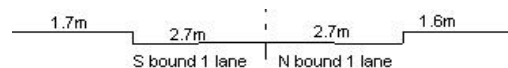
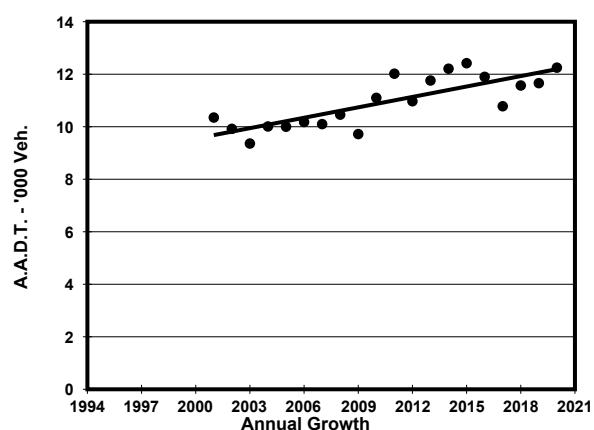
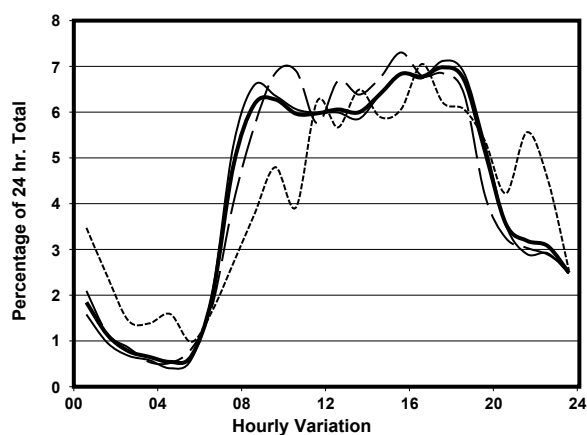
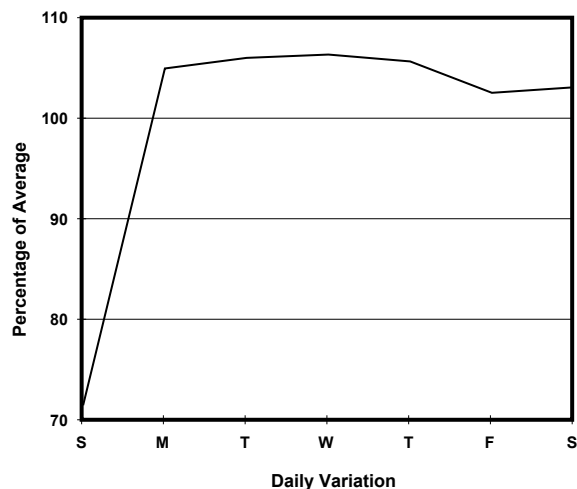
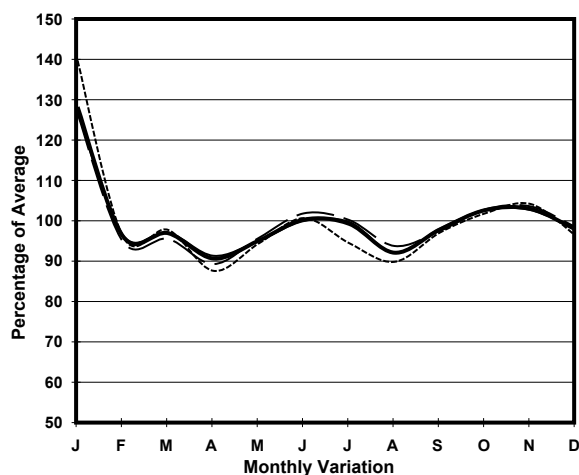


