

YEAR

2015

LINK

TING KOK RD (from DAI KWAI ST to TAI MEI TUK)

COVERAGE (B) STATION

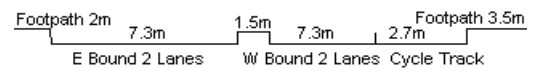
6211

ROAD NETWORK

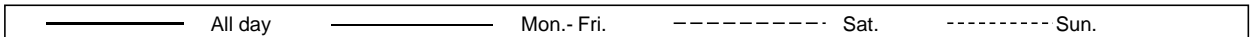
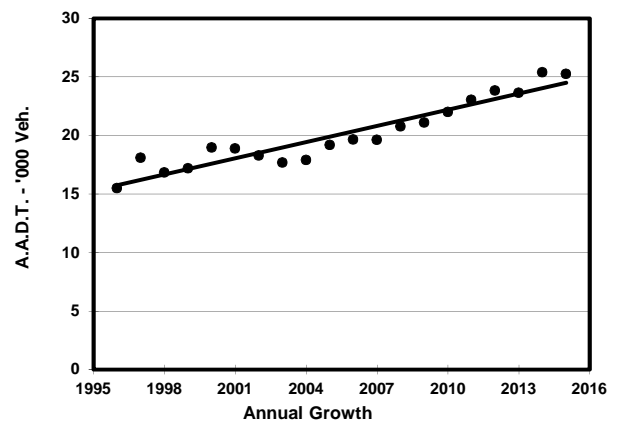
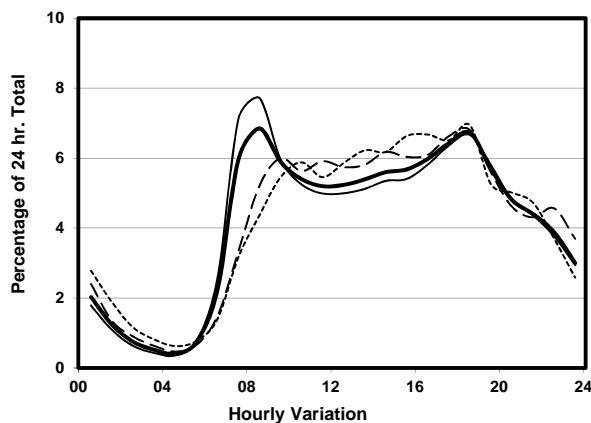
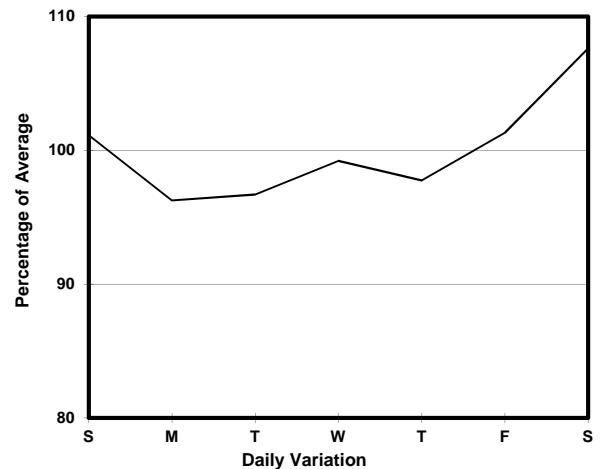
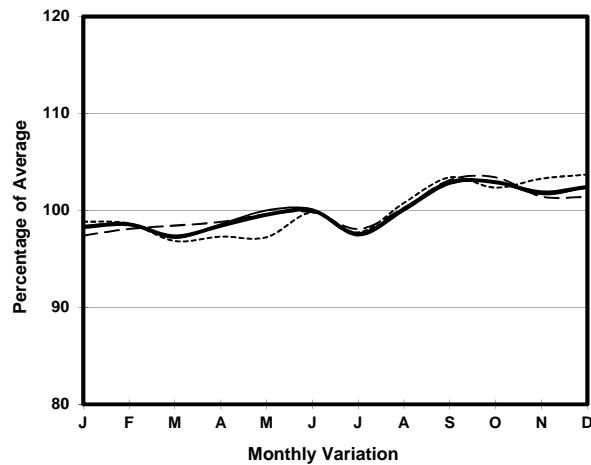
MAJOR

