

YEAR 2015

COVERAGE (B) STATION 6207

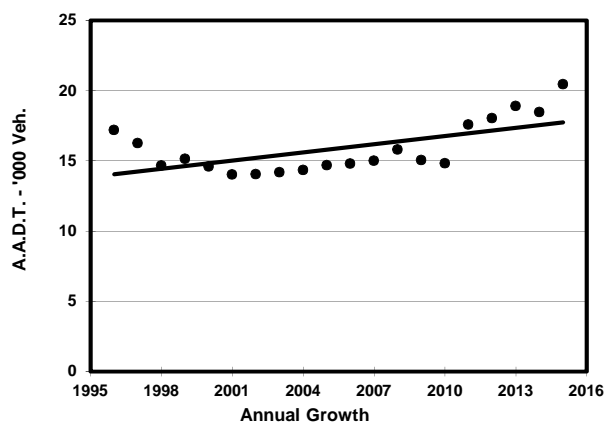
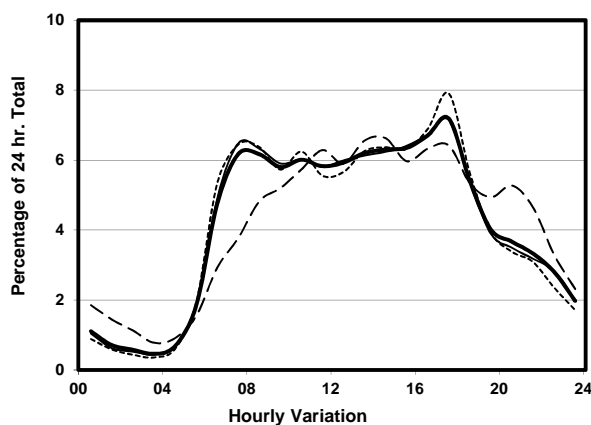
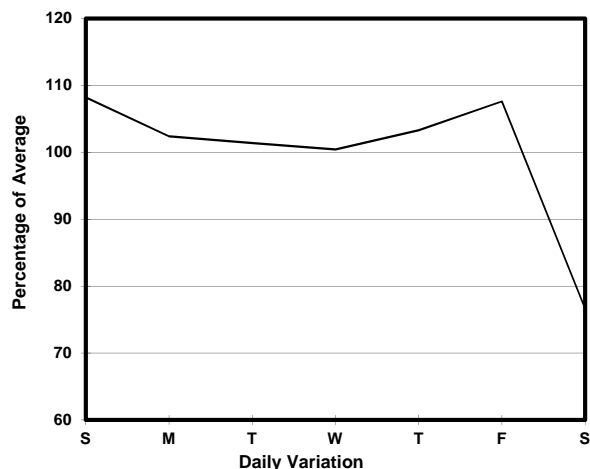
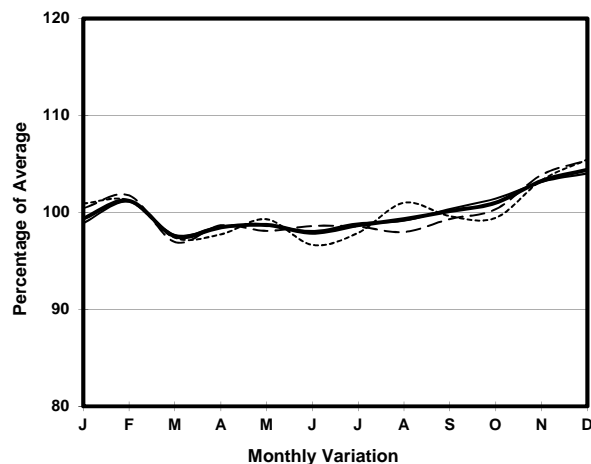
ROAD NETWORK MAJOR

ROAD TYPE RURAL ROAD

LINK KAM TIN RD (from KAM SHEUNG RD WESTERN JUNCTION to FAN KAM RD)



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	10130	10380	7750	10880
R 12 / 24 - %	73.5	74.1	67.6	74.9
R 16 / 24 - %	88.2	88.3	86.8	88.7
AM Peak Hour	0700-0800	0700-0800	0900-1000	0800-0900
One-way flow at AM peak hour	650	700	390	760
T - % (AM)	-	14.9	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1700-1800
One-way flow at PM peak hour	660	680	490	750
T - % (PM)	-	6	-	-
Prop.of commercial vehicles - 16 hr.	-	10.2	-	-
WEST BOUND				
A.A.D.T.	10320	10570	7820	11140
R 12 / 24 - %	74.6	75	70.3	75.9
R 16 / 24 - %	87.6	87.6	87.4	87.6
AM Peak Hour	0700-0800	0700-0800	0900-1000	0700-0800
One-way flow at AM peak hour	610	660	420	680
T - % (AM)	-	11.2	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	810	820	520	1000
T - % (PM)	-	5.1	-	-
Prop.of commercial vehicles - 16 hr.	-	9.3	-	-

