

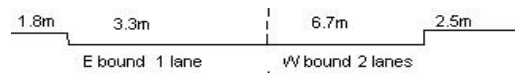
YEAR 2019

CORE STATION 1107

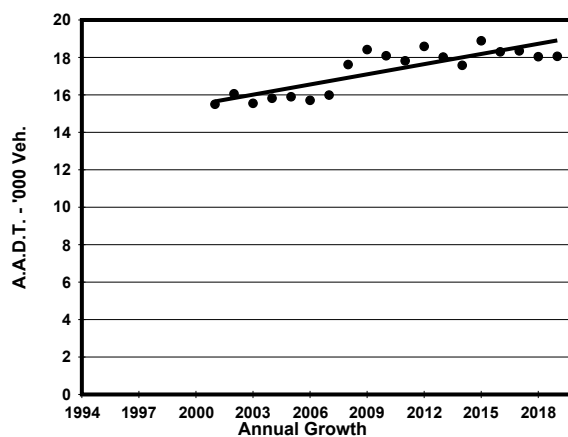
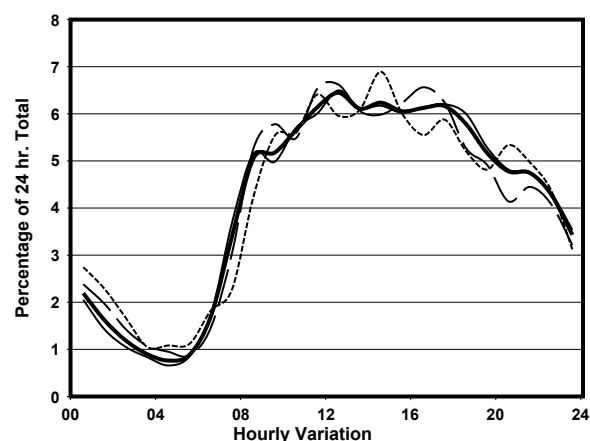
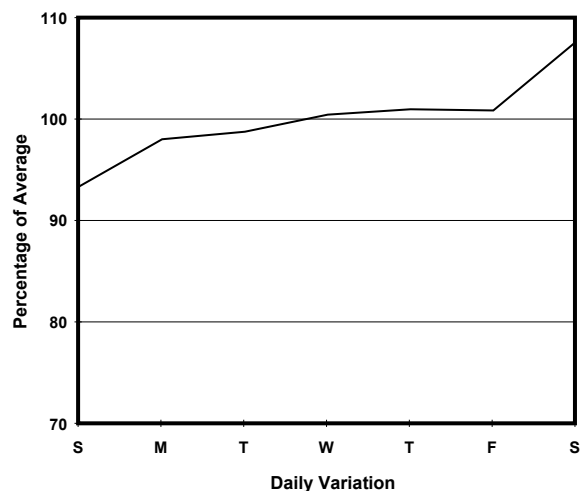
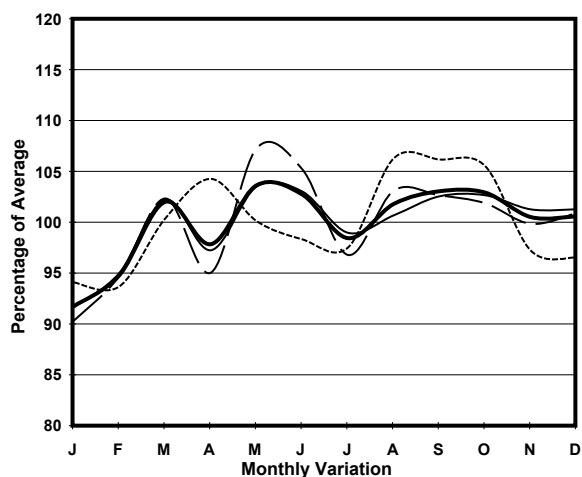
ROAD NETWORK MINOR

ROAD TYPE LOCAL DISTRIBUTOR

LINK TUNG LO WAN RD (from CAUSEWAY RD to MORETON TERRACE)



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.	2990	2940	3330	2980
R 12 / 24 - %	70.5	70.4	70.8	71.2
R 16 / 24 - %	89.5	90	88	89
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	170	170	200	170
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1800-1900
One-way flow at PM peak hour	170	170	200	210
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	15070	15140	16210	13920
R 12 / 24 - %	67.9	68.4	68.7	64.4
R 16 / 24 - %	86.9	87.5	86.4	84.3
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	760	780	930	770
T - % (AM)	-	12	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1700-1800
One-way flow at PM peak hour	960	970	1090	850
T - % (PM)	-	8.8	-	-
Prop.of commercial vehicles - 16 hr.	-	7.8	-	-

