

YEAR

2013

LINK

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

COVERAGE (B) STATION

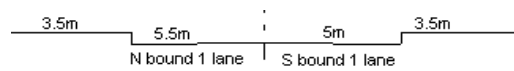
6204

ROAD NETWORK

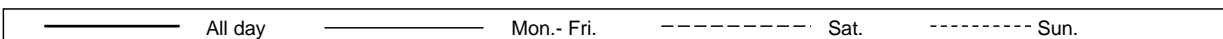
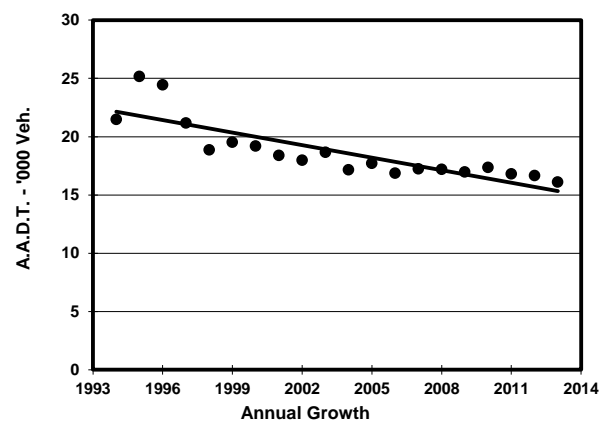
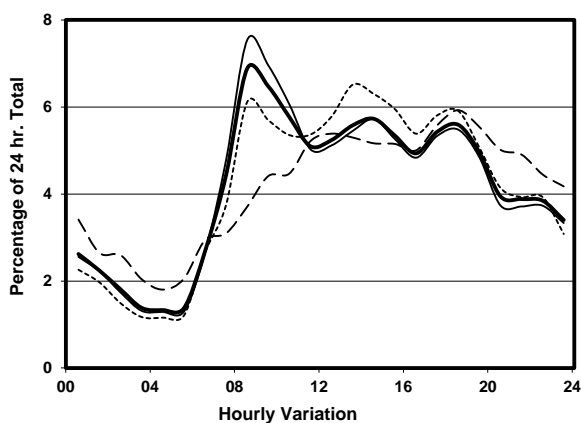
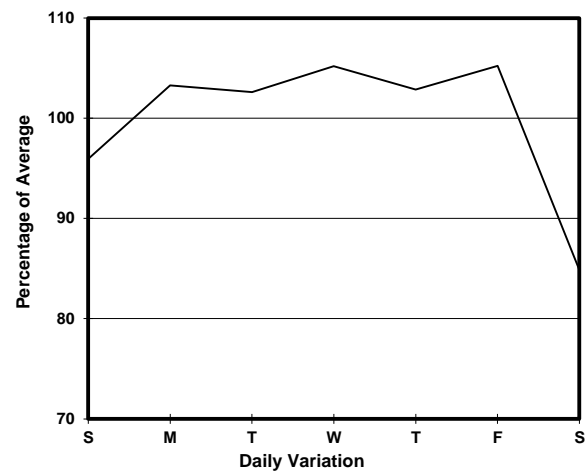
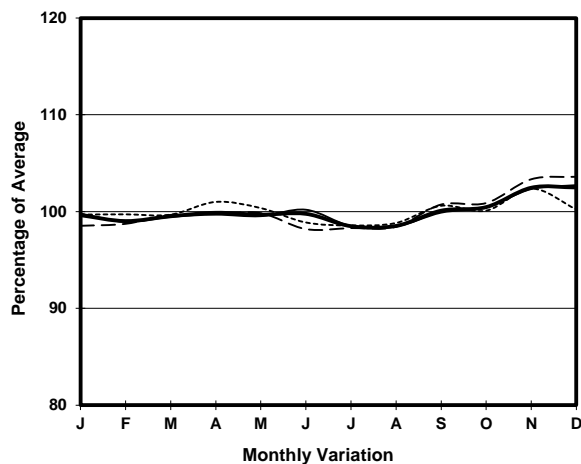
MAJOR

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.	8170	8490	7160	7730
R 12 / 24 - %	66.1	67.4	57.8	67.2
R 16 / 24 - %	81.6	82.1	77	83.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0800-0900
One-way flow at AM peak hour	610	700	330	490
T - % (AM)	-	3.8	-	-
PM Peak Hour	1700-1800	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	420	420	430	420
T - % (PM)	-	3.9	-	-
Prop.of commercial vehicles - 16 hr.	-	6.2	-	-
NORTH BOUND				
A.A.D.T.	7930	8270	6550	7760
R 12 / 24 - %	66.9	67.8	59.1	68.6
R 16 / 24 - %	84.7	85.1	79.8	86.5
AM Peak Hour	0800-0900	0800-0900	0900-1000	0800-0900
One-way flow at AM peak hour	500	560	280	460
T - % (AM)	-	9.4	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	480	500	390	510
T - % (PM)	-	7.3	-	-
Prop.of commercial vehicles - 16 hr.	-	8.4	-	-

