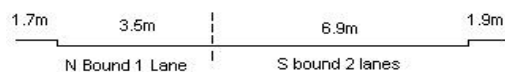
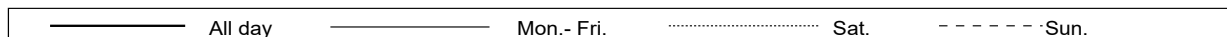
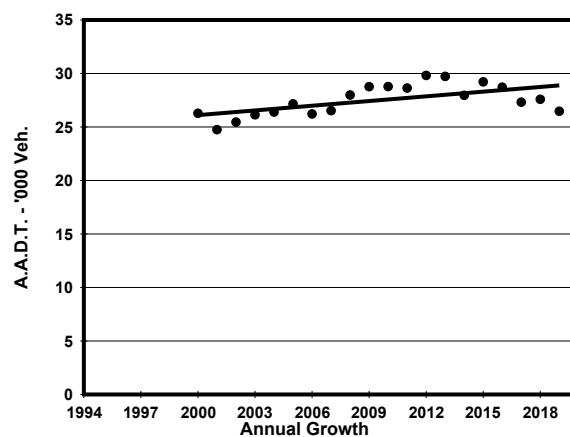
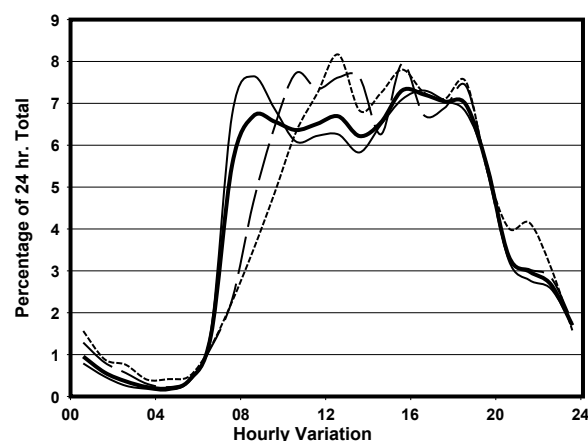
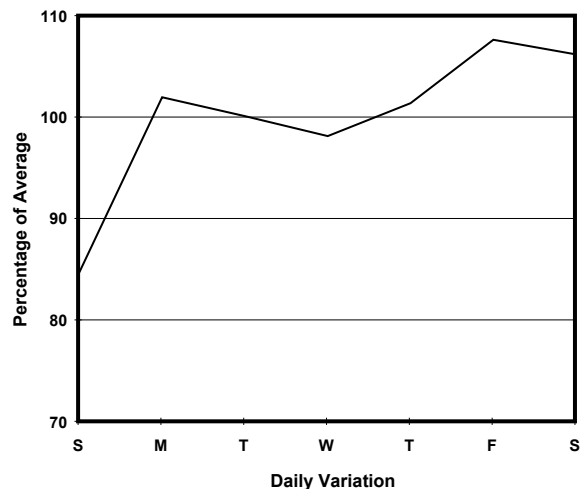
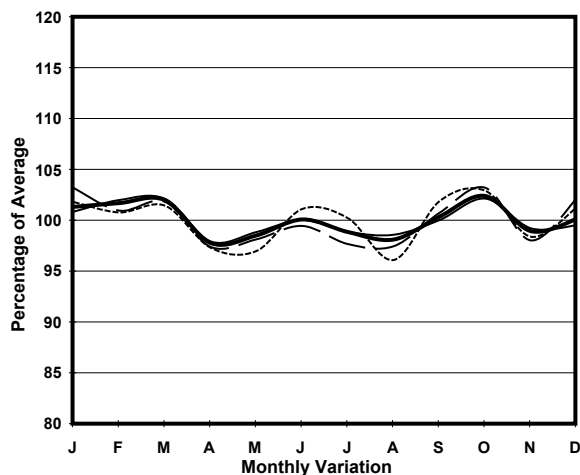


YEAR 2019
 COVERAGE (B) STATION 2202
 ROAD NETWORK MAJOR
 ROAD TYPE DISTRICT DISTRIBUTOR

LINK WONG NAI CHUNG GAP RD (from STUBBS RD FO
 <H119> SOUTHERN END to REPULSE BAY RD)



