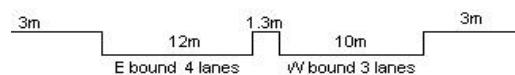
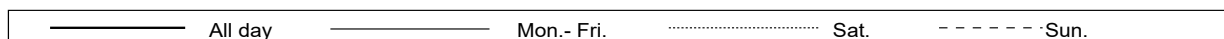
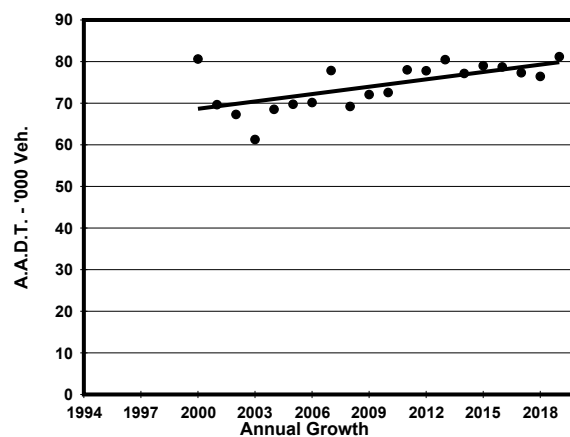
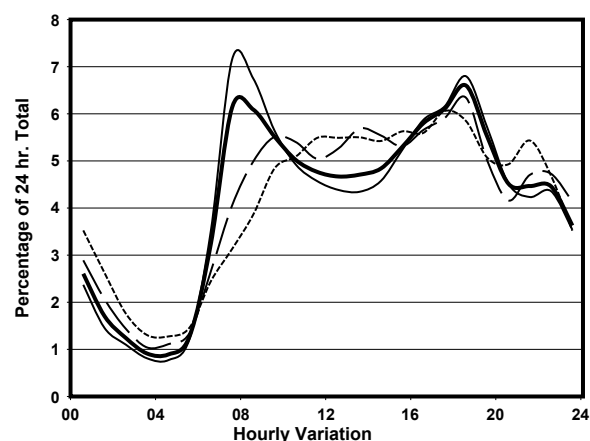
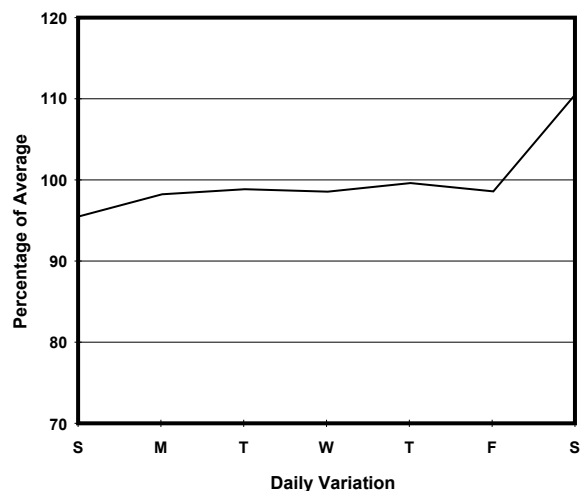
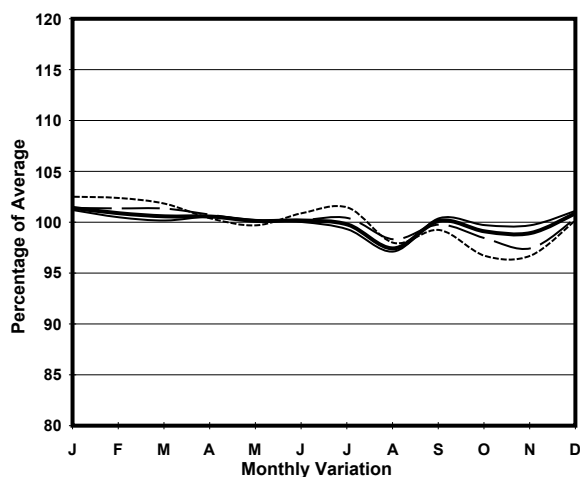


YEAR 2019
 COVERAGE (B) STATION 4217
 ROAD NETWORK MAJOR
 ROAD TYPE PRIMARY DISTRIBUTOR

LINK CLEAR WATER BAY RD (from LUNG CHEUNG RD to
 NEW CLEAR WATER BAY RD WESTERN JUNCTION)