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	3.5	16.7	42.5	4.6	14.2	6.6	1.0	5.6	0.0	5.4
	Ocp	1.1	1.4	1.7	7.1	7.4	1.6	1.0	6.8	0.0	14.7
0800-0900 Peak hour	Pro	1.1	21.5	51.1	2.3	10.3	7.5	0.9	1.4	0.1	3.7
	Ocp	1.3	1.5	1.7	4.3	9.5	1.6	2.0	11.0	8.5	12.5
0900-1000	Pro	1.3	17.3	51.3	2.0	13.4	8.5	0.0	2.6	0.2	3.4
	Ocp	1.3	1.4	1.5	1.5	9.5	1.4	0.0	2.8	7.0	9.0
1000-1100	Pro	1.8	11.0	52.3	3.9	10.3	15.2	1.1	0.4	0.2	4.0
	Ocp	1.4	1.7	1.7	2.5	10.8	1.7	1.3	1.0	3.5	8.7
1100-1200	Pro	2.8	14.1	43.2	6.1	13.6	14.1	0.5	1.4	0.2	4.0
	Ocp	1.0	1.5	1.6	1.9	10.6	1.5	1.0	5.7	8.0	9.7
1200-1300	Pro	2.8	19.5	40.6	4.5	12.6	11.4	1.2	3.7	0.2	3.6
	Ocp	1.3	1.9	1.8	4.2	10.2	1.9	1.7	10.2	4.0	9.6
1300-1400	Pro	1.3	16.9	55.8	2.1	9.7	8.4	1.3	0.4	0.2	3.9
	Ocp	1.3	1.7	1.8	2.6	12.8	2.0	2.3	9.0	7.0	9.9
1400-1500	Pro	2.4	16.7	48.4	2.4	13.0	11.8	0.4	0.8	0.2	3.9
	Ocp	1.2	1.4	1.7	2.3	11.1	1.9	1.0	1.5	12.0	10.8
1500-1600	Pro	2.8	16.1	43.8	5.5	14.3	9.7	1.8	1.4	0.1	4.5
	Ocp	1.0	1.7	1.8	2.3	10.8	1.6	1.5	6.7	11.0	10.5
1600-1700	Pro	3.3	11.4	38.5	9.2	13.6	13.6	1.6	3.3	0.3	5.4
	Ocp	1.2	1.8	1.8	3.4	11.4	1.5	1.7	10.7	11.5	14.0
1700-1800	Pro	4.2	12.3	46.5	4.2	14.8	8.0	1.3	3.4	0.2	5.1
	Ocp	1.1	1.8	1.6	4.1	12.7	1.6	1.7	5.5	9.0	11.0
1800-1900	Pro	6.6	26.6	36.7	1.7	10.9	11.8	0.0	0.9	0.2	4.6
	Ocp	1.0	1.6	1.7	3.0	13.2	1.6	0.0	1.0	18.0	14.5
1900-2000	Pro	5.3	33.4	33.9	0.0	15.5	5.8	0.0	1.5	0.1	4.5
	Ocp	1.2	1.7	2.0	0.0	11.0	2.0	0.0	1.3	10.0	10.4
2000-2100	Pro	1.3	21.3	50.6	1.3	12.6	5.3	0.7	0.0	0.0	6.8
	Ocp	1.0	1.8	1.5	3.0	7.5	1.6	1.0	0.0	0.0	7.9
2100-2200	Pro	1.4	26.5	46.6	0.0	15.1	1.4	0.7	1.4	0.2	6.6
	Ocp	1.5	1.6	1.5	0.0	7.7	1.5	1.0	1.0	7.0	9.3
2200-2300	Pro	2.1	28.2	45.8	0.0	14.1	2.8	0.0	0.0	0.2	6.9
	Ocp	1.3	1.7	1.7	0.0	6.9	1.3	0.0	0.0	2.0	7.4
16 hours	Pro	2.7	18.8	46.0	3.2	12.8	9.3	0.8	1.8	0.2	4.5
	Ocp	1.2	1.6	1.7	3.3	10.3	1.7	1.6	6.4	8.6	10.7

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