

YEAR

2016

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

COVERAGE (B) STATION

4220

ROAD NETWORK

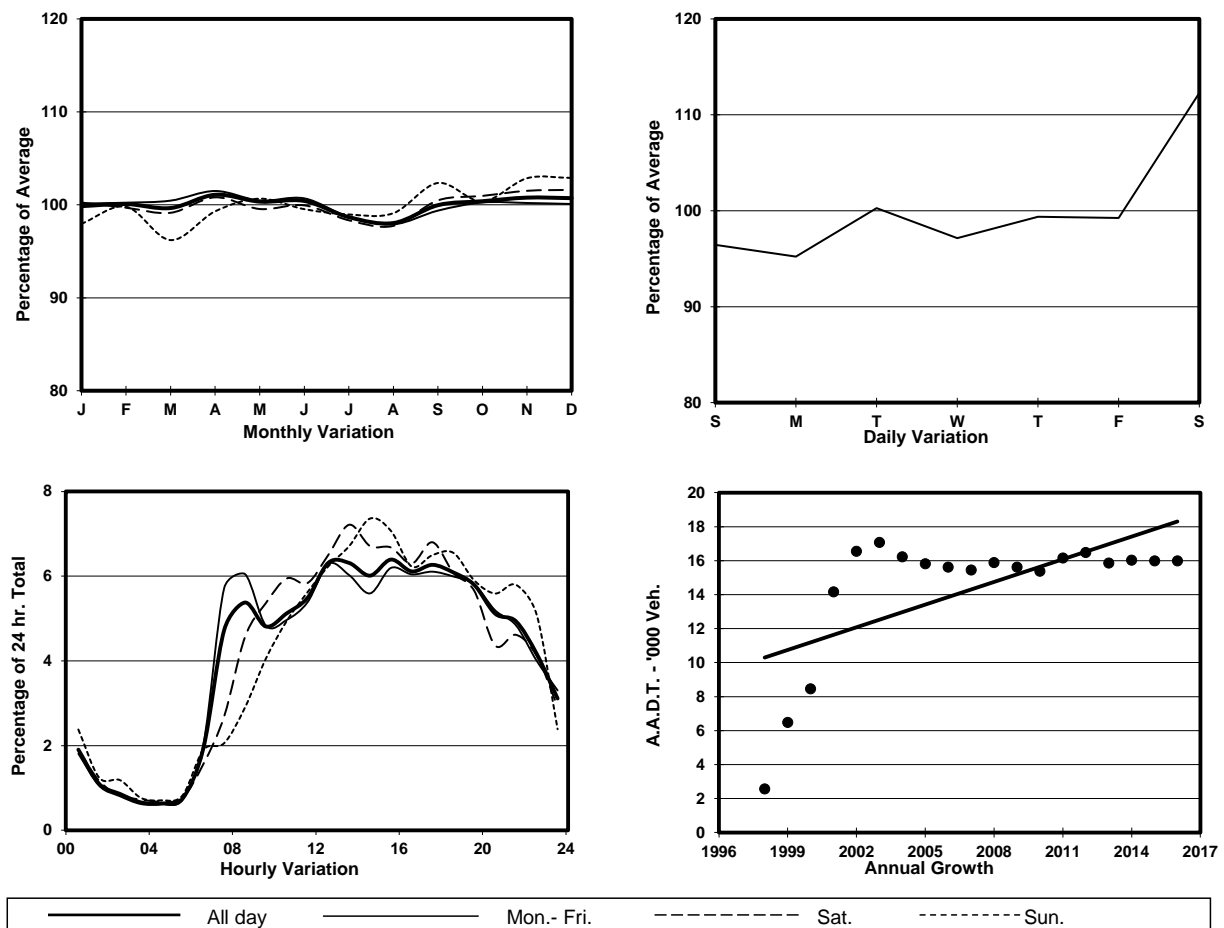
MAJOR

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.	7500	7340	8580	7300
R 12 / 24 - %	68.8	68.9	70.8	66.1
R 16 / 24 - %	88.6	88.9	88.7	87.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	390	430	480	310
T - % (AM)	-	15.6	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	480	470	540	490
T - % (PM)	-	12.8	-	-
Prop.of commercial vehicles - 16 hr.	-	16	-	-
NORTH BOUND				
A.A.D.T.	8480	8400	9400	8120
R 12 / 24 - %	69.2	69.4	70.6	66.4
R 16 / 24 - %	89.4	89.2	90.1	89.6
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	470	530	480	320
T - % (AM)	-	18.7	-	-
PM Peak Hour	1700-1800	1600-1700	1700-1800	1700-1800
One-way flow at PM peak hour	530	520	690	540
T - % (PM)	-	18.8	-	-
Prop.of commercial vehicles - 16 hr.	-	17.2	-	-