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	12460	12690	13400	11100
R 12 / 24 - %	79.9	80.4	80	77.1
R 16 / 24 - %	94.5	94.8	94.3	93.4
AM Peak Hour	0900-1000	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	820	920	910	580
T - % (AM)	-	9.3	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	890	900	940	830
T - % (PM)	-	7	-	-
Prop.of commercial vehicles - 16 hr.	-	5.5	-	-
NORTH BOUND				
A.A.D.T.	14010	14490	14930	11520
R 12 / 24 - %	79.4	80.3	78	75.1
R 16 / 24 - %	93.8	94.3	92.8	92
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1000	1210	910	520
T - % (AM)	-	10.9	-	-
PM Peak Hour	1700-1800	1600-1700	1800-1900	1800-1900
One-way flow at PM peak hour	1050	1080	1180	1020
T - % (PM)	-	5.6	-	-
Prop.of commercial vehicles - 16 hr.	-	7.2	-	-

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	4.5	46.2	30.7	4.5	1.0	1.4	0.0	9.3	0.4	2.1
	Ocp	1.0	1.3	2.0	4.7	11.7	1.8	0.0	22.4	26.2	31.8
0800-0900 Peak hour	Pro	1.5	68.8	16.9	0.9	0.4	3.0	0.4	6.7	0.2	1.1
	Ocp	1.0	1.3	1.9	3.0	5.0	1.6	1.0	9.2	10.7	22.9
0900-1000	Pro	3.5	65.5	19.8	0.0	0.5	6.2	1.2	1.7	0.2	1.4
	Ocp	1.2	1.3	1.8	0.0	10.0	1.7	1.4	17.7	7.0	17.9
1000-1100	Pro	1.4	65.8	15.4	0.0	0.3	11.6	1.9	2.2	0.3	1.2
	Ocp	1.0	1.3	1.6	0.0	8.0	1.5	1.9	13.8	15.0	14.2
1100-1200	Pro	3.2	60.7	15.6	2.4	0.8	11.6	1.3	3.2	0.3	1.1
	Ocp	1.0	1.3	1.8	2.1	5.0	1.6	1.6	11.7	9.3	17.1
1200-1300	Pro	2.0	61.3	16.7	0.7	0.3	11.2	0.3	6.2	0.3	1.0
	Ocp	1.0	1.4	1.8	5.3	7.0	1.5	1.0	15.9	11.8	13.4
1300-1400	Pro	2.8	57.1	20.3	0.8	0.6	8.6	0.3	8.1	0.3	1.1
	Ocp	1.0	1.2	1.6	1.3	7.5	1.4	1.0	21.2	6.0	10.9
1400-1500	Pro	2.1	54.8	17.6	3.4	0.5	12.1	0.0	8.3	0.3	1.0
	Ocp	1.0	1.3	1.8	4.4	11.5	1.6	0.0	20.6	10.5	19.8
1500-1600	Pro	2.4	65.8	16.7	1.4	0.5	5.2	0.0	6.8	0.3	0.9
	Ocp	1.1	1.2	1.6	7.5	9.0	1.5	0.0	21.4	16.0	26.9
1600-1700	Pro	1.4	69.3	15.4	2.1	0.5	5.1	0.0	4.6	0.2	1.5
	Ocp	1.0	1.3	1.9	3.2	6.5	1.4	0.0	18.3	10.0	20.4
1700-1800	Pro	2.7	67.0	18.0	0.9	0.2	4.2	0.4	5.1	0.2	1.3
	Ocp	1.2	1.2	1.9	8.5	10.0	1.5	1.0	11.6	14.0	26.2
1800-1900	Pro	3.4	70.3	21.1	0.0	0.5	1.7	0.0	1.7	0.2	1.0
	Ocp	1.1	1.3	1.7	0.0	17.0	1.1	0.0	20.7	11.8	27.6
1900-2000	Pro	2.6	64.0	31.0	0.0	0.2	0.2	0.0	0.7	0.2	1.1
	Ocp	1.1	1.4	1.6	0.0	11.0	1.0	0.0	14.0	7.0	16.1
2000-2100	Pro	3.2	59.8	31.9	0.5	0.5	1.8	0.0	0.5	0.2	1.7
	Ocp	1.1	1.3	1.6	3.0	4.0	1.3	0.0	21.0	8.5	13.3
2100-2200	Pro	1.5	48.3	46.8	0.0	0.5	0.0	0.5	1.0	0.1	1.3
	Ocp	1.0	1.4	1.5	0.0	5.0	0.0	2.0	13.5	5.0	14.4
2200-2300	Pro	3.5	52.9	40.1	0.0	1.0	0.5	0.0	0.5	0.1	1.5
	Ocp	1.0	1.6	1.5	0.0	4.5	2.0	0.0	6.0	7.0	10.8
16 hours	Pro	2.5	62.4	21.6	1.1	0.5	5.6	0.4	4.4	0.2	1.2
	Ocp	1.1	1.3	1.7	4.3	8.5	1.5	1.5	17.2	11.9	19.8

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