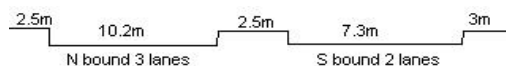
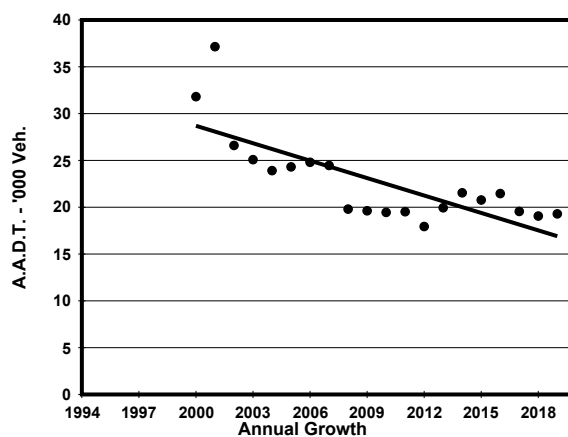
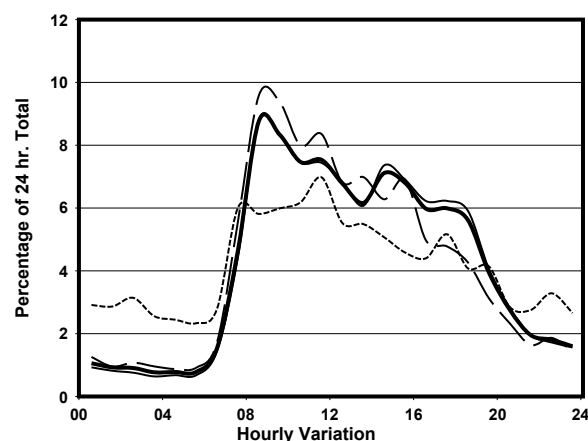
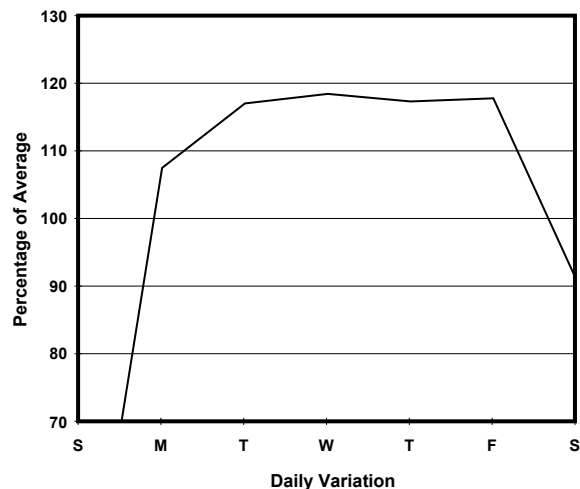
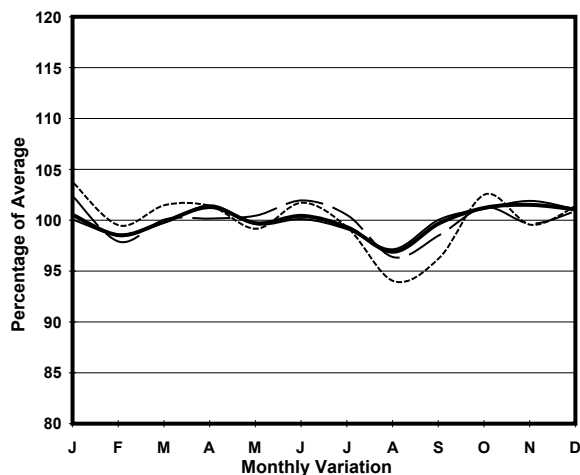


YEAR 2019
 COVERAGE (B) STATION 6214
 ROAD NETWORK MAJOR
 ROAD TYPE LOCAL DISTRIBUTOR

LINK CONTAINER PORT RD S (from NORTH OF KWAI
 CHUNG INT to SOUTH OF KWAI CHUNG INT)



1. TRAFFIC FLOW VARIATION AND GROWTH



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

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	8980	10850	8340	2750
R 12 / 24 - %	81.5	82.2	82.4	65.1
R 16 / 24 - %	91.8	92.7	90.6	77.4
AM Peak Hour	0900-1000	0900-1000	0800-0900	0700-0800
One-way flow at AM peak hour	720	870	750	180
T - % (AM)	-	49	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1700-1800
One-way flow at PM peak hour	580	730	440	160
T - % (PM)	-	37.7	-	-
Prop.of commercial vehicles - 16 hr.	-	43.8	-	-
NORTH BOUND				
A.A.D.T.	10310	12320	9900	3470
R 12 / 24 - %	80.9	81.7	81.4	65.4
R 16 / 24 - %	91.5	92.3	91	79
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	980	1180	1000	230
T - % (AM)	-	41.5	-	-
PM Peak Hour	1600-1700	1600-1700	1700-1800	1700-1800
One-way flow at PM peak hour	580	730	470	170
T - % (PM)	-	53.2	-	-
Prop.of commercial vehicles - 16 hr.	-	50.6	-	-

