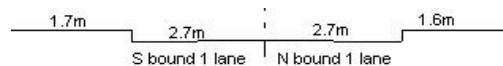
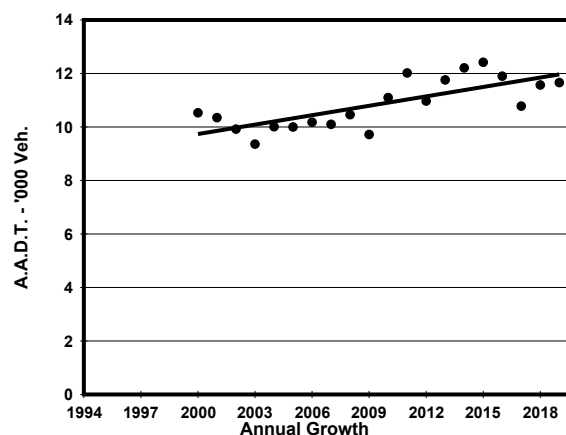
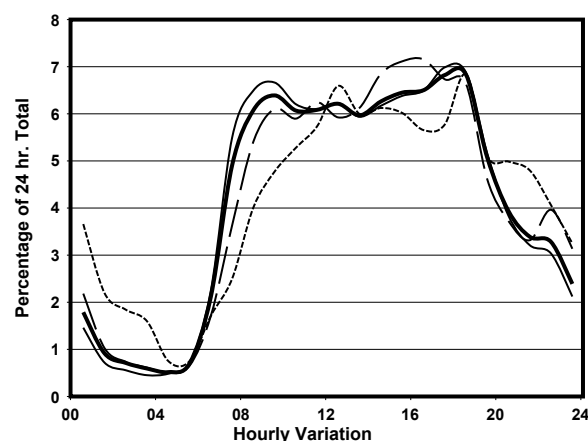
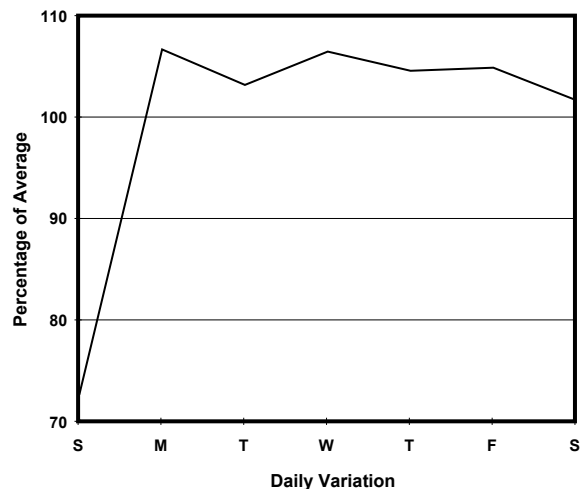
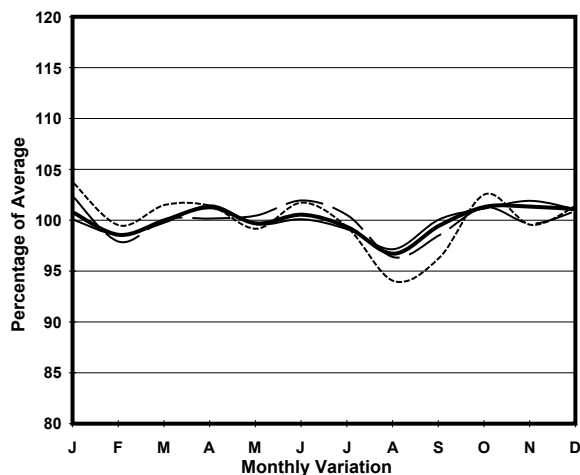


YEAR 2019
 COVERAGE (B) STATION 6212
 ROAD NETWORK MAJOR
 ROAD TYPE RURAL ROAD

LINK FAN KAM RD (from KAM TIN RD to FANLING HIGHWAY)



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.	6180	6620	6280	4510
R 12 / 24 - %	77.4	78.8	76	69.5
R 16 / 24 - %	91	91.7	90.3	86.8
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	420	490	430	240
T - % (AM)	-	7.4	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	440	470	450	340
T - % (PM)	-	3.5	-	-
Prop.of commercial vehicles - 16 hr.	-	7	-	-
NORTH BOUND				
A.A.D.T.	5480	5820	5750	4100
R 12 / 24 - %	71.4	72.8	71.5	60.7
R 16 / 24 - %	89.4	90.8	88.5	81.4
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	330	370	310	170
T - % (AM)	-	15.5	-	-
PM Peak Hour	1600-1700	1700-1800	1600-1700	1800-1900
One-way flow at PM peak hour	380	400	460	250
T - % (PM)	-	4.1	-	-
Prop.of commercial vehicles - 16 hr.	-	7.6	-	-

