

YEAR

2019

LINK HOI WANG RD (from HOI TING RD to CHERRY ST RA)

COVERAGE (B) STATION

4220

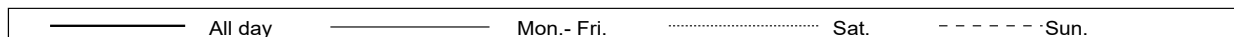
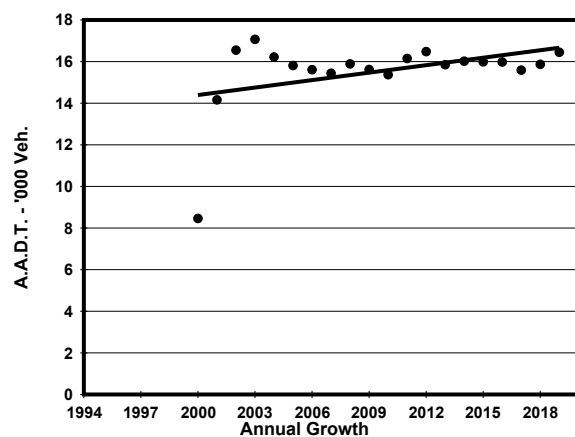
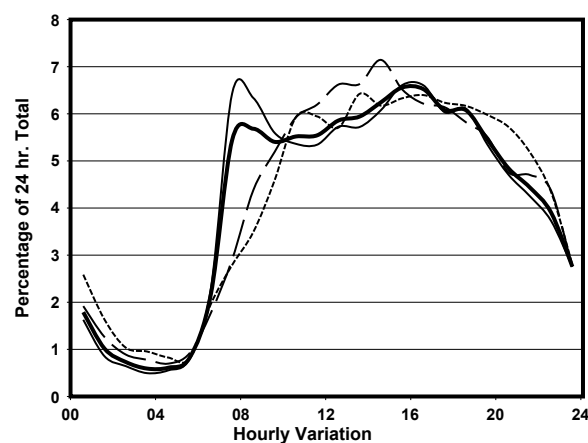
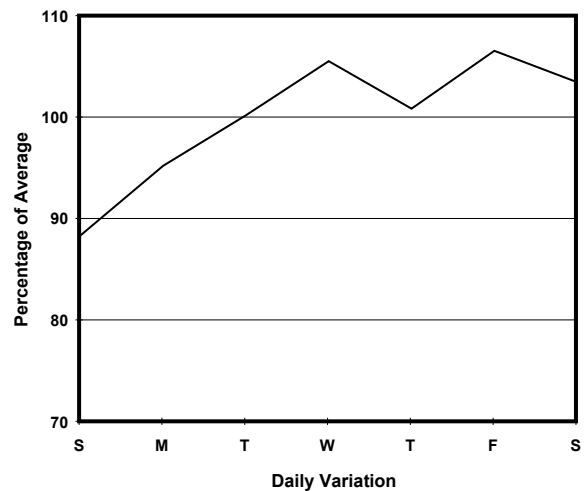
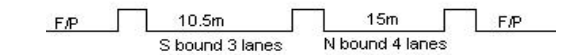
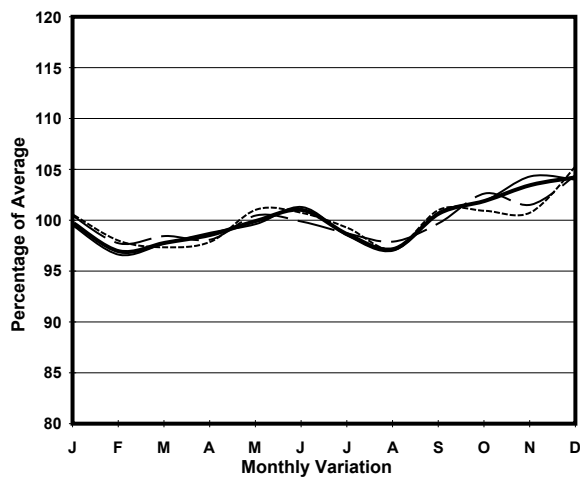
ROAD NETWORK

