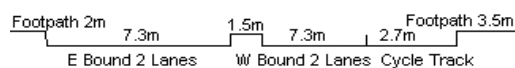
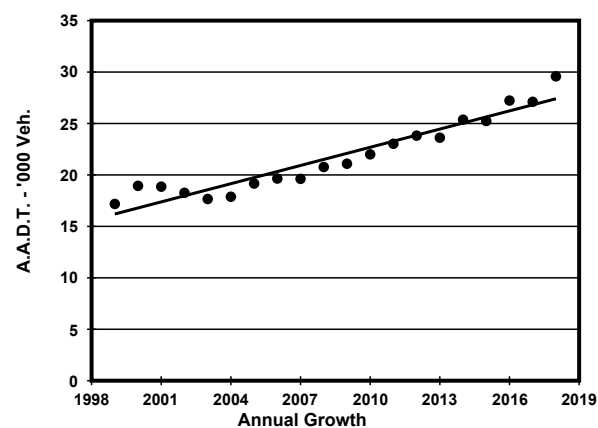
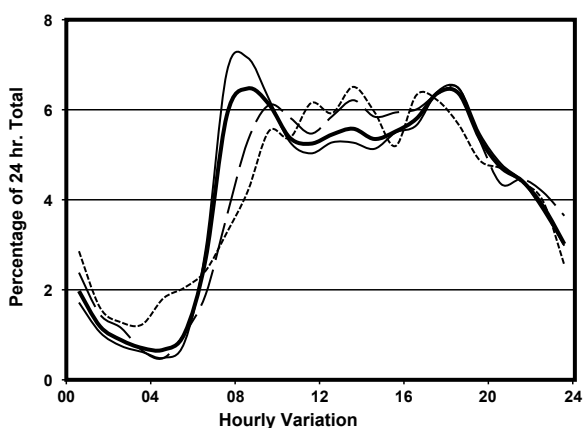
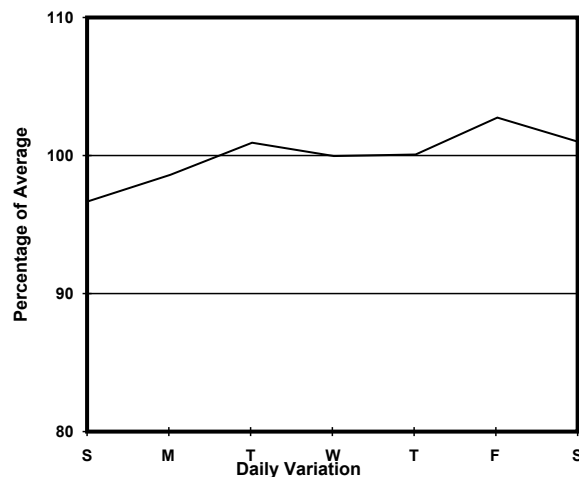
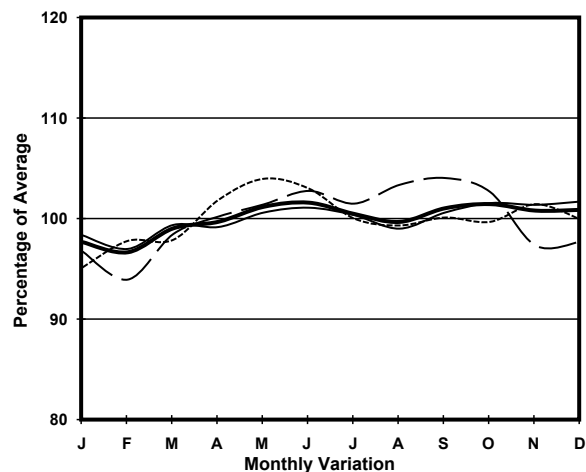


YEAR 2018
 COVERAGE (B) STATION 6211
 ROAD NETWORK MAJOR
 ROAD TYPE RURAL ROAD

LINK TING KOK RD (from DAI KWAI ST to TAI MEI TUK)



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	14340	14420	14550	13940
R 12 / 24 - %	64.6	65.3	64.9	60.9
R 16 / 24 - %	87.5	88.8	86.5	81.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	870	990	750	620
T - % (AM)	-	8.6	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1600-1700
One-way flow at PM peak hour	980	1020	970	890
T - % (PM)	-	5.3	-	-
Prop.of commercial vehicles - 16 hr.	-	8.4	-	-
WEST BOUND				
A.A.D.T.	15240	15350	15420	14700
R 12 / 24 - %	74.1	74.9	73	71.4
R 16 / 24 - %	88.2	88.5	88.1	86.7
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	1280	1540	1080	960
T - % (AM)	-	5.5	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	970	970	980	1010
T - % (PM)	-	9.8	-	-
Prop.of commercial vehicles - 16 hr.	-	8.7	-	-

