

YEAR

2003

LINK

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

COVERAGE (B) STATION

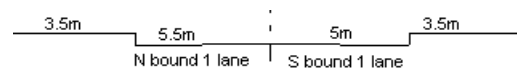
6204

ROAD NETWORK

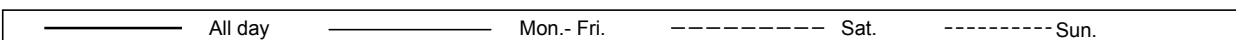
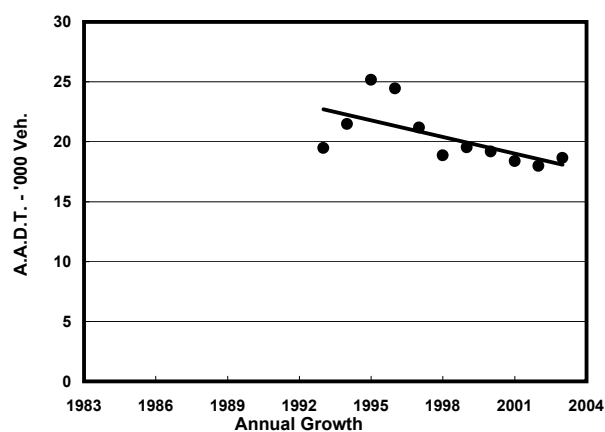
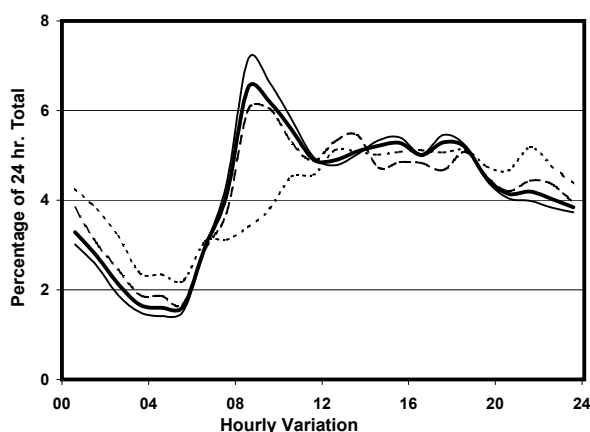
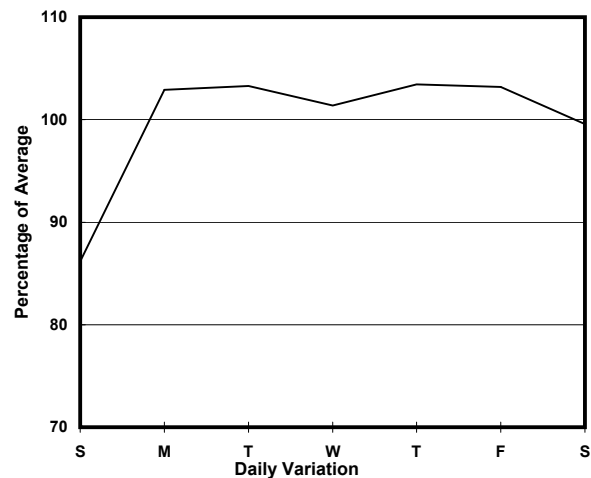
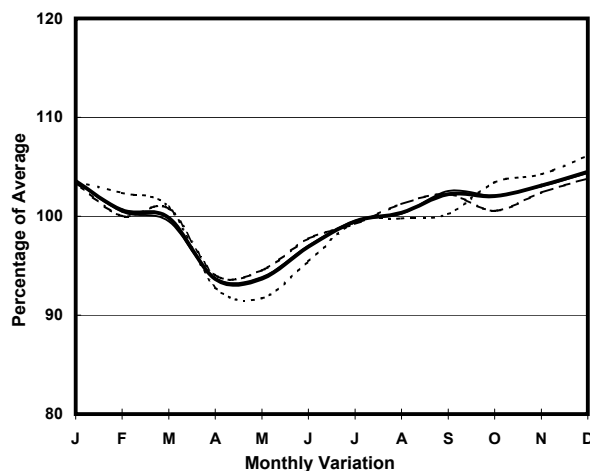
MAJOR

ROAD TYPE

DISTRICT DISTRIBUTOR



## 1. TRAFFIC FLOW VARIATION AND GROWTH



## 2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
<b>SOUTH BOUND</b>				
A.A.D.T.	10040	10380	10140	8750
R 12 / 24 - %	63.2	65.2	60.4	54.6
R 16 / 24 - %	79.2	80.5	77.7	73.6
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	720	830	660	340
T - % (AM)	-	7.8	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1800-1900
One-way flow at PM peak hour	500	520	510	470
T - % (PM)	-	8.2	-	-
Prop.of commercial vehicles - 16 hr.	-	9.5	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	8610	8950	8610	7400
R 12 / 24 - %	63.4	65.1	61.5	55.5
R 16 / 24 - %	81.2	82.6	79.2	75.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	490	550	470	280
T - % (AM)	-	9.5	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1600-1700
One-way flow at PM peak hour	490	530	450	390
T - % (PM)	-	9.2	-	-
Prop.of commercial vehicles - 16 hr.	-	10.9	-	-

