

YEAR

2010

LINK

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

COVERAGE (B) STATION

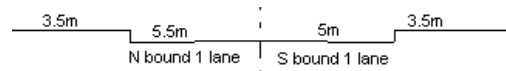
6204

ROAD NETWORK

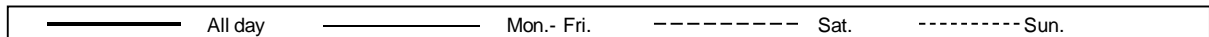
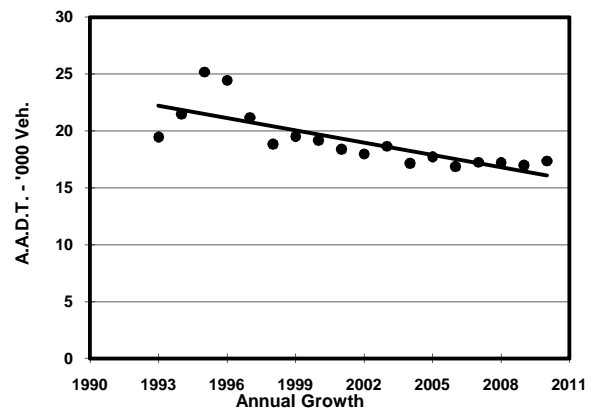
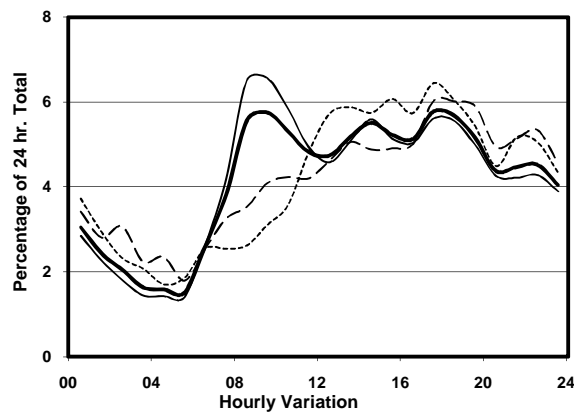
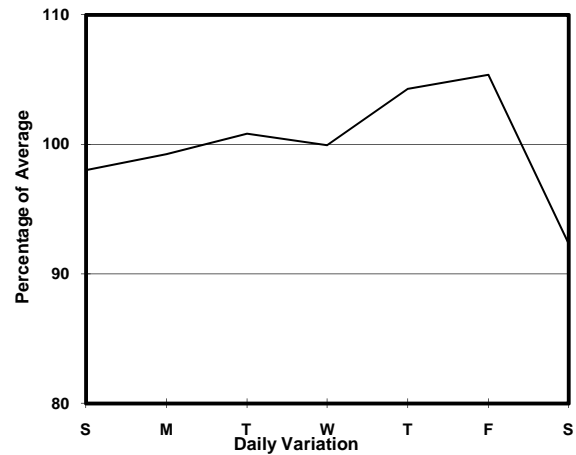
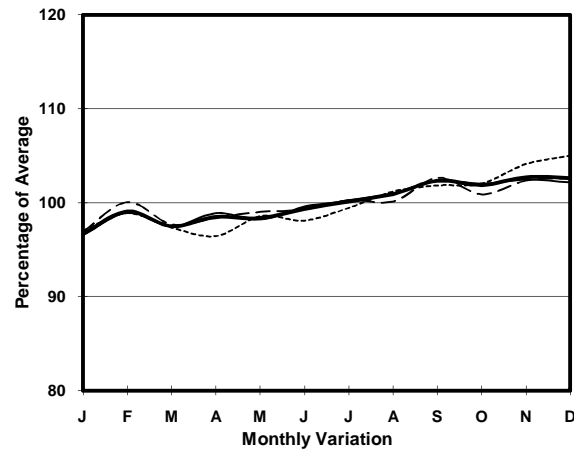
MAJOR

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.	9000	9170	8480	8690
R 12 / 24 - %	62.6	64.9	55.3	57.7
R 16 / 24 - %	80.5	81.9	76.3	77.5
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	570	660	360	290
T - % (AM)	-	5	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	510	500	530	570
T - % (PM)	-	6.9	-	-
Prop.of commercial vehicles - 16 hr.	-	6.9	-	-
NORTH BOUND				
A.A.D.T.	8360	8540	7550	8310
R 12 / 24 - %	62.5	64.2	56.5	59
R 16 / 24 - %	81.7	82.8	78.2	79.5
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	430	500	300	230
T - % (AM)	-	10.4	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	510	510	500	520
T - % (PM)	-	8.5	-	-
Prop.of commercial vehicles - 16 hr.	-	8.8	-	-