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	44680	43750	50680	44020
R 12 / 24 - %	62.4	63	62.3	59.7
R 16 / 24 - %	83.8	84.7	82.2	80.9
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	2350	2610	2590	1930
T - % (AM)	-	11.9	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	3030	3100	3230	2640
T - % (PM)	-	6.1	-	-
Prop.of commercial vehicles - 16 hr.	-	7.6	-	-
WEST BOUND				
A.A.D.T.	36510	36600	39300	33790
R 12 / 24 - %	69.3	70.4	67.8	65
R 16 / 24 - %	85.4	85.8	84.8	83.6
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	2670	3140	2370	1840
T - % (AM)	-	7.3	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	2330	2360	2480	2070
T - % (PM)	-	4.3	-	-
Prop.of commercial vehicles - 16 hr.	-	8.3	-	-

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 Peak hour	Pro	6.2	51.1	13.0	2.3	8.2	10.3	1.8	2.8	0.1	4.3
	Ocp	1.2	1.5	2.0	6.7	13.6	1.4	1.2	5.3	20.5	57.7
0800-0900	Pro	5.8	46.9	13.3	2.6	10.6	12.6	1.6	2.7	0.1	3.8
	Ocp	1.1	1.3	2.0	5.9	13.8	1.6	1.2	12.4	21.7	45.2
0900-1000	Pro	3.4	40.5	16.7	2.0	10.4	17.1	2.8	3.0	0.1	4.0
	Ocp	1.1	1.4	1.9	3.5	13.1	1.6	1.4	7.7	15.8	31.0
1000-1100	Pro	4.2	38.1	18.6	0.8	9.9	19.1	4.3	0.8	0.1	4.1
	Ocp	1.1	1.4	1.9	1.9	11.2	1.4	1.3	4.0	8.8	21.5
1100-1200	Pro	3.4	37.5	21.6	2.3	9.9	17.3	2.8	0.6	0.2	4.4
	Ocp	1.0	1.3	1.9	1.5	11.0	1.6	1.3	8.2	10.7	26.7
1200-1300	Pro	4.3	38.5	19.3	4.1	8.8	16.8	2.2	1.3	0.1	4.6
	Ocp	1.1	1.4	1.7	3.5	10.9	1.4	1.3	6.2	11.0	25.3
1300-1400	Pro	5.2	38.4	20.4	1.8	8.3	18.1	2.8	0.5	0.1	4.5
	Ocp	1.1	1.5	1.9	4.4	11.4	1.5	1.2	5.8	14.0	21.9
1400-1500	Pro	4.0	36.9	18.8	2.5	8.4	19.8	2.5	2.3	0.1	4.6
	Ocp	1.1	1.4	1.9	2.0	11.4	1.4	1.2	1.3	12.3	23.0
1500-1600	Pro	3.4	37.2	19.3	4.1	8.3	18.3	2.3	2.9	0.1	4.2
	Ocp	1.1	1.4	1.8	4.8	12.9	1.5	1.5	15.6	13.3	29.7
1600-1700	Pro	3.5	40.0	20.4	3.2	9.6	11.4	2.5	5.8	0.1	3.6
	Ocp	1.1	1.4	1.7	4.6	15.3	1.6	1.6	10.6	23.8	42.4
1700-1800	Pro	6.7	43.1	16.3	3.5	9.4	13.9	1.6	1.8	0.1	3.5
	Ocp	1.2	1.5	2.1	3.3	14.0	1.6	1.4	8.1	23.0	48.0
1800-1900	Pro	9.1	50.8	13.0	0.6	7.5	13.4	1.2	0.6	0.1	3.6
	Ocp	1.2	1.4	2.0	1.2	15.8	1.3	1.2	14.2	33.7	77.1
1900-2000	Pro	6.6	50.9	20.5	0.5	7.5	8.5	0.5	0.9	0.1	4.0
	Ocp	1.1	1.4	2.1	2.6	13.8	1.4	1.2	11.1	11.5	46.7
2000-2100	Pro	3.7	47.8	27.7	0.1	10.2	5.5	0.3	0.1	0.1	4.6
	Ocp	1.2	1.5	2.0	2.0	10.7	1.3	1.3	1.0	9.5	30.9
2100-2200	Pro	4.1	44.8	28.0	0.3	11.6	5.6	0.5	0.3	0.1	4.8
	Ocp	1.2	1.5	2.0	3.0	10.6	1.5	1.0	1.0	12.0	30.2
2200-2300	Pro	4.4	48.3	26.9	0.3	10.1	4.5	0.6	0.1	0.1	4.7
	Ocp	1.1	1.6	2.0	2.0	9.5	1.1	1.2	20.0	8.3	28.7
16 hours	Pro	4.9	43.3	19.2	2.0	9.3	13.3	1.9	1.8	0.1	4.2
	Ocp	1.1	1.4	1.9	4.0	12.5	1.5	1.3	9.1	15.4	36.5

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