YEAR 2011 **LINK** HOI WANG RD (from HOI TING RD to CHERRY ST RA)

COVERAGE (B) STATION 4220
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

1. TRAFFIC FLOW VARIATION AND GROWTH

All day — Mon.- Fri. — Sat. — Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	7680	7810	8210	6840
R 12 / 24 - %	67.6	68.4	67.6	63
R 16 / 24 - %	87.6	88.3	86.9	84.9
AM Peak Hour	0900-1000	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	400	430	470	310
T - % (AM)	-	23.9	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	480	490	500	450
T - % (PM)	-	10.2	-	-
Prop.of commercial vehicles - 16 hr.	-	16.2	-	-
NORTH BOUND				
A.A.D.T.	8470	8710	8880	7270
R 12 / 24 - %	69.5	70.4	68.6	64.5
R 16 / 24 - %	88.5	89.1	87.8	86
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	470	580	450	280
T - % (AM)	-	18.9	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1700-1800
One-way flow at PM peak hour	550	560	620	470
T - % (PM)	-	18.4	-	-
Prop.of commercial vehicles - 16 hr.	-	16.5	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	2.2	19.9	27.1	7.7	10.0	12.2	2.2	6.6	0.0	12.0
	Ocp	1.0	1.4	1.8	8.6	8.7	1.6	2.0	13.3	0.0	14.1
0800-0900	Pro	1.9	42.3	13.5	3.4	7.5	13.9	1.9	6.7	0.0	9.0
	Ocp	1.0	1.4	1.8	3.7	9.0	1.6	1.6	8.1	0.0	11.3
0900-1000	Pro	0.8	26.0	23.1	1.3	9.2	23.1	3.8	1.7	0.1	11.0
	Ocp	1.0	1.4	1.6	3.0	8.1	1.7	2.0	3.3	2.0	6.4
1000-1100	Pro	1.0	18.3	16.7	0.5	9.9	35.5	2.6	3.7	0.0	11.8
	Ocp	1.0	1.4	1.6	1.0	8.5	1.5	1.6	6.1	0.0	4.9
1100-1200	Pro	2.6	30.6	13.7	0.5	11.6	21.7	4.2	4.2	0.0	10.7
	Ocp	1.0	1.5	1.5	8.0	6.9	1.5	1.6	2.9	0.0	6.9
1200-1300	Pro	1.4	21.8	12.1	5.6	10.2	28.8	3.7	6.5	0.1	9.9
	Ocp	1.0	1.4	1.4	5.3	6.1	1.5	1.4	9.9	6.0	6.7
1300-1400	Pro	2.8	24.8	21.1	0.5	9.4	26.2	3.3	2.3	0.1	9.5
	Ocp	1.2	1.4	1.5	2.0	5.0	1.5	1.6	8.6	6.0	6.6
1400-1500	Pro	1.6	28.4	15.4	0.4	8.9	30.0	4.5	2.4	0.0	8.3
	Ocp	1.3	1.7	1.4	1.0	6.8	1.8	2.0	7.8	0.0	5.8
1500-1600	Pro	2.2	25.0	22.4	2.2	9.2	24.1	2.2	3.9	0.1	8.7
	Ocp	1.0	1.6	1.6	5.4	5.8	1.7	1.2	3.8	19.0	7.8
1600-1700	Pro	1.6	27.9	20.2	2.8	7.7	22.6	2.4	5.7	0.0	9.2
Peak hour	Ocp	1.0	1.5	1.6	6.4	7.4	2.0	2.0	7.5	0.0	8.1
1700-1800	Pro	2.4	33.7	16.1	2.0	10.3	15.1	3.4	5.4	0.1	11.5
	Ocp	1.0	1.6	1.6	3.5	7.1	1.6	1.3	5.7	12.0	8.8
1800-1900	Pro	2.8	47.4	16.6	0.4	8.9	12.1	1.2	1.2	0.0	9.3
	Ocp	1.3	1.4	1.6	7.0	11.0	1.6	1.0	8.3	0.0	10.4
1900-2000	Pro	3.7	54.0	15.6	0.4	9.8	6.1	0.4	1.2	0.0	8.7
	Ocp	1.1	1.7	2.0	2.0	8.3	1.5	1.0	10.0	0.0	10.8
2000-2100	Pro	2.3	44.3	18.7	0.6	14.0	7.0	1.2	1.2	0.1	10.6
	Ocp	1.0	1.8	1.5	4.0	5.8	1.8	2.0	7.5	6.0	7.7
2100-2200	Pro	3.4	37.0	22.2	0.7	17.5	2.0	2.0	2.0	0.2	13.1
	Ocp	1.0	2.0	1.8	2.0	7.2	1.3	1.3	18.7	3.0	7.3
2200-2300	Pro	2.0	40.7	25.3	0.0	12.7	3.3	0.7	1.3	0.0	14.0
	Ocp	1.3	1.8	1.9	0.0	5.1	2.4	1.0	4.0	0.0	7.2
16 hours	Pro	2.2	32.8	18.4	1.8	10.1	18.4	2.5	3.6	0.1	10.2
	Ocp	1.1	1.6	1.7	5.5	7.3	1.7	1.6	7.8	7.7	8.2

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