

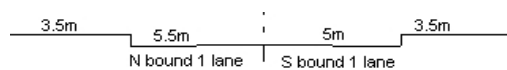
YEAR 2018

COVERAGE (B) STATION 6204

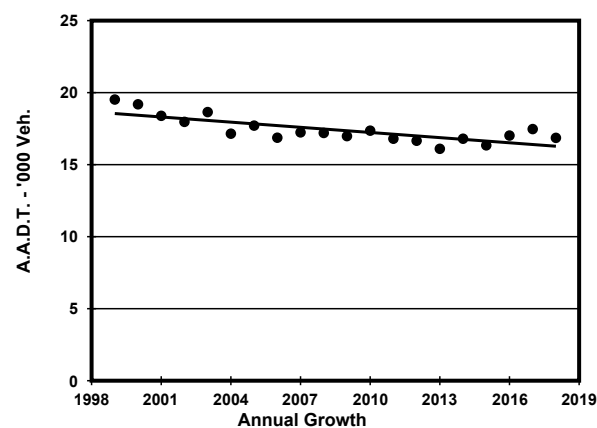
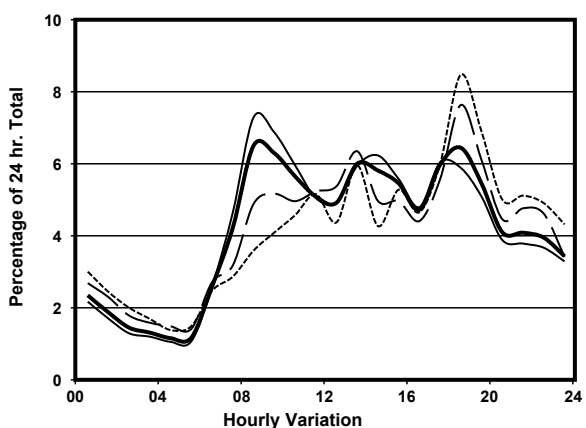
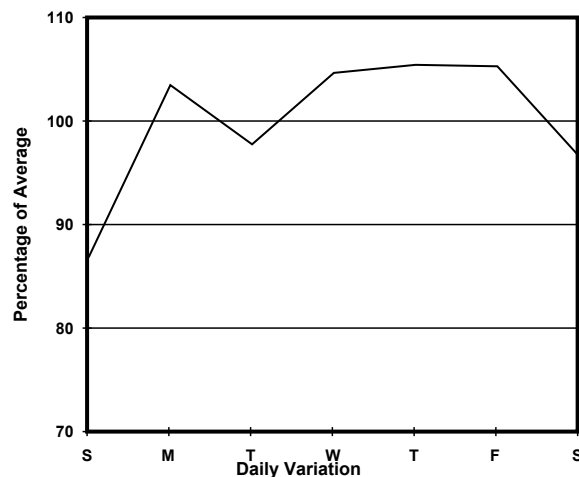
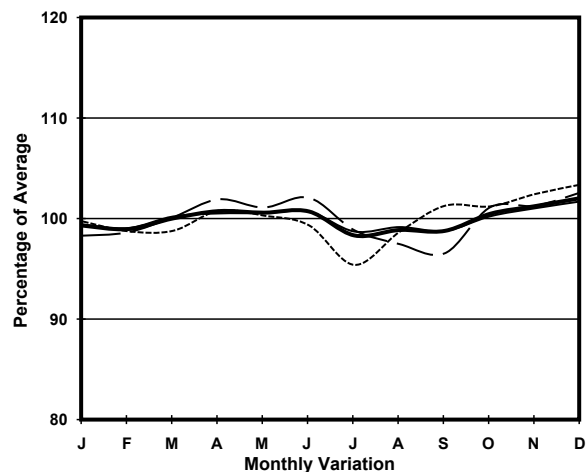
ROAD NETWORK MAJOR

ROAD TYPE DISTRICT DISTRIBUTOR

LINK LAI KING HILL RD (from KWAI CHUNG INT SLIP RDS to KING CHO RD)



1. TRAFFIC FLOW VARIATION AND GROWTH



— All day - - - - - Mon.- Fri. Sat. - . - . - Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	8310	8670	7920	7300
R 12 / 24 - %	66.5	68.6	60.9	59.9
R 16 / 24 - %	83	84.2	79.8	79.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	580	670	450	310
T - % (AM)	-	5.9	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1700-1800
One-way flow at PM peak hour	470	490	460	470
T - % (PM)	-	4.4	-	-
Prop.of commercial vehicles - 16 hr.	-	5.5	-	-
NORTH BOUND				
A.A.D.T.	8550	8870	8480	7440
R 12 / 24 - %	67.7	69.9	64.3	58.7
R 16 / 24 - %	86.3	87.1	85.2	83
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	520	610	390	290
T - % (AM)	-	3.7	-	-
PM Peak Hour	1800-1900	1700-1800	1800-1900	1800-1900
One-way flow at PM peak hour	630	570	790	810
T - % (PM)	-	7.4	-	-
Prop.of commercial vehicles - 16 hr.	-	5.9	-	-