3. OTHER INFORMATION AND COMMENT

Coverage (B) Station 4220
Year 2016

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	1.5	20.0	21.6	9.8	10.3	16.4	3.6	6.7	0.1	10.0
	Ocp	1.0	1.5	1.7	7.5	7.0	1.3	1.7	15.6	24.0	16.6
0800-0900	Pro	1.3	49.8	13.2	5.6	6.9	7.9	2.0	4.0	0.2	9.1
	Ocp	1.0	1.5	1.4	8.1	8.6	1.5	2.0	10.2	9.5	13.8
0900-1000	Pro	2.5	25.0	27.5	1.3	6.8	20.3	4.2	0.8	0.1	11.3
	Ocp	1.2	1.6	1.6	4.0	8.9	1.5	1.5	16.0	11.0	7.3
1000-1100	Pro	0.5	24.6	16.2	2.5	7.4	28.0	4.9	3.0	0.1	12.8
	Ocp	1.0	1.2	1.4	2.2	6.5	1.4	1.3	7.3	13.0	6.5
1100-1200	Pro	2.2	29.2	12.7	3.3	9.4	23.1	4.4	3.9	0.3	11.6
	Ocp	1.0	1.5	1.8	2.5	6.9	1.5	1.9	3.0	6.0	9.1
1200-1300 Peak hour	Pro	1.6	23.4	18.1	5.8	9.0	21.4	3.3	8.2	0.1	9.0
	Ocp	1.0	1.5	1.7	3.9	5.1	1.7	2.0	8.4	10.0	9.1
1300-1400	Pro	0.5	34.7	10.8	4.4	9.8	21.5	4.4	3.4	0.1	10.4
	Ocp	1.0	1.5	1.5	4.0	5.6	1.6	1.4	8.3	8.0	10.7
1400-1500	Pro	0.9	33.9	20.4	0.4	7.8	21.3	3.5	2.2	0.2	9.4
	Ocp	1.0	1.6	1.7	2.0	6.4	1.7	1.6	2.2	5.5	9.8
1500-1600	Pro	1.7	29.9	16.9	7.8	8.2	16.5	6.1	3.5	0.0	9.5
	Ocp	1.0	1.5	1.6	4.0	7.4	1.5	1.5	8.1	0.0	13.4
1600-1700	Pro	1.1	36.3	17.8	3.7	7.0	15.6	4.8	5.2	0.2	8.3
	Ocp	1.0	1.5	1.5	5.0	7.2	1.5	1.8	8.5	8.5	13.7
1700-1800	Pro	2.6	37.4	17.2	4.7	8.6	11.2	1.7	5.6	0.1	11.0
	Ocp	1.0	1.4	1.8	3.1	6.6	1.5	1.8	5.6	12.0	15.1
1800-1900	Pro	2.0	48.4	16.7	2.0	8.3	9.1	1.2	1.2	0.1	11.1
	Ocp	1.0	1.4	1.8	4.6	10.4	1.7	1.0	12.7	13.0	17.4
1900-2000	Pro	2.6	49.4	21.9	0.4	7.9	8.3	0.4	0.8	0.1	8.2
	Ocp	1.0	1.4	1.9	2.0	8.8	1.4	1.0	16.5	8.0	15.6
2000-2100	Pro	3.2	45.5	26.7	0.5	6.4	3.7	0.0	1.6	0.0	12.3
	Ocp	1.2	1.4	1.7	6.0	7.7	1.4	0.0	6.3	0.0	10.2
2100-2200	Pro	1.8	42.2	28.1	0.0	10.5	4.1	0.0	1.2	0.4	11.7
	Ocp	1.0	1.6	1.8	0.0	5.3	1.6	0.0	4.5	5.0	11.3
2200-2300	Pro	1.2	46.5	23.6	0.6	11.8	2.9	0.0	1.2	0.0	12.2
	Ocp	1.0	1.5	1.9	3.0	4.4	1.0	0.0	3.5	0.0	12.2
16 hours	Pro	1.7	36.4	19.0	3.4	8.4	14.5	2.8	3.3	0.1	10.3
	Ocp	1.0	1.5	1.7	5.0	7.0	1.5	1.6	8.6	9.1	12.0

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