

YEAR

2019

LINK LUNG WUI RD (from TIM MEI AVE to LUNG KING ST)

COVERAGE (B) STATION

2408

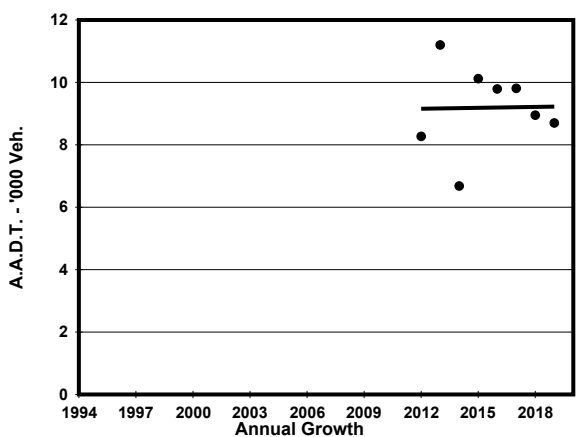
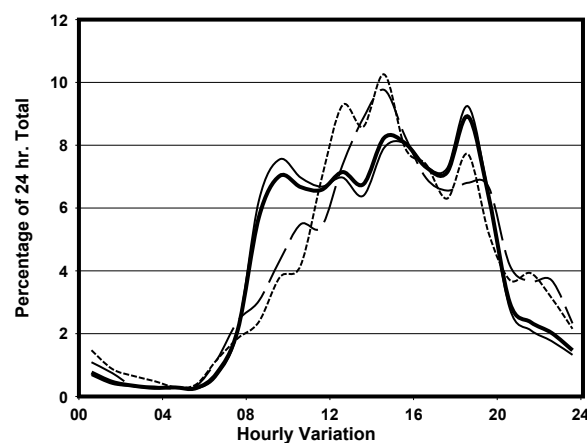
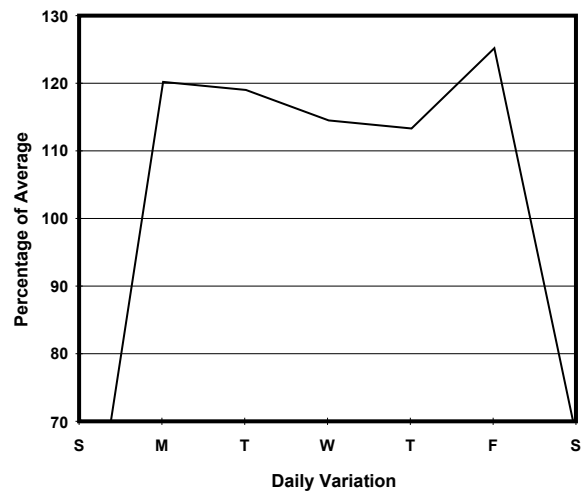
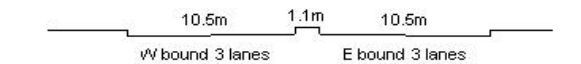
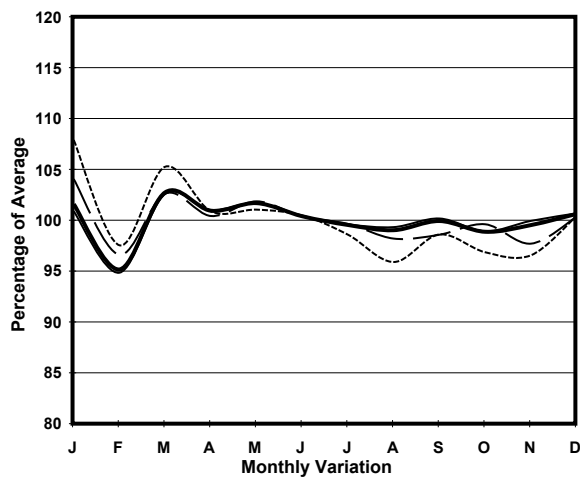
ROAD NETWORK

MINOR

ROAD TYPE

DISTRICT DISTRIBUTOR

1. TRAFFIC FLOW VARIATION AND GROWTH



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

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	5950	7220	4370	2610
R 12 / 24 - %	81.8	82.8	76.6	75.8
R 16 / 24 - %	96.3	96.7	94.4	92.7
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	380	490	170	100
T - % (AM)	-	7.6	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	570	720	320	210
T - % (PM)	-	9	-	-
Prop.of commercial vehicles - 16 hr.	-	7.4	-	-
WEST BOUND				
A.A.D.T.	2750	3430	1660	1040
R 12 / 24 - %	81.3	82.5	71.8	78.3
R 16 / 24 - %	93.4	93.8	91	92.1
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	230	310	90	40
T - % (AM)	-	5	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1600-1700
One-way flow at PM peak hour	210	270	100	80
T - % (PM)	-	11.4	-	-
Prop.of commercial vehicles - 16 hr.	-	8.7	-	-