ROAD TYPE

RURAL ROAD



## 1. TRAFFIC FLOW VARIATION AND GROWTH



## 2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
<b>EAST BOUND</b>				
A.A.D.T.	12310	12070	13430	12390
R 12 / 24 - %	66	65.7	65.5	67.6
R 16 / 24 - %	89	89.5	87.9	87.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	760	850	710	580
T - % (AM)	-	10.4	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1600-1700
One-way flow at PM peak hour	900	920	940	900
T - % (PM)	-	5.3	-	-
Prop.of commercial vehicles - 16 hr.	-	8.9	-	-
<b>WEST BOUND</b>				
A.A.D.T.	12930	12720	13750	13100
R 12 / 24 - %	74.5	75.6	73.1	70.9
R 16 / 24 - %	89.2	89.5	89	88.3
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	1120	1360	920	810
T - % (AM)	-	4.7	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1800-1900
One-way flow at PM peak hour	830	790	940	980
T - % (PM)	-	12.5	-	-
Prop.of commercial vehicles - 16 hr.	-	7.9	-	-

## 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	0.8	66.3	7.3	0.8	5.8	10.5	3.5	4.3	0.0	1.0
	Ocp	1.0	1.7	1.9	14.0	10.3	2.0	1.1	16.4	0.0	53.6
0800-0900 Peak hour	Pro	1.3	61.3	14.8	0.5	4.6	8.8	3.8	4.0	0.0	0.9
	Ocp	1.3	1.5	1.8	6.3	8.6	1.9	1.2	25.2	0.0	35.7
0900-1000	Pro	0.9	52.9	17.3	1.4	5.4	12.6	5.2	3.3	0.0	0.9
	Ocp	1.0	1.4	2.1	3.8	8.9	1.9	1.5	14.0	0.0	23.2
1000-1100	Pro	2.5	54.4	11.8	1.4	4.9	14.0	6.9	3.3	0.0	0.8
	Ocp	1.0	1.5	1.7	2.0	10.4	1.4	1.3	5.4	0.0	22.4
1100-1200	Pro	2.2	52.4	11.2	1.9	6.4	17.6	4.2	3.2	0.0	1.0
	Ocp	1.1	1.3	1.9	3.5	9.7	1.7	1.2	9.4	0.0	19.2
1200-1300	Pro	3.0	47.9	14.9	2.4	5.4	15.8	4.8	5.1	0.0	1.0
	Ocp	1.2	1.5	1.8	4.5	10.9	1.7	1.1	13.8	0.0	28.9
1300-1400	Pro	2.3	51.4	16.0	1.8	6.4	15.2	3.2	2.9	0.0	0.8
	Ocp	1.0	1.6	1.9	1.7	10.7	1.8	1.5	8.1	0.0	15.5
1400-1500	Pro	2.2	47.2	16.4	3.2	5.5	14.4	7.4	2.6	0.0	1.1
	Ocp	1.1	1.5	1.7	1.9	11.7	1.6	1.3	12.6	0.0	19.4
1500-1600	Pro	2.2	48.7	12.3	2.8	6.5	18.2	4.3	4.3	0.0	0.8
	Ocp	1.1	1.5	1.7	3.9	11.6	1.5	1.4	16.1	0.0	18.5
1600-1700	Pro	3.5	49.0	10.8	3.2	6.1	16.6	4.4	5.3	0.0	1.1
	Ocp	1.1	1.8	1.9	4.0	11.3	1.5	1.0	13.5	0.0	32.1
1700-1800	Pro	3.1	51.5	9.4	2.6	7.2	14.9	5.2	4.9	0.0	1.3
	Ocp	1.2	1.7	1.9	3.2	13.6	1.8	1.1	12.3	0.0	33.6
1800-1900	Pro	2.5	58.5	19.2	1.6	5.2	6.1	3.4	2.7	0.0	0.8
	Ocp	1.1	1.6	2.2	3.1	13.0	1.4	1.1	22.7	0.0	43.7
1900-2000	Pro	3.4	66.6	11.3	0.0	6.3	7.2	1.6	2.9	0.0	0.7
	Ocp	1.2	1.7	1.6	0.0	9.9	1.5	1.0	11.4	0.0	30.8
2000-2100	Pro	1.8	64.3	15.4	0.0	9.2	4.6	0.6	2.8	0.0	1.2
	Ocp	1.2	1.5	1.8	0.0	9.2	1.7	1.0	4.8	0.0	13.8
2100-2200	Pro	5.7	60.1	16.8	0.0	7.0	4.1	0.9	4.4	0.0	1.0
	Ocp	1.2	1.6	1.9	0.0	10.8	1.4	1.3	16.3	0.0	20.4
2200-2300	Pro	2.5	70.0	11.5	0.0	9.0	2.5	0.4	2.9	0.0	1.3
	Ocp	1.0	1.6	1.8	0.0	8.4	1.4	2.0	19.0	0.0	10.8
16 hours	Pro	2.4	56.7	13.6	1.4	6.2	11.3	3.8	3.7	0.0	1.0
	Ocp	1.1	1.6	1.9	3.7	10.5	1.7	1.2	14.5	0.0	27.1

**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