

YEAR

2014

LINK

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

COVERAGE (B) STATION

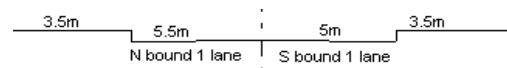
6204

ROAD NETWORK

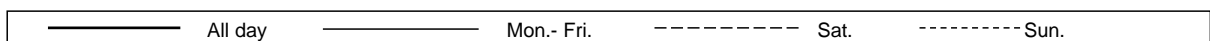
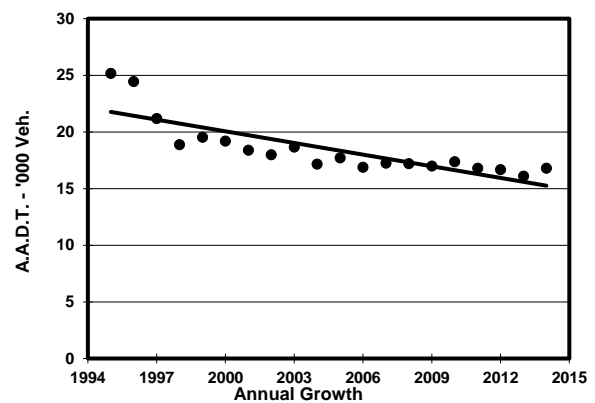
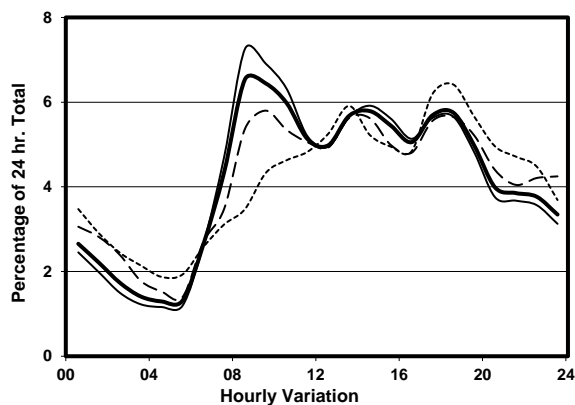
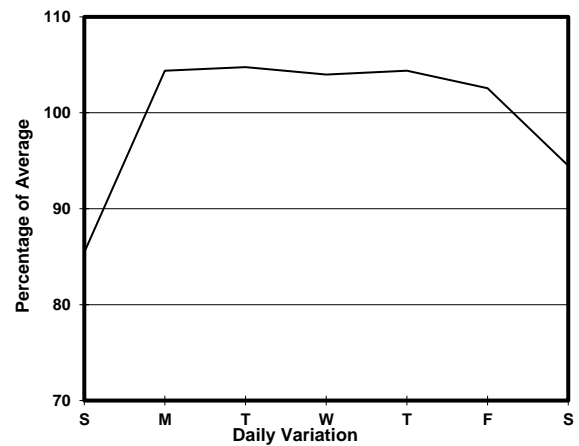
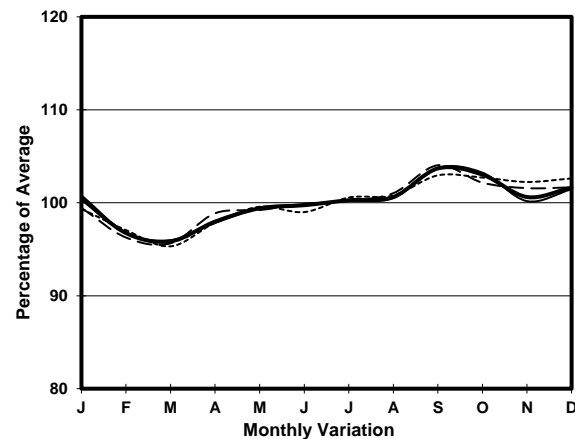
MAJOR

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.	8520	8860	8050	7720
R 12 / 24 - %	65.9	68.1	60.7	58.8
R 16 / 24 - %	81.7	83.1	78.3	77.4
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	590	680	530	320
T - % (AM)	-	5.5	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1800-1900
One-way flow at PM peak hour	480	490	460	510
T - % (PM)	-	7.1	-	-
Prop.of commercial vehicles - 16 hr.	-	6.4	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	8280	8760	7960	6740
R 12 / 24 - %	67.8	69.8	63.7	59.6
R 16 / 24 - %	85.2	86.4	81.9	80.8
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	510	600	420	310
T - % (AM)	-	8.9	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	510	530	480	420
T - % (PM)	-	7.3	-	-
Prop.of commercial vehicles - 16 hr.	-	7.8	-	-