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	31.6	29.7	9.3	0.0	7.4	0.0	17.6	0.9	3.5
	Ocp	0.0	1.2	1.5	12.2	0.0	1.8	0.0	28.4	23.0	20.9
0800-0900	Pro	4.3	63.0	13.6	3.7	0.0	6.2	1.2	4.3	0.6	3.1
	Ocp	1.0	1.4	1.6	6.5	0.0	1.5	3.0	20.6	17.3	22.0
0900-1000	Pro	3.7	61.2	11.0	0.0	0.0	17.7	0.6	3.1	0.5	2.3
	Ocp	1.2	1.4	1.9	0.0	0.0	1.8	1.0	7.0	11.0	23.3
1000-1100	Pro	2.8	49.3	26.1	1.7	0.0	14.7	1.7	1.7	0.4	1.6
	Ocp	1.0	1.5	1.5	3.3	0.0	1.5	1.0	3.3	20.3	14.7
1100-1200	Pro	4.9	41.5	31.8	1.2	0.0	14.7	1.2	1.8	0.2	2.7
	Ocp	1.0	1.4	1.4	6.0	0.0	1.6	2.5	4.7	13.0	12.4
1200-1300 Peak hour	Pro	4.0	49.4	25.7	1.0	0.0	15.1	0.5	2.0	0.3	1.9
	Ocp	1.3	1.6	1.3	4.5	0.0	1.8	2.0	8.0	12.0	12.3
1300-1400	Pro	3.8	49.9	26.9	0.5	0.0	13.9	1.4	1.4	0.2	1.9
	Ocp	1.0	1.6	1.7	1.0	0.0	2.0	1.0	6.3	17.5	9.9
1400-1500	Pro	3.0	54.0	20.8	0.6	0.0	16.6	1.2	1.2	0.4	2.2
	Ocp	1.2	1.4	1.4	4.0	0.0	1.7	1.5	1.0	12.0	12.8
1500-1600	Pro	2.9	53.8	21.1	0.6	0.0	15.8	0.0	3.5	0.3	2.0
	Ocp	1.0	1.5	1.8	1.0	0.0	1.5	0.0	5.7	21.5	13.1
1600-1700	Pro	3.2	46.5	35.5	1.3	0.0	7.1	1.3	1.9	0.3	2.7
	Ocp	1.0	1.5	1.4	4.0	0.0	1.5	1.5	5.0	20.0	11.5
1700-1800	Pro	4.1	54.5	26.1	3.0	0.0	5.3	0.0	4.1	0.1	2.7
	Ocp	1.0	1.5	1.4	7.8	0.0	2.0	0.0	10.4	45.0	7.9
1800-1900	Pro	5.9	56.5	29.7	0.0	0.0	3.0	0.0	1.8	0.4	2.7
	Ocp	1.0	1.4	1.8	0.0	0.0	1.4	0.0	13.3	35.0	13.7
1900-2000	Pro	5.4	53.7	35.5	0.0	0.0	2.0	0.5	1.0	0.2	1.7
	Ocp	1.2	1.4	1.6	0.0	0.0	1.3	3.0	2.0	25.5	12.2
2000-2100	Pro	10.1	41.6	44.1	0.0	0.0	1.3	0.0	0.6	0.5	1.9
	Ocp	1.0	1.5	1.5	0.0	0.0	1.0	0.0	4.0	21.3	6.7
2100-2200	Pro	6.2	38.2	49.9	0.0	0.0	1.6	0.8	0.8	0.2	2.3
	Ocp	1.0	1.6	1.7	0.0	0.0	1.5	3.0	2.0	14.0	6.7
2200-2300	Pro	3.8	48.8	42.0	0.0	0.0	1.5	0.0	0.8	0.4	2.8
	Ocp	1.0	1.5	1.5	0.0	0.0	2.0	0.0	3.0	16.5	4.3
16 hours	Pro	4.3	50.3	28.8	1.3	0.0	9.3	0.7	2.7	0.4	2.3
	Ocp	1.1	1.5	1.5	7.4	0.0	1.7	1.8	13.9	19.9	13.0

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