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	0.5	13.0	37.8	3.8	20.5	10.3	0.0	7.6	0.4	6.1
	Ocp	1.0	1.6	1.8	4.3	7.7	2.1	0.0	13.4	6.0	17.3
0800-0900	Pro	1.6	20.1	47.3	2.9	12.0	9.4	1.0	1.6	0.1	4.1
	Ocp	1.2	1.5	1.7	5.2	9.8	1.8	1.0	12.0	8.0	16.3
0900-1000 Peak hour	Pro	1.5	12.7	49.7	1.9	14.2	13.1	1.1	1.1	0.3	4.5
	Ocp	1.0	1.4	1.4	2.2	9.1	2.1	1.7	1.3	11.0	9.9
1000-1100	Pro	0.9	12.4	50.2	4.3	11.6	15.0	1.3	0.0	0.1	4.2
	Ocp	1.0	1.6	1.6	3.8	11.1	1.9	2.0	0.0	8.0	9.6
1100-1200	Pro	1.6	15.9	30.3	4.8	21.8	16.5	2.7	1.6	0.4	4.5
	Ocp	1.0	1.4	1.7	2.3	7.7	1.8	1.6	3.7	8.3	9.4
1200-1300	Pro	6.4	12.3	30.5	6.4	17.0	16.4	2.9	1.8	0.1	6.2
	Ocp	1.1	1.7	1.8	4.8	9.8	1.8	1.6	12.7	8.0	9.6
1300-1400	Pro	2.2	19.3	40.3	2.2	19.3	9.4	1.8	0.9	0.3	4.3
	Ocp	1.0	1.9	1.8	3.6	9.1	1.6	2.3	8.0	5.3	12.7
1400-1500	Pro	3.4	21.8	36.1	6.3	14.7	10.9	1.3	1.3	0.1	4.1
	Ocp	1.0	1.7	1.6	3.5	10.3	2.1	1.3	7.3	9.0	11.2
1500-1600	Pro	1.5	17.0	35.0	5.1	15.4	16.5	2.1	2.1	0.4	5.0
	Ocp	1.0	1.6	1.6	4.0	11.8	1.9	2.3	13.8	9.7	11.5
1600-1700	Pro	2.1	16.1	34.7	5.7	16.6	14.5	0.5	3.6	0.1	6.1
	Ocp	1.0	1.5	1.6	4.3	10.6	1.9	2.0	8.1	6.0	12.4
1700-1800	Pro	1.4	26.1	36.1	5.5	14.2	8.2	1.8	0.9	0.5	5.4
	Ocp	1.0	1.5	2.0	5.0	12.7	1.7	2.3	9.5	5.5	14.3
1800-1900	Pro	3.9	32.3	29.3	0.9	15.9	10.3	0.4	2.6	0.2	4.1
	Ocp	1.1	1.8	1.7	2.0	11.0	1.7	2.0	1.5	8.0	16.7
1900-2000	Pro	2.7	34.2	31.4	2.3	15.9	7.7	0.9	0.5	0.2	4.1
	Ocp	1.3	1.7	2.0	1.6	8.1	1.6	1.5	1.0	4.5	13.8
2000-2100	Pro	2.4	29.8	41.5	0.0	12.2	7.8	2.0	0.0	0.2	4.1
	Ocp	1.0	1.6	1.4	0.0	6.6	1.8	2.0	0.0	6.5	9.7
2100-2200	Pro	3.2	23.3	45.5	0.0	15.7	7.0	0.0	0.0	0.3	5.0
	Ocp	1.2	1.9	1.5	0.0	5.7	1.8	0.0	0.0	1.5	9.4
2200-2300	Pro	5.2	22.6	44.6	1.9	16.2	2.6	0.0	0.0	0.3	6.6
	Ocp	1.1	2.0	1.8	2.0	4.8	2.3	0.0	0.0	2.5	8.8
16 hours	Pro	2.4	20.6	39.2	3.3	15.6	11.0	1.2	1.6	0.2	4.8
	Ocp	1.1	1.7	1.7	3.8	9.2	1.9	1.8	9.0	6.7	12.2

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