

YEAR

2012

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

COVERAGE (B) STATION

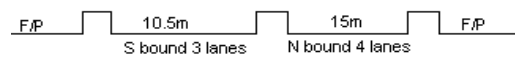
4220

ROAD NETWORK

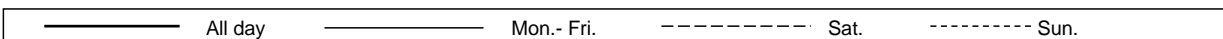
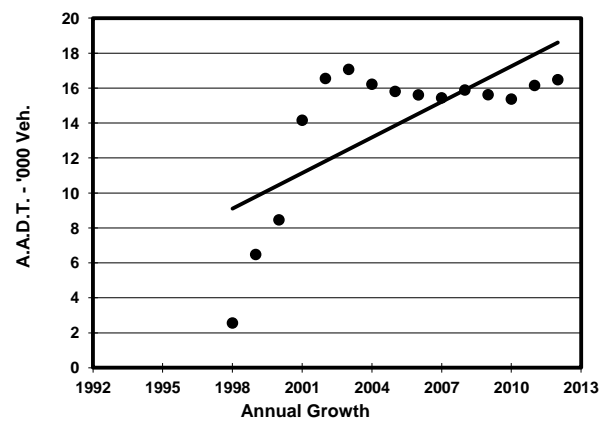
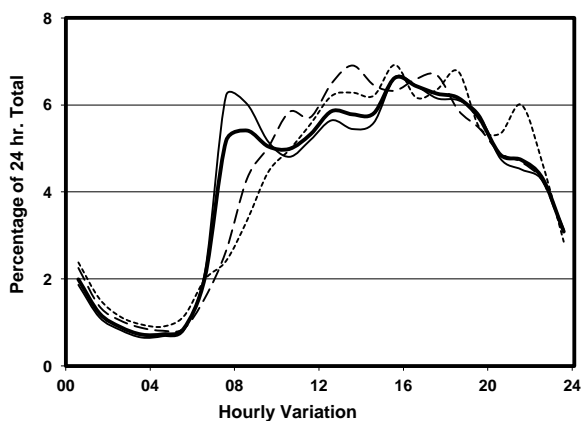
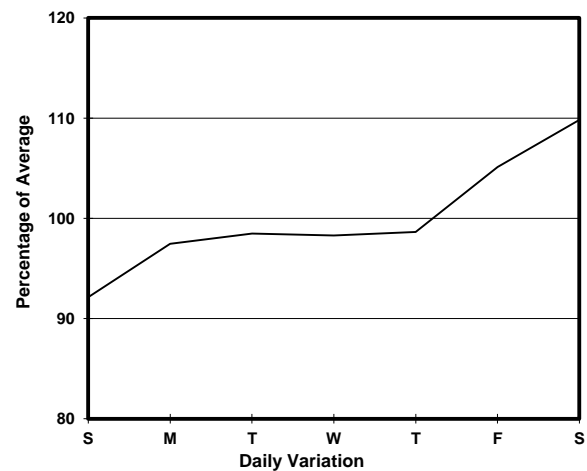
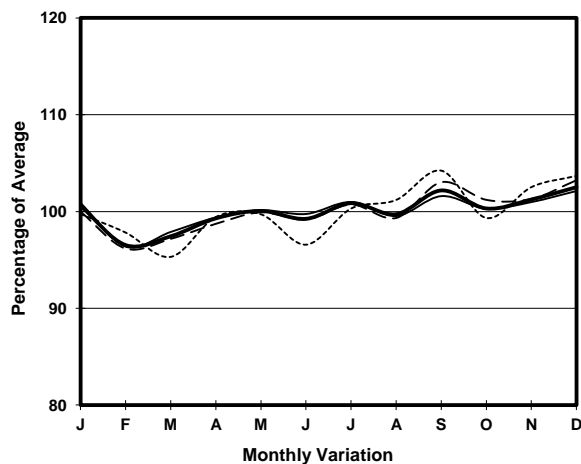
MAJOR

ROAD TYPE

PRIMARY DISTRIBUTOR



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	7880	7860	8740	7370
R 12 / 24 - %	68.3	68.7	68.8	66
R 16 / 24 - %	88.1	88.4	88	86.7
AM Peak Hour	0900-1000	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	410	450	450	360
T - % (AM)	-	27.7	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	520	510	570	520
T - % (PM)	-	9.3	-	-
Prop.of commercial vehicles - 16 hr.	-	15	-	-
NORTH BOUND				
A.A.D.T.	8600	8620	9440	7890
R 12 / 24 - %	69.4	70.1	69	65.3
R 16 / 24 - %	88.8	89.1	88.3	87.5
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	490	570	460	320
T - % (AM)	-	21.2	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	590	580	660	540
T - % (PM)	-	21.3	-	-
Prop.of commercial vehicles - 16 hr.	-	17	-	-