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	3.1	50.2	10.2	1.6	4.7	19.6	7.8	1.6	0.0	1.2
	Ocp	1.0	1.5	1.6	4.5	12.5	1.5	1.0	9.5	0.0	61.0
0800-0900	Pro	2.3	51.3	13.1	1.7	4.0	18.2	6.3	2.3	0.0	0.9
	Ocp	1.0	1.4	2.2	8.0	9.9	1.2	1.2	8.0	0.0	50.8
0900-1000	Pro	1.2	46.5	11.5	1.2	2.4	27.2	6.0	3.0	0.0	0.9
	Ocp	1.0	1.1	2.0	6.5	9.5	1.2	1.1	1.0	0.0	28.7
1000-1100	Pro	0.0	55.5	10.7	0.6	1.9	20.8	9.5	0.0	0.0	0.9
	Ocp	0.0	1.4	1.3	1.0	14.7	1.4	1.1	0.0	0.0	20.5
1100-1200	Pro	0.7	39.0	17.4	0.0	3.5	27.2	10.5	0.7	0.0	1.0
	Ocp	1.0	1.3	1.8	0.0	6.6	1.5	1.1	1.0	0.0	19.0
1200-1300	Pro	1.5	49.8	16.1	2.2	3.7	19.8	4.4	1.5	0.0	1.1
	Ocp	1.0	1.5	2.1	5.0	8.0	1.2	1.0	16.5	0.0	23.8
1300-1400	Pro	1.3	55.6	14.1	0.6	1.9	21.7	3.2	0.6	0.0	1.0
	Ocp	1.5	1.4	1.5	1.0	10.7	1.6	1.2	2.0	0.0	18.0
1400-1500	Pro	2.1	44.6	11.2	0.0	2.1	30.7	8.4	0.0	0.0	1.0
	Ocp	1.0	1.3	1.4	0.0	15.0	1.3	1.1	0.0	0.0	20.0
1500-1600	Pro	2.5	54.8	4.4	2.5	1.9	26.5	6.3	0.0	0.0	1.1
	Ocp	1.3	1.4	1.3	3.5	12.3	1.6	1.0	0.0	0.0	18.4
1600-1700	Pro	1.7	52.4	3.9	3.3	2.2	27.3	7.3	1.1	0.0	0.7
	Ocp	1.0	1.4	1.9	2.7	11.3	1.2	1.2	6.5	0.0	29.8
1700-1800 Peak hour	Pro	3.2	59.4	4.8	4.2	2.1	22.8	2.7	0.0	0.0	0.8
	Ocp	1.0	1.4	2.2	3.8	15.5	1.6	1.0	0.0	0.0	59.7
1800-1900	Pro	0.5	71.1	10.8	0.9	2.8	9.9	2.8	0.5	0.0	0.7
	Ocp	1.0	1.4	1.7	1.0	15.2	1.2	1.2	8.0	0.0	44.8
1900-2000	Pro	2.1	82.2	2.8	0.7	2.8	6.3	1.4	0.7	0.0	1.0
	Ocp	1.0	1.3	1.3	1.0	8.8	1.3	1.0	12.0	0.0	26.7
2000-2100	Pro	3.0	62.7	14.9	0.0	3.0	12.9	1.0	1.0	0.0	1.5
	Ocp	1.0	1.4	1.4	0.0	11.0	1.3	1.0	1.0	0.0	27.7
2100-2200	Pro	0.0	59.6	7.1	1.4	5.7	17.0	5.7	1.4	0.0	2.1
	Ocp	0.0	1.5	1.6	3.0	7.8	1.2	1.3	1.0	0.0	20.2
2200-2300	Pro	1.2	71.7	12.7	0.0	4.6	6.9	1.2	0.0	0.0	1.7
	Ocp	1.0	1.4	1.4	0.0	6.5	1.5	1.0	0.0	0.0	21.2
16 hours	Pro	1.7	56.4	10.1	1.4	2.9	20.2	5.4	0.9	0.0	1.0
	Ocp	1.1	1.4	1.7	3.8	10.8	1.4	1.1	6.0	0.0	30.5

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