

YEAR

2019

LINK CHATHAM RD N (from WUHU ST to HONG CHONG RD)

COVERAGE (B) STATION

4208

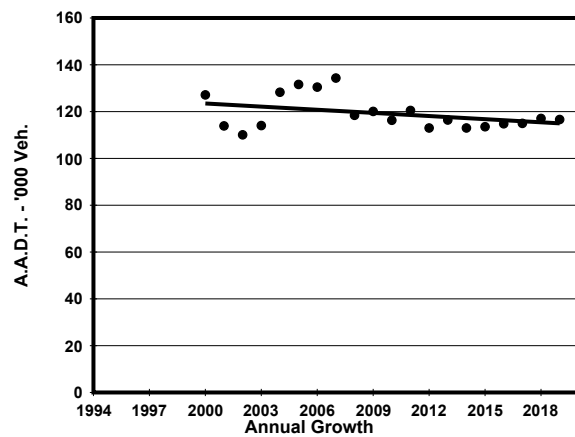
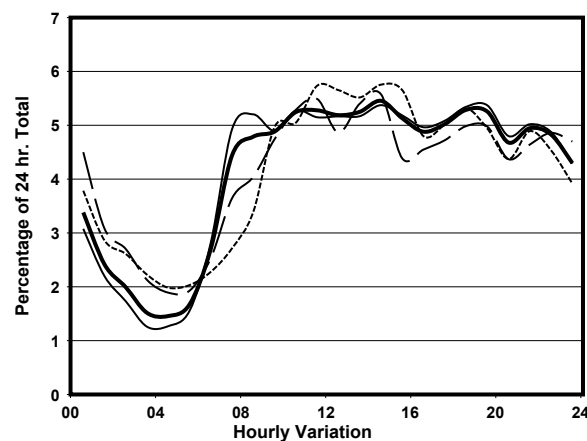
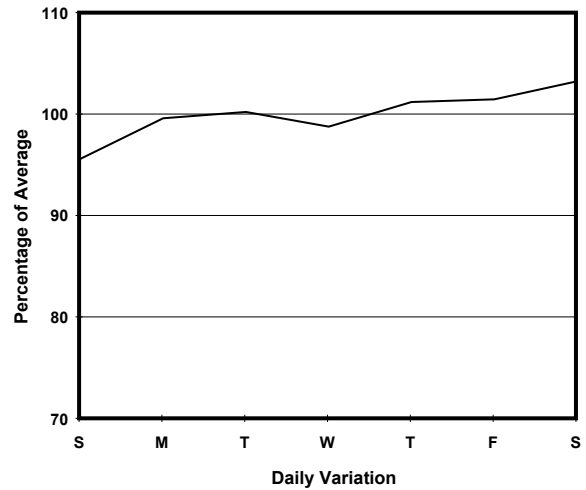
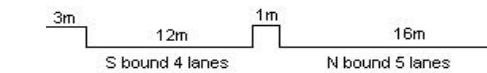
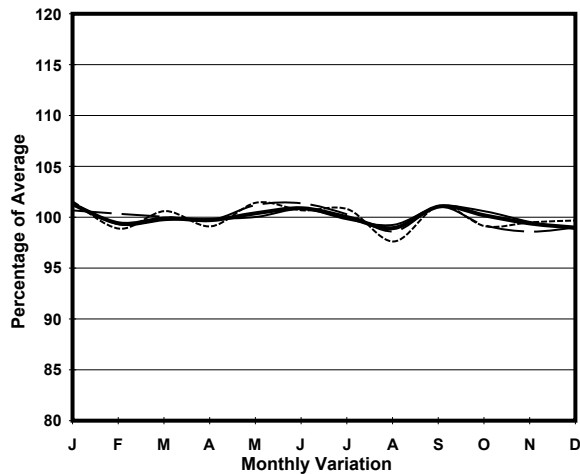
ROAD NETWORK

MAJOR

ROAD TYPE

PRIMARY 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.
<b>SOUTH BOUND</b>				
A.A.D.T.	46040	44760	48480	50810
R 12 / 24 - %	57.1	58	51.9	58
R 16 / 24 - %	77	78.2	71.9	76.2
AM Peak Hour	0900-1000	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	2470	2590	2710	2810
T - % (AM)	-	17.8	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	1990	1870	2030	2580
T - % (PM)	-	7.2	-	-
Prop.of commercial vehicles - 16 hr.	-	10	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	70590	72440	72130	60900
R 12 / 24 - %	63.3	64	61.6	60.9
R 16 / 24 - %	82.9	84	79.7	80.1
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3290	3670	3010	2750
T - % (AM)	-	11.7	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	4170	4390	4170	3400
T - % (PM)	-	10.5	-	-
Prop.of commercial vehicles - 16 hr.	-	11.3	-	-

