

YEAR

2018

LINK

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

COVERAGE (B) STATION

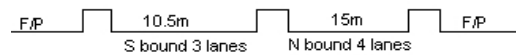
4220

ROAD NETWORK

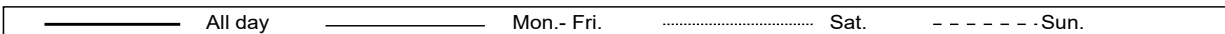
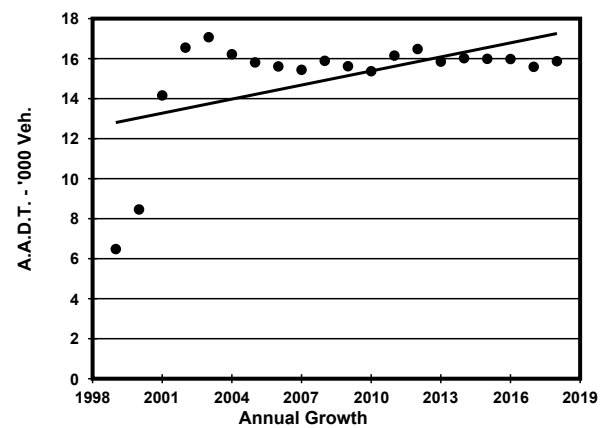
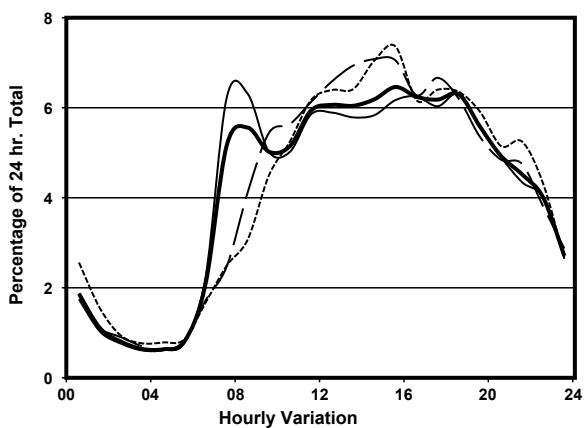
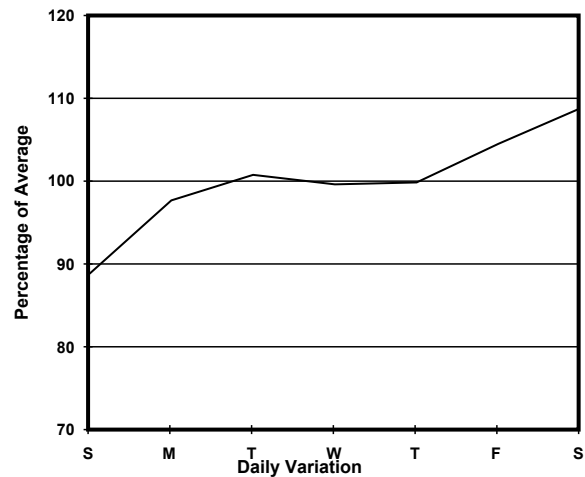
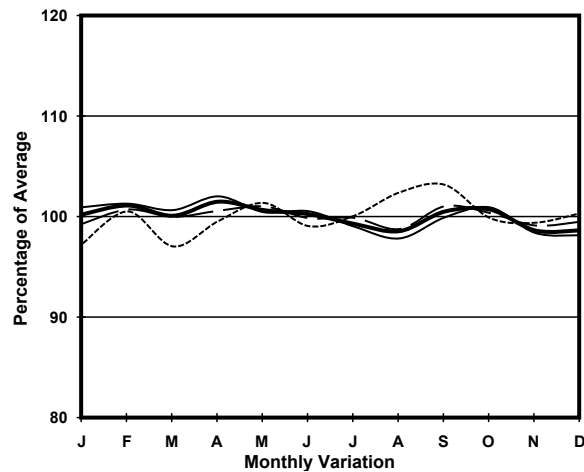
MAJOR

ROAD TYPE

PRIMARY DISTRIBUTOR



## 1. TRAFFIC FLOW VARIATION AND GROWTH



## 2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
<b>SOUTH BOUND</b>				
A.A.D.T.	7550	7640	8330	6580
R 12 / 24 - %	70.4	70.6	70.7	68.4
R 16 / 24 - %	89.4	89.6	89.6	88.1
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	410	470	460	320
T - % (AM)	-	16.6	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	500	530	550	470
T - % (PM)	-	11.4	-	-
Prop.of commercial vehicles - 16 hr.	-	15.3	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	8320	8400	9030	7600
R 12 / 24 - %	70.2	70.8	70.5	67
R 16 / 24 - %	89.3	89.4	89.1	88.4
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	470	570	480	320
T - % (AM)	-	28.7	-	-
PM Peak Hour	1600-1700	1600-1700	1700-1800	1600-1700
One-way flow at PM peak hour	520	530	610	510
T - % (PM)	-	22.3	-	-
Prop.of commercial vehicles - 16 hr.	-	16.4	-	-

