

YEAR 2018

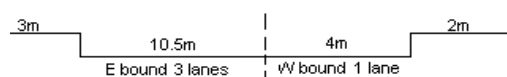
COVERAGE (B) STATION 4202

ROAD NETWORK MAJOR

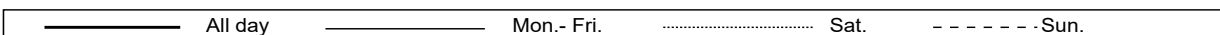
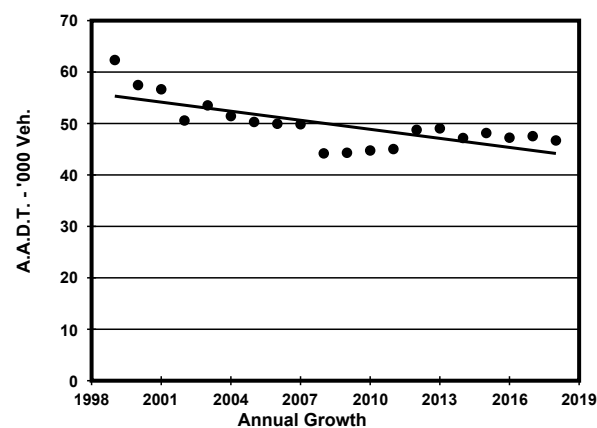
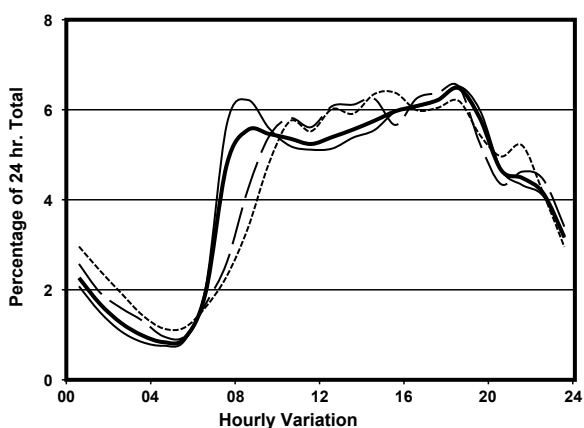
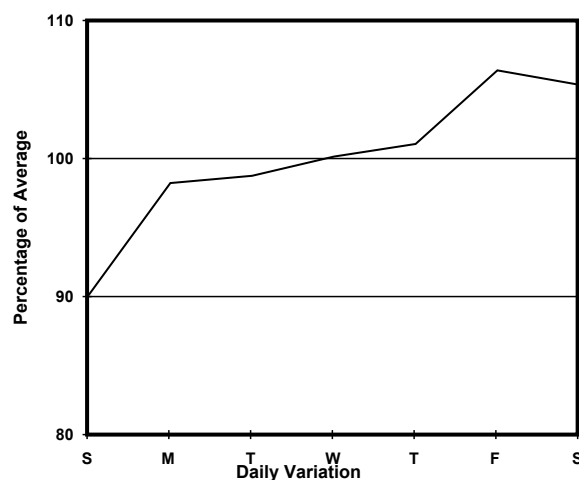
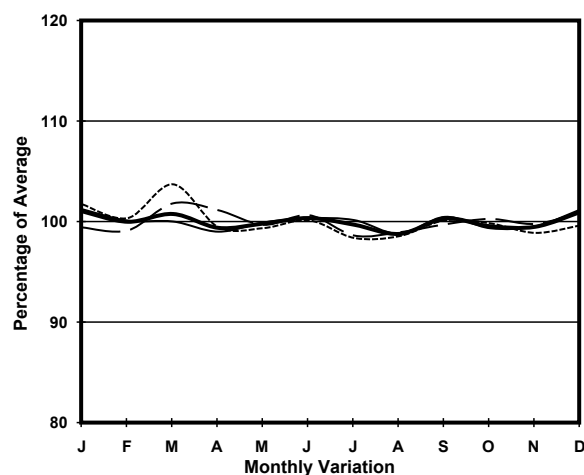
ROAD TYPE PRIMARY DISTRIBUTOR

LINK

BOUNDARY ST (from TAI HANG TUNG RD to EMBANKMENT 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.	39540	40140	41900	35620
R 12 / 24 - %	67.5	68.3	66.6	64.2
R 16 / 24 - %	86.6	87.4	85.4	84
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2200	2510	2270	1660
T - % (AM)	-	6.6	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2570	2620	2730	2230
T - % (PM)	-	3.4	-	-
Prop.of commercial vehicles - 16 hr.	-	5.3	-	-
WEST BOUND				
A.A.D.T.	7160	7230	7560	6680
R 12 / 24 - %	69.6	70.4	68.5	66.7
R 16 / 24 - %	88.6	89.4	86.7	86.5
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	420	520	400	370
T - % (AM)	-	8.6	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1800-1900
One-way flow at PM peak hour	470	490	520	390
T - % (PM)	-	3.3	-	-
Prop.of commercial vehicles - 16 hr.	-	4.8	-	-