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	5.5	38.8	7.3	1.7	8.1	25.6	9.4	1.3	0.3	2.0
	Ocp	1.1	1.4	2.2	7.8	10.5	1.8	1.1	37.0	38.3	31.2
0800-0900	Pro	2.9	53.0	8.6	0.8	6.4	19.0	7.8	0.3	0.3	0.9
	Ocp	1.0	1.5	1.8	3.0	14.0	1.6	1.2	15.0	30.2	30.1
0900-1000	Pro	0.3	49.2	9.6	1.3	4.0	20.9	13.0	0.0	0.5	1.2
	Ocp	1.0	1.3	1.6	1.3	11.3	1.6	1.3	0.0	23.8	17.2
1000-1100	Pro	2.0	47.7	5.4	1.0	4.4	28.9	8.7	0.3	0.4	1.3
	Ocp	1.0	1.4	1.9	2.3	9.5	1.3	1.3	1.0	20.4	12.5
1100-1200	Pro	0.3	48.9	8.0	1.3	3.7	24.3	12.0	0.3	0.4	0.8
	Ocp	2.0	1.3	2.1	2.0	9.4	1.5	1.3	2.0	20.2	12.1
1200-1300	Pro	1.5	48.6	10.2	1.5	4.7	20.0	11.6	0.4	0.5	1.1
	Ocp	1.5	1.3	1.8	4.8	11.0	1.7	1.3	27.0	12.3	10.5
1300-1400	Pro	2.1	49.4	8.6	1.8	2.8	22.7	10.7	0.6	0.3	0.9
	Ocp	1.1	1.6	1.7	6.5	14.6	1.4	1.2	1.5	18.8	12.8
1400-1500	Pro	1.3	50.4	5.7	1.7	2.3	29.4	7.7	0.0	0.5	1.1
	Ocp	1.0	1.5	1.8	1.8	13.3	1.2	1.2	0.0	14.2	8.5
1500-1600	Pro	1.0	49.6	8.6	0.0	2.3	26.4	9.9	0.7	0.4	1.1
	Ocp	1.0	1.4	1.6	0.0	8.7	1.6	1.1	6.0	14.8	15.0
1600-1700	Pro	2.0	53.9	6.7	3.7	2.7	21.9	7.6	0.3	0.4	0.8
	Ocp	1.0	1.5	1.9	1.4	12.9	1.5	1.1	18.0	20.2	16.7
1700-1800 Peak hour	Pro	1.2	67.8	9.0	1.6	3.5	11.3	2.7	1.2	0.5	1.3
	Ocp	1.0	1.5	2.0	1.0	15.8	1.3	1.6	15.0	26.0	25.9
1800-1900	Pro	3.4	51.5	13.9	1.1	4.5	19.5	3.8	0.4	0.6	1.3
	Ocp	1.2	1.5	2.2	7.0	16.8	1.3	1.2	20.0	38.2	32.8
1900-2000	Pro	1.9	67.9	10.0	0.4	5.4	10.0	2.7	0.0	0.5	1.3
	Ocp	1.0	1.5	1.9	1.0	13.3	1.4	1.3	0.0	50.6	13.2
2000-2100	Pro	2.1	59.7	11.2	1.1	8.0	12.3	2.7	1.1	0.5	1.5
	Ocp	1.3	1.3	1.5	2.0	11.2	1.3	1.0	1.0	12.8	18.5
2100-2200	Pro	3.4	62.4	16.6	0.5	5.9	6.3	2.9	0.0	0.5	1.5
	Ocp	1.1	1.4	1.8	3.0	13.1	1.2	1.2	0.0	23.8	8.5
2200-2300	Pro	2.9	58.2	21.8	0.0	4.4	7.3	2.2	0.0	0.7	2.5
	Ocp	1.0	1.4	1.5	0.0	7.7	1.2	1.0	0.0	18.5	14.0
16 hours	Pro	2.0	53.0	9.4	1.3	4.4	20.1	7.7	0.4	0.5	1.2
	Ocp	1.1	1.4	1.8	3.2	12.2	1.5	1.2	14.2	23.8	18.0

Legend

Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*

Ocp. Average occupancy of vehicles including both driver and passengers*

M&H Medium and Heavy

* All traffic data are collected from combined bounds except for one way traffic