## 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	Pro	7.9	33.9	20.5	3.8	2.8	15.2	5.8	3.4	0.1	6.7
	Ocp	1.1	1.3	1.9	6.1	10.1	1.4	1.3	10.5	1.0	42.3
0800-0900	Pro	6.3	45.6	18.9	1.8	1.7	14.6	3.4	1.9	0.0	5.7
	Ocp	1.1	1.3	2.0	3.3	10.0	1.5	1.2	15.5	0.0	56.1
0900-1000	Pro	4.6	39.7	18.8	1.2	1.6	20.8	5.3	1.5	0.0	6.5
	Ocp	1.1	1.3	2.2	2.6	9.4	1.5	1.3	6.1	0.0	32.7
1000-1100	Pro	4.0	32.2	24.4	1.9	1.6	24.0	5.5	0.9	0.0	5.5
	Ocp	1.1	1.3	2.0	1.9	7.2	1.4	1.4	3.4	0.0	29.0
1100-1200	Pro	4.3	30.8	26.5	0.9	1.7	25.2	4.0	1.5	0.0	5.1
	Ocp	1.0	1.4	2.1	3.4	9.1	1.4	1.4	8.4	0.0	30.9
1200-1300	Pro	4.4	37.3	25.1	1.5	1.2	20.6	4.2	1.2	0.1	4.4
	Ocp	1.1	1.3	2.0	2.5	9.2	1.4	1.1	9.7	1.5	28.8
1300-1400	Pro	3.4	33.3	25.5	0.9	1.4	23.9	5.8	0.9	0.0	5.0
	Ocp	1.0	1.4	2.0	1.4	8.8	1.4	1.2	1.6	0.0	32.9
1400-1500 Peak hour	Pro	4.4	36.9	23.4	1.1	1.1	22.3	5.3	1.3	0.1	4.2
	Ocp	1.0	1.5	2.2	2.0	8.5	1.4	1.3	3.3	2.0	32.8
1500-1600	Pro	4.8	36.9	23.4	2.1	1.1	20.7	5.1	1.4	0.0	4.7
	Ocp	1.1	1.4	2.1	6.4	10.8	1.5	1.4	8.7	0.0	34.3
1600-1700	Pro	4.7	40.2	21.8	1.5	1.4	18.5	4.4	2.5	0.1	5.0
	Ocp	1.0	1.5	1.9	2.7	10.8	1.4	1.1	7.0	2.0	35.4
1700-1800	Pro	6.5	47.0	19.0	1.7	1.8	13.3	2.7	2.2	0.0	6.0
	Ocp	1.1	1.3	2.0	1.8	13.3	1.4	1.3	7.4	0.0	48.4
1800-1900	Pro	10.8	54.5	16.0	0.7	1.8	8.1	1.3	2.0	0.0	4.9
	Ocp	1.1	1.4	2.2	3.0	15.1	1.4	1.1	16.8	0.0	67.5
1900-2000	Pro	5.0	51.1	24.3	0.1	2.0	9.1	1.5	1.6	0.0	5.3
	Ocp	1.1	1.5	2.2	1.5	15.4	1.3	1.3	4.4	0.0	50.7
2000-2100	Pro	5.3	48.8	28.8	0.0	2.2	7.4	1.5	0.6	0.0	5.5
	Ocp	1.2	1.5	2.2	0.0	11.1	1.5	1.5	2.0	0.0	35.5
2100-2200	Pro	2.6	42.3	39.5	0.1	2.3	5.6	1.2	0.4	0.0	5.9
	Ocp	1.4	1.4	2.1	1.0	11.6	1.3	1.3	7.6	0.0	31.2
2200-2300	Pro	5.7	46.6	32.8	0.1	2.1	5.7	0.9	0.4	0.0	5.6
	Ocp	1.2	1.4	2.1	1.0	9.0	1.6	1.1	6.2	0.0	35.7
16 hours	Pro	5.3	41.2	24.1	1.2	1.7	16.0	3.6	1.5	0.1	5.3
	Ocp	1.1	1.4	2.1	3.5	10.8	1.4	1.3	8.5	1.6	39.5

**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