MAJOR

ROAD TYPE

PRIMARY DISTRIBUTOR

1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	7790	7910	8150	7170
R 12 / 24 - %	70.1	71.2	69.3	65
R 16 / 24 - %	88.7	89.2	88.4	86.1
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	450	490	420	350
T - % (AM)	-	14.2	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1700-1800
One-way flow at PM peak hour	500	520	490	450
T - % (PM)	-	15.3	-	-
Prop.of commercial vehicles - 16 hr.	-	15.9	-	-
NORTH BOUND				
A.A.D.T.	8660	8920	8970	7460
R 12 / 24 - %	71.6	72.6	70.1	67.3
R 16 / 24 - %	90.3	90.7	89.6	88.6
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	520	640	470	320
T - % (AM)	-	19	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	580	600	570	500
T - % (PM)	-	16.1	-	-
Prop.of commercial vehicles - 16 hr.	-	14.7	-	-

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	3.2	25.8	19.0	9.0	11.6	12.1	1.1	7.4	0.1	10.8
	Ocp	1.0	1.6	1.8	8.3	6.2	1.5	1.0	20.7	32.0	17.1
0800-0900	Pro	1.6	42.0	22.0	3.9	4.9	13.3	0.6	1.6	0.2	9.9
	Ocp	1.0	1.4	1.6	6.3	8.6	1.6	2.0	7.0	13.7	14.6
0900-1000	Pro	2.3	29.8	23.0	1.9	7.5	20.8	2.6	1.1	0.1	10.9
	Ocp	1.0	1.4	1.4	3.8	6.2	1.5	1.6	1.0	8.0	7.4
1000-1100	Pro	0.0	24.9	21.6	3.4	6.2	25.4	2.4	2.4	0.2	13.4
	Ocp	0.0	1.2	1.4	2.0	6.1	1.5	2.2	5.8	8.0	7.4
1100-1200	Pro	1.9	27.7	21.6	1.4	8.0	21.6	4.2	2.8	0.1	10.8
	Ocp	1.0	1.3	1.3	5.0	6.0	1.5	1.7	4.5	8.0	7.1
1200-1300	Pro	3.0	36.1	14.3	6.1	7.4	19.1	0.4	3.0	0.1	10.3
	Ocp	1.1	1.5	1.7	8.2	5.1	1.3	1.0	10.6	9.0	10.2
1300-1400	Pro	2.7	28.4	23.8	1.5	7.3	23.1	2.7	1.5	0.2	8.7
	Ocp	1.0	1.3	1.3	2.8	6.3	1.5	1.9	4.3	10.0	9.7
1400-1500	Pro	3.4	35.4	16.6	1.3	7.3	18.8	2.6	3.4	0.2	11.1
	Ocp	1.0	1.5	1.5	2.7	4.5	1.7	2.0	7.4	13.5	10.1
1500-1600 Peak hour	Pro	2.2	26.4	15.2	8.9	7.6	24.1	0.0	4.5	0.2	10.8
	Ocp	1.2	1.3	1.6	4.7	5.8	1.5	0.0	8.6	13.5	10.6
1600-1700	Pro	3.5	36.0	16.2	7.0	7.9	13.6	1.3	3.5	0.2	10.7
	Ocp	1.0	1.4	1.6	5.7	8.1	1.3	1.3	16.6	21.0	15.0
1700-1800	Pro	4.0	38.3	17.4	3.6	9.8	8.9	0.9	4.9	0.2	12.0
	Ocp	1.2	1.3	1.6	4.5	7.5	1.3	1.5	10.9	18.0	16.6
1800-1900	Pro	4.2	48.3	18.9	1.3	6.7	8.0	0.0	0.8	0.1	11.7
	Ocp	1.2	1.4	1.6	7.3	10.2	1.6	0.0	12.5	11.0	20.5
1900-2000	Pro	6.9	49.6	17.5	0.0	7.8	6.0	0.0	1.4	0.2	10.7
	Ocp	1.0	1.4	1.7	0.0	6.9	1.6	0.0	12.3	16.5	16.7
2000-2100	Pro	6.7	45.2	20.0	0.0	10.5	5.7	1.0	1.0	0.1	9.9
	Ocp	1.0	1.7	1.5	0.0	6.4	1.3	1.5	16.0	10.0	12.2
2100-2200	Pro	2.5	44.7	23.0	0.0	11.8	2.5	0.6	1.2	0.3	13.4
	Ocp	1.3	1.5	1.5	0.0	3.5	1.0	1.0	3.0	4.5	12.0
2200-2300	Pro	1.5	47.1	22.1	0.0	9.1	2.3	0.8	0.8	0.2	16.2
	Ocp	1.0	1.4	1.7	0.0	5.8	1.0	1.0	1.0	3.0	11.5
16 hours	Pro	3.1	36.3	19.5	3.2	8.0	14.7	1.4	2.6	0.2	11.1
	Ocp	1.1	1.4	1.5	5.7	6.4	1.5	1.7	10.7	12.8	12.4

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