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	0.0	49.6	17.5	2.9	0.0	14.6	2.9	2.9	0.0	9.5
	Ocp	0.0	1.2	1.7	3.0	0.0	1.6	2.0	1.0	0.0	16.0
0800-0900	Pro	1.3	46.7	37.4	0.0	0.0	4.7	0.0	7.3	0.0	2.5
	Ocp	1.0	1.4	1.6	0.0	0.0	2.1	0.0	8.1	0.0	18.4
0900-1000	Pro	2.3	46.3	31.4	0.0	0.0	13.1	1.7	2.9	0.0	2.3
	Ocp	1.0	1.7	1.5	0.0	0.0	1.8	1.0	2.4	0.0	13.1
1000-1100	Pro	0.7	52.2	25.0	0.7	0.0	13.9	0.7	4.9	0.0	1.9
	Ocp	1.0	1.4	1.6	2.0	0.0	1.5	3.0	2.4	0.0	8.6
1100-1200	Pro	1.8	37.8	25.5	1.8	0.0	22.9	1.8	5.3	0.0	3.3
	Ocp	1.0	1.7	2.0	2.0	0.0	1.6	1.0	2.2	0.0	10.2
1200-1300	Pro	3.5	48.3	26.7	1.7	0.0	13.4	1.2	4.1	0.0	1.2
	Ocp	1.0	1.6	1.9	6.0	0.0	1.4	1.0	7.7	0.0	3.9
1300-1400	Pro	1.5	54.4	27.2	2.2	0.0	9.6	0.7	2.9	0.0	1.5
	Ocp	1.5	1.4	1.6	2.0	0.0	1.8	2.0	2.5	0.0	12.8
1400-1500	Pro	0.0	50.7	23.8	0.0	0.0	19.1	0.5	4.1	0.0	1.7
	Ocp	0.0	1.4	1.8	0.0	0.0	1.8	1.0	2.8	0.0	14.3
1500-1600	Pro	0.0	59.5	21.7	1.4	0.0	12.5	0.0	3.7	0.0	1.3
	Ocp	0.0	1.4	1.6	1.0	0.0	1.5	0.0	4.9	0.0	10.0
1600-1700	Pro	2.2	58.0	19.0	2.8	0.0	11.7	1.1	3.9	0.0	1.3
	Ocp	1.0	1.4	2.1	5.0	0.0	1.9	1.0	5.3	0.0	6.0
1700-1800	Pro	0.0	53.7	22.1	2.0	0.0	10.7	0.0	9.4	0.0	2.0
	Ocp	0.0	1.7	1.8	2.3	0.0	2.0	0.0	13.0	0.0	5.3
1800-1900 Peak hour	Pro	4.6	61.8	20.6	0.5	0.0	3.1	0.5	7.7	0.0	1.2
	Ocp	1.3	1.5	2.1	2.0	0.0	1.8	2.0	12.5	0.0	7.1
1900-2000	Pro	2.5	60.6	20.8	1.9	0.0	3.2	0.0	9.5	0.2	1.4
	Ocp	1.0	1.5	1.7	1.0	0.0	1.2	0.0	9.5	1.0	5.3
2000-2100	Pro	4.4	72.6	15.0	2.7	0.0	0.0	0.0	1.8	0.2	3.3
	Ocp	1.0	1.5	1.5	1.3	0.0	0.0	0.0	40.5	1.0	2.6
2100-2200	Pro	2.7	68.5	19.2	2.7	0.0	0.0	0.0	0.0	0.0	6.9
	Ocp	1.0	1.4	1.6	1.0	0.0	0.0	0.0	0.0	0.0	3.0
2200-2300	Pro	0.0	67.1	23.1	2.3	0.0	2.3	0.0	0.0	0.0	5.2
	Ocp	0.0	1.7	1.9	3.0	0.0	1.0	0.0	0.0	0.0	2.6
16 hours	Pro	1.8	54.6	24.1	1.4	0.0	10.4	0.6	5.0	0.1	2.1
	Ocp	1.1	1.5	1.7	2.7	0.0	1.7	1.4	8.1	1.0	9.2

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