3. OTHER INFORMATION AND COMMENT

Coverage (B) Station 6211
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	2.2	62.7	8.5	1.1	5.4	11.7	3.6	3.6	0.3	0.8
	Ocp	1.3	1.6	1.8	11.6	9.3	1.7	1.1	15.6	31.2	58.7
0800-0900 Peak hour	Pro	2.8	57.3	13.6	1.9	4.2	9.9	4.4	5.0	0.3	0.5
	Ocp	1.0	1.4	2.0	4.8	8.0	1.6	1.0	19.0	32.0	52.9
0900-1000	Pro	1.2	53.8	16.3	1.0	4.6	13.9	4.8	3.6	0.4	0.4
	Ocp	1.0	1.5	1.7	3.8	10.3	1.7	1.3	10.6	27.1	23.8
1000-1100	Pro	2.9	47.0	13.8	0.7	5.8	17.7	8.0	3.2	0.3	0.5
	Ocp	1.2	1.4	1.8	2.3	10.1	1.5	1.2	5.7	37.6	20.7
1100-1200	Pro	1.9	51.6	11.8	0.8	4.9	15.9	8.8	3.0	0.2	0.9
	Ocp	1.0	1.4	2.0	1.3	9.7	1.4	1.3	7.4	18.0	17.3
1200-1300	Pro	1.4	47.5	14.0	3.8	5.2	15.6	8.0	3.6	0.2	0.7
	Ocp	1.2	1.4	2.2	6.4	10.5	1.6	1.1	8.5	24.3	18.0
1300-1400	Pro	1.8	52.5	12.4	1.5	7.1	14.2	6.8	3.0	0.4	0.4
	Ocp	1.2	1.4	1.9	1.4	9.4	1.5	1.1	7.3	12.5	24.5
1400-1500	Pro	1.9	50.8	16.7	0.9	4.6	13.0	8.7	2.2	0.5	0.6
	Ocp	1.0	1.6	1.9	1.3	12.3	1.6	1.3	11.4	18.7	17.4
1500-1600	Pro	1.4	53.7	13.0	1.4	5.9	12.4	7.6	3.8	0.3	0.5
	Ocp	1.2	1.4	1.8	4.4	11.3	1.6	1.1	13.6	32.4	19.3
1600-1700	Pro	1.0	57.7	9.1	2.0	5.4	16.5	4.2	3.0	0.4	0.6
	Ocp	1.0	1.4	2.0	2.9	11.3	1.7	1.2	21.3	34.6	24.8
1700-1800	Pro	2.1	57.6	12.7	1.0	4.7	13.7	3.4	3.6	0.4	0.8
	Ocp	1.1	1.5	1.9	2.3	11.8	1.5	1.5	10.7	30.0	41.0
1800-1900	Pro	1.8	56.3	19.9	0.4	4.9	11.6	1.4	3.0	0.3	0.4
	Ocp	1.0	1.4	1.8	1.5	12.2	1.6	1.0	25.7	34.9	31.8
1900-2000	Pro	1.8	65.8	14.9	0.0	6.3	7.3	0.5	2.6	0.3	0.5
	Ocp	1.1	1.6	1.6	0.0	8.6	1.2	1.0	10.3	29.8	33.9
2000-2100	Pro	2.0	67.7	15.4	0.0	6.8	4.5	0.0	2.8	0.1	0.7
	Ocp	1.3	1.5	1.9	0.0	10.7	1.3	0.0	4.9	6.0	21.2
2100-2200	Pro	1.3	68.6	13.8	0.0	7.2	4.7	0.0	3.5	0.5	0.5
	Ocp	1.3	1.6	2.4	0.0	10.3	1.5	0.0	16.0	29.8	18.0
2200-2300	Pro	2.4	59.1	22.4	0.0	7.3	5.9	0.0	1.7	0.5	0.5
	Ocp	1.3	1.6	2.0	0.0	11.8	1.4	0.0	25.4	25.7	11.2
16 hours	Pro	1.9	56.8	14.2	1.1	5.5	12.0	4.4	3.3	0.3	0.6
	Ocp	1.1	1.5	1.9	4.4	10.4	1.6	1.2	13.7	28.0	29.3

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