## 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	2.4	17.8	40.8	0.6	16.0	11.2	1.8	3.6	0.7	5.2
	Ocp	1.0	1.4	1.6	1.0	8.1	1.4	2.0	7.0	9.0	19.2
0800-0900 Peak hour	Pro	0.9	23.9	52.9	2.4	7.9	5.1	1.8	1.5	0.5	3.0
	Ocp	1.0	1.3	1.9	6.0	10.6	1.6	1.3	9.2	16.1	15.8
0900-1000	Pro	0.7	15.8	54.1	1.3	12.5	10.8	0.7	0.3	0.5	3.4
	Ocp	1.5	1.5	1.6	2.0	10.1	1.9	2.5	1.0	8.8	8.6
1000-1100	Pro	2.3	10.9	51.7	4.2	12.1	11.7	1.9	0.8	0.7	3.9
	Ocp	1.0	1.6	1.9	2.1	9.7	1.5	1.8	11.5	13.0	11.6
1100-1200	Pro	4.6	16.5	32.5	2.9	19.4	15.4	2.9	0.6	0.9	4.6
	Ocp	1.1	1.5	1.9	2.4	8.3	1.5	1.2	1.0	12.2	11.0
1200-1300	Pro	3.6	21.3	38.4	1.0	13.0	12.5	0.5	4.7	0.9	4.0
	Ocp	1.0	1.9	1.7	3.0	8.0	1.8	3.0	10.8	9.4	10.8
1300-1400	Pro	3.2	12.0	52.9	1.4	14.3	8.7	2.3	0.5	0.6	4.3
	Ocp	1.0	1.8	1.9	2.0	10.5	1.6	1.8	1.0	10.0	10.6
1400-1500	Pro	1.6	15.3	48.6	1.6	13.7	14.5	0.4	0.4	0.4	3.5
	Ocp	1.0	1.6	1.8	1.3	10.2	1.8	2.0	1.0	18.0	12.5
1500-1600	Pro	2.3	16.4	46.1	5.0	14.2	9.6	0.5	1.4	0.7	3.9
	Ocp	1.0	1.5	1.7	4.7	10.8	2.0	2.0	4.0	14.5	15.3
1600-1700	Pro	3.0	17.0	43.6	4.7	13.6	9.3	0.0	4.2	0.5	4.1
	Ocp	1.0	1.3	1.7	4.0	9.6	1.4	0.0	10.3	14.0	16.4
1700-1800	Pro	2.0	22.3	45.5	2.4	11.6	8.8	0.8	2.8	0.6	3.3
	Ocp	1.0	1.5	2.1	2.8	13.8	1.7	2.0	2.4	14.8	18.5
1800-1900	Pro	4.7	31.8	34.6	1.4	15.4	5.6	0.5	0.9	0.5	4.6
	Ocp	1.1	1.5	1.7	2.7	10.8	1.6	2.0	1.0	6.5	18.8
1900-2000	Pro	4.8	32.4	35.9	0.0	14.7	6.5	0.4	0.9	1.0	3.6
	Ocp	1.1	1.7	1.8	0.0	8.8	1.7	2.0	1.0	9.6	15.8
2000-2100	Pro	7.7	20.4	45.1	0.0	13.4	6.3	0.7	0.0	0.5	5.8
	Ocp	1.1	1.7	1.5	0.0	7.3	1.7	1.0	0.0	6.3	9.4
2100-2200	Pro	6.1	26.3	44.1	0.0	10.6	6.7	0.0	1.1	0.8	4.2
	Ocp	1.1	2.0	1.4	0.0	7.3	1.8	0.0	1.5	10.0	10.3
2200-2300	Pro	2.4	27.5	42.9	0.0	15.4	4.0	0.0	0.8	0.6	6.3
	Ocp	1.3	1.9	1.5	0.0	6.7	1.4	0.0	1.0	3.7	9.3
16 hours	Pro	3.0	20.1	45.3	2.0	13.2	9.3	1.0	1.5	0.6	4.0
	Ocp	1.1	1.6	1.8	3.3	9.6	1.7	1.7	6.6	11.4	13.4

**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