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	3.3	11.3	12.6	0.3	1.9	25.6	42.6	2.5	0.0	0.0
	Ocp	1.0	1.3	1.9	2.0	10.4	1.5	1.1	27.1	0.0	0.0
0800-0900 Peak hour	Pro	1.5	15.7	16.6	0.0	0.9	24.2	38.6	2.6	0.0	0.0
	Ocp	1.1	1.4	2.0	0.0	10.5	1.5	1.2	19.4	0.0	0.0
0900-1000	Pro	1.6	14.4	6.5	0.7	0.7	29.2	45.5	1.4	0.0	0.0
	Ocp	1.0	1.2	1.9	2.7	9.7	1.5	1.2	1.0	0.0	0.0
1000-1100	Pro	0.8	7.5	5.0	0.8	0.6	28.8	54.7	1.7	0.0	0.0
	Ocp	1.0	1.2	1.9	1.3	7.0	1.4	1.2	1.5	0.0	0.0
1100-1200	Pro	1.3	10.3	6.4	0.5	1.1	29.2	50.7	0.5	0.0	0.0
	Ocp	1.0	1.3	2.0	2.0	7.0	1.4	1.1	1.0	0.0	0.0
1200-1300	Pro	1.8	11.6	8.6	0.9	1.2	28.8	46.9	0.3	0.0	0.0
	Ocp	1.0	1.5	2.3	1.0	8.5	1.5	1.1	15.0	0.0	0.0
1300-1400	Pro	1.8	10.9	5.9	0.0	1.2	28.1	51.5	0.6	0.0	0.0
	Ocp	1.0	1.8	2.0	0.0	4.8	1.5	1.2	1.0	0.0	0.0
1400-1500	Pro	0.6	9.7	5.5	0.6	1.1	27.9	53.0	1.7	0.0	0.0
	Ocp	1.0	1.6	2.2	1.5	8.0	1.3	1.3	1.3	0.0	0.0
1500-1600	Pro	0.9	9.3	6.5	0.6	0.6	31.2	50.2	0.6	0.0	0.0
	Ocp	1.0	1.3	1.6	2.0	6.5	1.4	1.2	1.0	0.0	0.0
1600-1700	Pro	1.6	11.2	7.9	0.3	1.3	29.6	47.0	1.0	0.0	0.0
	Ocp	1.0	1.2	1.7	1.0	8.5	1.4	1.2	1.0	0.0	0.0
1700-1800	Pro	4.5	19.7	8.1	0.3	1.3	22.6	40.3	3.2	0.0	0.0
	Ocp	1.1	1.5	2.1	2.0	12.0	1.5	1.1	14.3	0.0	0.0
1800-1900	Pro	5.4	30.1	8.6	0.4	1.4	14.3	34.1	5.7	0.0	0.0
	Ocp	1.1	1.6	1.8	2.0	16.5	1.5	1.1	19.8	0.0	0.0
1900-2000	Pro	5.2	23.3	12.2	1.2	1.2	14.0	40.1	2.9	0.0	0.0
	Ocp	1.2	1.5	2.0	1.0	12.0	1.6	1.1	17.4	0.0	0.0
2000-2100	Pro	1.5	22.4	19.4	2.2	3.0	13.4	37.3	0.7	0.0	0.0
	Ocp	1.0	1.6	1.3	1.3	6.5	1.4	1.1	1.0	0.0	0.0
2100-2200	Pro	4.8	15.4	17.3	1.0	1.9	19.2	37.5	2.9	0.0	0.0
	Ocp	1.0	1.4	1.9	1.0	4.0	1.3	1.1	1.0	0.0	0.0
2200-2300	Pro	2.1	22.3	19.1	1.1	1.1	18.1	36.2	0.0	0.0	0.0
	Ocp	1.0	1.3	1.5	2.0	2.0	1.1	1.1	0.0	0.0	0.0
16 hours	Pro	2.2	14.1	9.2	0.5	1.2	25.6	45.4	1.8	0.0	0.0
	Ocp	1.1	1.4	1.9	1.6	8.9	1.4	1.2	12.8	0.0	0.0

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