## 3. OTHER INFORMATION AND COMMENT

**Coverage (B) Station 6204**  
**Year 2003**

**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	1.0	15.6	43.8	1.6	13.5	9.4	1.0	7.8	0.0	6.3
	Ocp	1.5	1.3	1.5	6.7	6.5	1.8	1.0	12.3	0.0	19.8
0800-0900 Peak hour	Pro	2.3	28.0	39.9	2.6	10.6	8.1	1.9	2.9	0.0	3.7
	Ocp	1.1	1.4	2.0	4.0	7.5	1.6	2.0	9.0	0.0	18.8
0900-1000	Pro	0.7	20.7	49.2	1.8	10.0	8.2	4.3	0.4	0.0	4.8
	Ocp	1.0	1.3	1.5	3.2	8.1	1.5	1.5	1.0	0.0	12.4
1000-1100	Pro	3.2	12.6	44.2	2.6	15.2	12.1	4.7	0.0	0.0	5.4
	Ocp	1.0	1.7	1.2	2.6	8.3	1.7	1.3	0.0	0.0	12.0
1100-1200	Pro	1.6	11.7	36.0	4.2	13.2	22.8	3.7	1.6	0.0	5.2
	Ocp	1.3	1.2	1.5	3.1	8.7	1.8	1.3	11.0	0.0	10.5
1200-1300	Pro	1.6	19.6	38.1	2.1	12.7	12.7	2.6	5.8	0.0	4.8
	Ocp	1.0	1.5	1.4	4.5	8.8	1.2	1.2	15.0	0.0	11.5
1300-1400	Pro	2.8	19.5	38.1	1.9	12.1	14.9	1.4	4.6	0.0	4.9
	Ocp	1.0	1.8	1.5	1.8	7.2	1.6	1.3	6.5	0.0	12.8
1400-1500	Pro	2.5	16.2	34.4	4.6	14.2	14.2	6.6	2.5	0.0	4.9
	Ocp	1.0	1.6	1.5	3.0	7.2	1.9	1.8	1.8	0.0	12.3
1500-1600	Pro	2.8	17.0	33.5	5.2	13.2	17.0	4.7	1.9	0.0	4.8
	Ocp	1.0	1.4	1.3	3.1	8.7	1.5	1.5	6.5	0.0	12.4
1600-1700	Pro	3.7	21.9	36.4	1.9	11.2	14.0	3.3	2.3	0.0	5.4
	Ocp	1.1	1.2	1.3	2.3	6.5	1.5	1.3	16.0	0.0	13.7
1700-1800	Pro	3.5	35.2	23.8	0.5	14.4	13.9	0.5	1.0	0.0	7.2
	Ocp	1.0	1.6	1.3	12.0	8.1	1.6	1.0	27.5	0.0	18.2
1800-1900	Pro	2.0	28.2	35.2	3.5	14.1	9.1	0.5	2.5	0.0	4.9
	Ocp	1.3	1.6	1.4	4.0	6.8	2.0	1.0	2.8	0.0	19.8
1900-2000	Pro	4.6	24.3	37.5	4.6	13.2	10.1	0.5	0.5	0.0	4.8
	Ocp	1.1	1.5	1.4	1.7	6.2	1.6	1.0	1.0	0.0	15.8
2000-2100	Pro	3.4	20.2	46.5	0.0	11.4	10.8	0.7	1.3	0.0	5.7
	Ocp	1.0	1.5	1.3	0.0	5.2	1.5	1.0	2.5	0.0	11.5
2100-2200	Pro	5.3	24.3	38.8	0.0	13.2	9.2	1.3	1.3	0.0	6.6
	Ocp	1.3	1.8	1.5	0.0	6.0	1.6	1.0	1.0	0.0	13.0
2200-2300	Pro	5.6	21.4	44.6	0.6	10.7	7.9	2.3	0.6	0.0	6.3
	Ocp	1.2	1.9	1.5	1.0	4.8	1.4	1.3	2.0	0.0	10.7
16 hours	Pro	2.8	21.3	38.8	2.4	12.6	12.0	2.6	2.3	0.0	5.3
	Ocp	1.1	1.5	1.5	3.3	7.3	1.6	1.4	9.5	0.0	14.2

**Legend**

**Pro.** Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)  
**Ocp.** Average occupancy of vehicles  
**M&H** Medium and Heavy