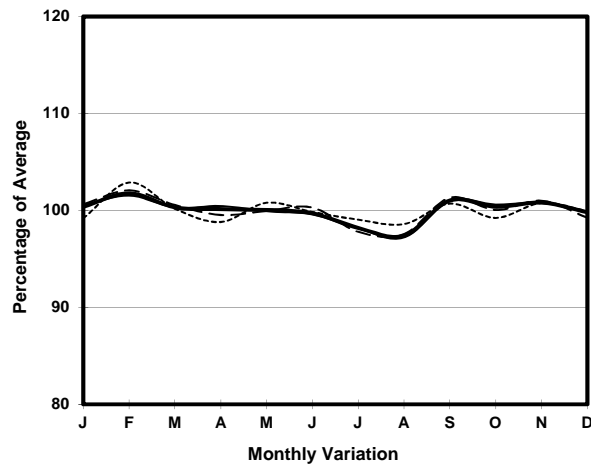
MAJOR

ROAD TYPE

DISTRICT DISTRIBUTOR



## 1. TRAFFIC FLOW VARIATION AND GROWTH



## 2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
<b>SOUTH BOUND</b>				
A.A.D.T.	11800	12590	11600	9070
R 12 / 24 - %	75.4	75.6	75.4	74.2
R 16 / 24 - %	88.6	88.3	90	89.3
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	880	1040	920	500
T - % (AM)	-	7.1	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	770	800	740	740
T - % (PM)	-	6.7	-	-
Prop.of commercial vehicles - 16 hr.	-	6.4	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	8940	9450	9130	7050
R 12 / 24 - %	71.1	71.4	71.2	68.7
R 16 / 24 - %	87	86.7	88.4	87.6
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	500	580	570	390
T - % (AM)	-	5.9	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1700-1800
One-way flow at PM peak hour	640	710	550	460
T - % (PM)	-	7.1	-	-
Prop.of commercial vehicles - 16 hr.	-	6.6	-	-

## 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 Peak hour	Pro	2.8	15.1	51.8	4.6	9.8	9.5	1.1	2.5	0.2	2.8
	Ocp	1.3	1.3	2.1	4.9	13.2	1.4	1.0	10.7	28.0	48.2
0800-0900	Pro	3.0	46.2	21.6	3.2	8.2	10.2	2.4	3.2	0.0	1.9
	Ocp	1.0	1.4	1.9	7.8	15.2	1.6	1.4	22.7	0.0	38.4
0900-1000	Pro	3.6	40.5	25.6	2.3	5.7	15.8	2.0	2.7	0.0	1.8
	Ocp	1.1	1.3	1.9	2.8	13.8	1.8	1.4	16.2	0.0	19.5
1000-1100	Pro	1.8	29.5	25.5	2.4	6.9	23.7	4.2	3.6	0.2	2.2
	Ocp	1.2	1.4	1.9	1.6	13.4	1.5	1.2	18.1	18.5	12.9
1100-1200	Pro	3.3	32.8	27.3	1.5	9.8	19.7	2.2	1.1	0.2	2.3
	Ocp	1.0	1.4	2.0	1.3	10.4	1.5	1.3	6.7	12.0	13.6
1200-1300	Pro	2.4	27.6	27.6	4.5	9.8	19.5	2.4	3.8	0.1	2.3
	Ocp	1.0	1.5	2.1	5.8	10.4	1.3	1.4	14.4	6.0	13.8
1300-1400	Pro	2.0	29.5	25.8	2.7	10.7	24.1	2.0	1.0	0.2	2.0
	Ocp	1.0	1.4	2.2	3.3	13.5	1.4	1.0	20.7	10.0	16.9
1400-1500	Pro	2.4	38.9	25.9	1.5	6.5	18.4	2.4	2.1	0.1	1.9
	Ocp	1.0	1.4	1.8	1.6	13.9	1.5	1.6	5.3	5.0	12.4
1500-1600	Pro	3.7	33.1	27.1	5.1	7.1	15.4	2.0	4.3	0.1	1.9
	Ocp	1.1	1.4	2.0	5.8	13.3	1.6	1.3	17.4	20.0	17.4
1600-1700	Pro	2.0	37.5	23.4	3.1	8.7	19.1	2.0	2.3	0.1	1.8
	Ocp	1.0	1.3	2.1	3.8	14.8	1.6	1.8	16.1	10.0	20.0
1700-1800	Pro	4.4	37.5	22.8	2.6	11.1	14.7	1.8	2.8	0.4	1.9
	Ocp	1.0	1.4	1.9	6.1	14.0	1.4	1.9	9.3	24.8	29.3
1800-1900	Pro	1.6	50.4	27.7	0.2	9.6	5.5	1.6	1.6	0.1	1.7
	Ocp	1.0	1.3	1.9	5.0	15.7	1.5	1.9	18.6	46.0	35.4
1900-2000	Pro	2.4	44.4	29.9	0.5	11.9	6.5	0.3	1.9	0.3	1.9
	Ocp	1.1	1.5	1.8	2.5	12.9	1.6	2.0	14.9	12.4	29.2
2000-2100	Pro	3.6	45.8	29.7	0.4	10.0	6.0	0.4	1.2	0.4	2.4
	Ocp	1.1	1.4	2.0	3.0	12.0	1.7	1.0	14.0	8.5	15.0
2100-2200	Pro	5.8	36.1	34.0	1.6	12.2	4.8	0.5	1.6	0.1	3.2
	Ocp	1.2	1.6	2.1	1.7	11.7	1.6	1.0	4.0	6.0	15.6
2200-2300	Pro	4.7	30.1	35.4	2.0	18.7	3.3	0.0	0.7	0.8	4.3
	Ocp	1.3	1.8	2.1	2.0	9.8	2.2	0.0	1.0	5.6	15.4
16 hours	Pro	3.0	37.0	27.9	2.4	9.3	13.9	1.8	2.4	0.2	2.1
	Ocp	1.1	1.4	2.0	4.5	13.2	1.5	1.4	15.1	14.9	23.0

**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