3. OTHER INFORMATION AND COMMENT

Coverage (B) Station 4220
Year 2012

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	1.6	15.3	29.1	6.9	13.2	10.0	1.6	9.5	0.1	12.7
	Ocp	1.0	1.6	1.8	6.5	6.9	1.3	1.0	6.2	11.0	12.2
0800-0900	Pro	1.0	42.8	22.9	2.4	7.9	8.9	1.7	3.8	0.0	8.6
	Ocp	1.3	1.4	1.7	7.6	8.3	1.7	1.8	9.7	0.0	10.8
0900-1000	Pro	0.9	27.6	18.8	0.9	10.6	24.3	4.6	0.0	0.2	12.1
	Ocp	1.0	1.6	1.4	3.0	6.8	1.5	1.4	0.0	11.0	5.8
1000-1100	Pro	0.5	29.8	15.2	1.0	11.5	26.7	2.1	1.0	0.1	12.0
	Ocp	2.0	1.4	1.7	3.5	5.1	1.5	1.5	1.5	8.0	5.4
1100-1200	Pro	1.7	26.9	21.9	0.6	10.1	21.3	3.9	1.7	0.0	11.9
	Ocp	1.0	1.5	1.5	7.0	5.9	1.7	1.9	6.0	0.0	5.8
1200-1300	Pro	3.2	21.0	18.7	4.6	11.0	18.3	2.7	10.5	0.1	9.8
	Ocp	1.0	1.3	1.7	5.0	5.6	1.7	1.3	9.4	12.0	6.7
1300-1400	Pro	0.9	32.9	12.2	1.4	11.7	23.4	5.0	2.7	0.1	9.8
	Ocp	1.0	1.6	1.8	2.0	5.1	1.5	1.7	7.7	4.0	6.1
1400-1500	Pro	0.4	34.7	18.0	0.0	9.0	23.6	0.9	3.4	0.1	10.0
	Ocp	1.0	1.8	1.5	0.0	6.0	1.6	1.5	4.4	12.0	6.1
1500-1600 Peak hour	Pro	0.8	29.5	23.9	2.8	8.8	20.3	2.8	2.8	0.1	8.3
	Ocp	1.0	1.6	1.4	4.4	5.3	1.7	1.1	11.4	7.0	8.2
1600-1700	Pro	0.4	28.8	23.4	3.3	8.4	15.0	2.1	7.9	0.1	10.5
	Ocp	2.0	1.6	1.8	3.0	7.1	1.4	1.6	6.6	31.0	7.3
1700-1800	Pro	1.2	35.4	20.6	2.9	9.1	13.2	1.6	5.4	0.1	10.6
	Ocp	1.3	1.5	1.7	3.7	5.5	1.8	1.5	6.7	11.0	8.8
1800-1900	Pro	2.7	42.7	18.1	0.8	11.2	14.2	0.8	0.8	0.0	8.8
	Ocp	1.0	1.5	2.0	3.5	7.6	1.5	1.0	10.0	0.0	13.2
1900-2000	Pro	3.7	44.1	20.9	0.0	13.5	6.0	1.4	0.5	0.0	9.9
	Ocp	1.0	1.5	1.8	0.0	8.0	1.7	1.0	4.0	0.0	10.8
2000-2100	Pro	7.1	44.0	19.0	0.0	12.5	4.9	0.5	1.1	0.1	10.7
	Ocp	1.1	1.7	1.9	0.0	6.0	2.0	1.0	9.0	7.0	8.3
2100-2200	Pro	2.0	45.2	24.3	0.0	10.9	5.0	0.5	1.5	0.0	10.7
	Ocp	1.0	1.6	2.0	0.0	5.2	1.4	1.0	9.0	0.0	7.1
2200-2300	Pro	0.6	33.2	29.7	0.0	14.8	5.3	0.6	1.2	0.1	14.4
	Ocp	1.0	1.9	1.6	0.0	4.7	2.1	2.0	5.5	7.0	6.7
16 hours	Pro	1.7	33.7	20.9	1.8	10.7	15.1	2.1	3.4	0.1	10.5
	Ocp	1.1	1.6	1.7	4.9	6.2	1.6	1.5	7.6	11.0	8.1

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