YEAR 2020
 COVERAGE (B) STATION 6212
 ROAD NETWORK MAJOR
 ROAD TYPE RURAL ROAD

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.	6540	7000	7040	4440
R 12 / 24 - %	75.5	76.8	76.2	64.1
R 16 / 24 - %	89.4	90.1	89	84.5
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	430	490	490	210
T - % (AM)	-	5.2	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1600-1700
One-way flow at PM peak hour	450	490	500	300
T - % (PM)	-	3.3	-	-
Prop.of commercial vehicles - 16 hr.	-	7.3	-	-
NORTH BOUND				
A.A.D.T.	5710	6060	5730	4530
R 12 / 24 - %	74.3	75.2	76.5	65.6
R 16 / 24 - %	90.5	91.4	90.5	84.5
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	350	380	380	220
T - % (AM)	-	6.2	-	-
PM Peak Hour	1600-1700	1700-1800	1600-1700	1600-1700
One-way flow at PM peak hour	410	450	410	340
T - % (PM)	-	8.7	-	-
Prop.of commercial vehicles - 16 hr.	-	7.2	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor	Private	Taxi	Private	PLB	Goods veh.		Non	Fr. Bus	
		Cycle	Car		LB		Light	M & H	Fr. Bus	SD	DD
0700-0800	Pro	0.8	45.5	23.6	0.0	5.1	13.5	9.3	0.8	0.0	1.5
	Ocp	1.0	1.4	1.5	0.0	11.7	1.6	1.4	12.0	0.0	28.1
0800-0900	Pro	2.6	49.5	20.2	0.0	2.0	20.2	4.6	0.0	0.0	1.0
	Ocp	1.0	1.4	1.5	0.0	14.0	1.5	1.4	0.0	0.0	43.3
0900-1000	Pro	0.9	52.7	16.5	0.0	2.8	20.2	6.1	0.0	0.0	0.7
	Ocp	1.0	1.2	1.4	0.0	6.7	1.3	1.2	0.0	0.0	28.2
1000-1100	Pro	1.3	42.4	12.1	0.0	2.0	31.0	9.4	0.7	0.0	1.0
	Ocp	1.0	1.4	1.6	0.0	11.7	1.5	1.1	1.0	0.0	20.5
1100-1200	Pro	0.0	57.1	11.9	0.0	3.1	19.4	7.5	0.0	0.0	0.9
	Ocp	0.0	1.4	1.5	0.0	6.4	1.6	1.2	0.0	0.0	15.0
1200-1300	Pro	0.6	54.5	13.1	0.0	3.1	20.7	6.9	0.0	0.0	1.1
	Ocp	1.0	1.5	1.6	0.0	5.4	1.4	1.1	0.0	0.0	14.0
1300-1400	Pro	0.0	50.5	14.0	0.0	2.4	25.5	6.1	0.6	0.0	0.9
	Ocp	0.0	1.5	1.5	0.0	10.3	1.6	1.1	6.0	0.0	16.5
1400-1500	Pro	2.1	48.1	10.3	0.0	1.4	27.5	8.9	0.7	0.0	1.0
	Ocp	1.0	1.5	1.4	0.0	13.5	1.4	1.0	1.0	0.0	20.7
1500-1600	Pro	0.7	55.9	3.4	0.0	1.3	26.3	11.4	0.0	0.0	1.0
	Ocp	1.0	1.4	1.4	0.0	10.5	1.4	1.2	0.0	0.0	12.2
1600-1700	Pro	0.7	55.7	10.9	0.7	2.0	25.8	3.4	0.0	0.0	0.8
	Ocp	1.0	1.4	1.4	2.0	13.0	1.2	1.0	0.0	0.0	16.8
1700-1800 Peak hour	Pro	1.8	62.2	6.8	0.6	1.2	21.5	4.9	0.0	0.0	0.9
	Ocp	1.3	1.3	1.5	5.0	10.5	1.5	1.0	0.0	0.0	41.5
1800-1900	Pro	1.9	77.5	8.7	0.0	1.5	7.7	1.5	0.5	0.0	0.7
	Ocp	1.3	1.4	1.3	0.0	13.0	1.3	1.0	6.0	0.0	37.5
1900-2000	Pro	1.4	69.5	12.2	0.0	2.2	7.2	5.7	0.7	0.0	1.1
	Ocp	1.0	1.4	1.4	0.0	16.3	1.1	1.0	31.0	0.0	32.8
2000-2100	Pro	5.5	58.1	12.9	0.0	3.7	13.8	4.6	0.0	0.0	1.4
	Ocp	1.0	1.5	1.6	0.0	7.5	1.1	1.6	0.0	0.0	15.0
2100-2200	Pro	5.2	57.5	19.6	1.3	2.6	9.2	2.6	0.0	0.0	2.0
	Ocp	1.3	1.4	1.7	3.0	8.0	1.0	1.0	0.0	0.0	16.3
2200-2300	Pro	2.4	59.4	24.2	0.0	2.4	9.7	0.0	0.0	0.0	1.8
	Ocp	1.0	1.4	1.5	0.0	2.0	1.1	0.0	0.0	0.0	16.8
16 hours	Pro	1.5	56.3	13.1	0.1	2.4	19.3	6.0	0.3	0.0	1.0
	Ocp	1.1	1.4	1.5	3.3	9.7	1.4	1.2	9.5	0.0	23.5

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