3. OTHER INFORMATION AND COMMENT

Coverage (B) Station 4202
Year 2018

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	3.2	30.0	32.2	7.1	6.1	11.0	1.2	6.8	0.3	2.1
	Ocp	1.1	1.4	2.2	8.5	11.6	1.5	2.0	24.1	13.1	32.2
0800-0900	Pro	3.2	48.4	22.8	2.6	3.0	13.6	2.4	2.4	0.3	1.3
	Ocp	1.0	1.3	2.1	7.7	14.4	1.8	1.6	11.4	14.6	38.0
0900-1000	Pro	1.9	44.4	20.2	1.6	3.9	24.4	0.7	1.1	0.3	1.5
	Ocp	1.1	1.3	2.0	2.7	9.8	1.6	1.4	15.1	8.5	22.3
1000-1100	Pro	2.6	35.0	25.7	1.6	5.1	24.1	1.8	1.8	0.3	2.1
	Ocp	1.1	1.3	1.9	1.6	9.2	1.6	1.4	7.5	10.0	16.0
1100-1200	Pro	3.2	38.7	27.8	3.5	3.5	18.0	1.1	2.4	0.2	1.6
	Ocp	1.1	1.4	1.8	1.8	8.7	1.5	1.7	3.7	10.3	25.4
1200-1300	Pro	2.7	48.2	23.3	1.9	4.2	14.7	0.7	2.4	0.4	1.5
	Ocp	1.1	1.4	1.9	6.9	8.5	1.4	1.2	5.4	12.8	26.7
1300-1400	Pro	2.2	42.0	23.7	5.2	3.8	16.3	1.2	3.6	0.2	1.7
	Ocp	1.0	1.5	1.4	5.7	7.6	1.6	1.4	7.5	8.4	27.7
1400-1500	Pro	4.4	40.3	23.5	3.1	3.4	19.0	1.2	3.2	0.2	1.8
	Ocp	1.1	1.5	2.1	1.7	10.0	1.6	1.3	6.3	15.5	33.4
1500-1600	Pro	2.1	45.3	23.6	5.3	3.0	16.4	0.9	1.6	0.3	1.6
	Ocp	1.1	1.5	2.0	9.9	11.5	1.4	1.0	9.4	16.1	37.6
1600-1700	Pro	2.9	50.7	20.9	3.2	3.4	12.5	1.4	2.9	0.2	1.8
	Ocp	1.0	1.4	1.8	2.4	12.3	1.6	1.3	4.4	12.4	40.5
1700-1800	Pro	2.9	50.1	20.1	3.4	3.7	15.0	1.2	1.6	0.2	1.9
	Ocp	1.0	1.4	2.0	2.2	13.9	1.5	1.4	2.5	16.7	51.0
1800-1900 Peak hour	Pro	5.2	53.4	22.7	0.2	3.5	11.3	0.5	1.6	0.3	1.3
	Ocp	1.1	1.4	2.2	1.0	15.1	1.5	1.5	6.8	14.3	65.5
1900-2000	Pro	4.4	55.2	23.4	0.1	3.0	10.5	0.3	0.8	0.2	2.0
	Ocp	1.0	1.4	2.1	1.0	15.1	1.5	1.5	1.8	10.1	58.0
2000-2100	Pro	2.2	53.4	29.0	0.3	3.8	7.2	0.0	1.2	0.4	2.5
	Ocp	1.1	1.5	2.1	1.0	12.6	1.5	0.0	7.1	8.3	35.5
2100-2200	Pro	2.9	48.4	31.3	0.4	4.0	8.6	0.2	1.6	0.4	2.3
	Ocp	1.2	1.6	1.7	2.0	11.1	1.3	2.0	1.0	8.0	51.0
2200-2300	Pro	2.1	51.6	31.6	0.0	3.7	6.4	0.6	1.2	0.3	2.6
	Ocp	1.1	1.6	2.2	0.0	11.5	1.5	1.0	1.0	5.1	50.4
16 hours	Pro	3.1	46.2	24.6	2.5	3.8	14.5	1.0	2.2	0.3	1.8
	Ocp	1.1	1.4	2.0	5.3	11.4	1.5	1.4	9.3	11.6	38.7

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