3. OTHER INFORMATION AND COMMENT

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	3.0	19.8	42.5	2.5	13.8	7.9	0.5	5.4	0.1	4.5
	Ocp	1.2	1.4	1.9	9.2	7.4	1.6	1.0	18.2	10.0	15.6
0800-0900 Peak hour	Pro	0.9	24.9	50.5	2.1	9.9	6.9	0.0	2.4	0.0	2.4
	Ocp	1.3	1.3	1.8	3.9	9.1	1.9	0.0	6.3	0.0	21.4
0900-1000	Pro	1.5	22.7	48.3	2.6	9.6	10.8	1.2	0.6	0.1	2.7
	Ocp	1.2	1.5	1.7	1.9	9.0	1.4	1.5	2.5	20.5	13.0
1000-1100	Pro	1.3	16.2	50.0	5.3	10.6	11.3	1.0	1.7	0.0	2.7
	Ocp	1.3	1.6	1.8	2.3	9.8	1.8	1.7	1.6	0.0	11.2
1100-1200	Pro	0.9	17.0	43.6	4.8	15.7	12.2	0.9	1.3	0.1	3.6
	Ocp	1.0	1.3	2.0	1.8	9.9	1.6	1.0	1.3	22.0	12.1
1200-1300	Pro	1.3	17.5	41.5	2.6	14.4	14.4	1.7	3.1	0.1	3.4
	Ocp	1.0	1.6	2.0	2.3	11.0	1.8	1.8	5.7	24.0	11.4
1300-1400	Pro	2.8	17.0	48.6	3.9	12.8	11.0	1.1	0.0	0.1	2.7
	Ocp	1.3	1.8	2.1	2.5	13.2	1.8	2.0	0.0	24.0	12.7
1400-1500	Pro	1.4	19.6	43.7	4.6	10.1	16.8	0.4	0.7	0.1	2.6
	Ocp	1.0	1.6	1.8	1.8	12.8	1.9	3.0	3.0	31.0	12.0
1500-1600	Pro	2.5	16.1	45.8	3.7	10.7	14.0	2.9	0.8	0.0	3.4
	Ocp	1.0	1.5	1.8	2.0	10.6	1.6	2.3	12.0	0.0	11.6
1600-1700	Pro	3.0	19.9	38.1	5.2	13.0	12.1	0.4	4.8	0.1	3.4
	Ocp	1.0	1.7	1.9	3.6	10.0	1.3	1.0	5.5	28.0	15.5
1700-1800	Pro	4.2	22.8	41.7	3.1	12.3	10.0	0.4	1.5	0.1	3.9
	Ocp	1.2	1.5	1.8	4.3	12.4	1.5	3.0	7.0	15.0	20.3
1800-1900	Pro	3.7	37.1	32.6	0.4	10.1	11.2	0.8	1.1	0.0	2.9
	Ocp	1.0	1.5	1.8	2.0	14.8	1.4	1.0	10.3	0.0	24.0
1900-2000	Pro	5.8	32.0	36.5	0.4	12.9	8.3	0.0	0.8	0.1	3.2
	Ocp	1.1	1.4	2.0	1.0	8.2	1.8	0.0	7.5	5.0	14.8
2000-2100	Pro	4.0	30.5	38.6	0.0	12.1	8.6	0.0	1.2	0.0	4.9
	Ocp	1.1	1.5	1.6	0.0	7.7	1.6	0.0	1.0	0.0	7.0
2100-2200	Pro	3.7	27.8	46.6	0.0	10.7	6.4	0.0	0.5	0.3	3.9
	Ocp	1.3	1.7	1.7	0.0	7.3	2.0	0.0	1.0	13.0	12.7
2200-2300	Pro	2.0	23.4	48.7	0.0	14.0	6.7	0.0	0.0	0.2	5.0
	Ocp	1.0	1.5	1.9	0.0	6.2	1.3	0.0	0.0	5.0	9.3
16 hours	Pro	2.5	22.6	43.9	2.8	11.8	10.7	0.7	1.6	0.1	3.3
	Ocp	1.1	1.5	1.8	2.8	10.1	1.6	1.8	7.5	17.8	14.1

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