## 3. OTHER INFORMATION AND COMMENT

**Coverage (B) Station 4220**  
**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	1.6	19.8	23.0	9.6	9.1	11.7	1.6	11.2	0.1	12.3
	Ocp	1.0	1.5	1.7	5.8	5.9	1.4	1.3	13.1	25.0	15.4
0800-0900	Pro	2.5	53.3	10.7	3.8	5.0	9.8	2.2	3.5	0.0	9.1
	Ocp	1.1	1.4	1.9	5.9	11.4	1.5	1.4	7.0	0.0	13.1
0900-1000	Pro	1.0	31.9	23.2	2.4	6.8	18.4	2.4	0.0	0.1	13.9
	Ocp	1.0	1.4	1.5	1.8	7.5	1.6	1.6	0.0	18.0	6.1
1000-1100	Pro	0.5	22.6	22.1	1.9	6.3	29.8	1.9	1.4	0.0	13.5
	Ocp	1.0	1.3	1.5	2.3	5.8	1.4	1.5	8.0	0.0	6.5
1100-1200	Pro	2.7	21.3	20.8	1.6	7.5	26.1	5.3	2.1	0.0	12.7
	Ocp	1.2	1.4	1.4	2.0	7.6	1.5	1.6	6.0	0.0	6.6
1200-1300	Pro	1.9	25.8	24.7	6.4	6.7	17.9	1.1	6.0	0.1	9.5
	Ocp	1.0	1.3	1.5	6.2	7.0	1.6	1.7	7.2	16.0	8.5
1300-1400	Pro	0.8	34.2	19.3	2.0	6.8	21.3	5.6	0.4	0.0	9.5
	Ocp	1.0	1.4	1.6	3.2	5.4	1.4	1.6	7.0	0.0	9.4
1400-1500	Pro	2.5	31.2	19.5	2.1	7.9	22.9	1.7	1.2	0.1	10.9
	Ocp	1.0	1.4	1.4	1.4	5.3	1.5	1.8	3.7	15.0	8.8
1500-1600	Pro	3.9	32.7	14.6	5.6	8.2	16.8	3.0	4.7	0.0	10.5
	Ocp	1.1	1.4	1.6	6.3	5.8	1.5	1.6	4.7	0.0	12.8
1600-1700	Pro	2.4	39.2	13.9	3.2	7.5	13.9	3.6	5.9	0.1	10.4
	Ocp	1.2	1.4	1.7	3.0	5.7	1.3	1.7	7.7	5.0	12.8
1700-1800	Pro	1.3	38.7	14.7	6.7	8.4	16.0	0.0	2.5	0.0	11.6
	Ocp	1.0	1.5	1.7	2.9	6.9	1.5	0.0	5.3	0.0	17.6
1800-1900 Peak hour	Pro	5.9	43.1	19.9	2.6	7.4	8.8	0.7	1.5	0.1	10.0
	Ocp	1.0	1.6	1.9	5.6	9.4	1.6	1.5	3.8	17.0	20.8
1900-2000	Pro	3.2	56.6	14.8	0.4	7.6	6.0	0.0	1.6	0.0	9.9
	Ocp	1.1	1.6	1.8	2.0	8.4	1.5	0.0	4.5	0.0	16.6
2000-2100	Pro	6.2	47.4	18.3	0.8	7.9	8.3	0.4	0.8	0.0	9.9
	Ocp	1.0	1.5	1.8	1.5	6.7	1.1	2.0	8.5	0.0	12.8
2100-2200	Pro	2.3	53.9	15.7	0.0	10.4	2.9	0.6	0.6	0.1	13.5
	Ocp	1.3	1.7	1.7	0.0	6.1	2.0	1.0	7.0	5.0	12.7
2200-2300	Pro	0.7	47.5	15.2	0.7	14.5	5.3	0.0	2.0	0.0	14.2
	Ocp	1.0	1.5	1.8	4.0	3.7	1.3	0.0	5.7	0.0	13.4
16 hours	Pro	2.6	37.9	18.0	3.2	7.7	14.8	1.9	2.9	0.1	11.1
	Ocp	1.1	1.5	1.6	4.5	6.7	1.5	1.6	7.7	14.4	12.1

**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