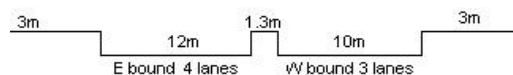
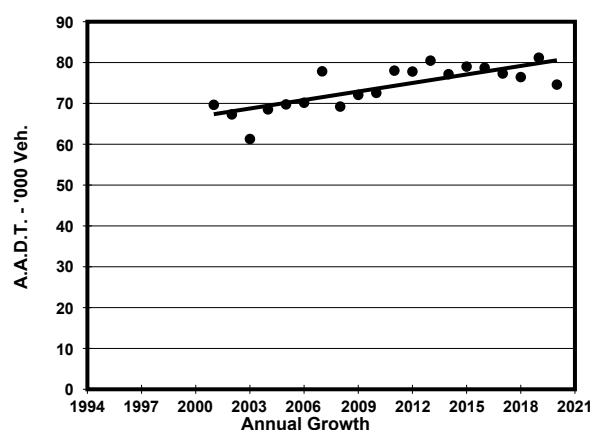
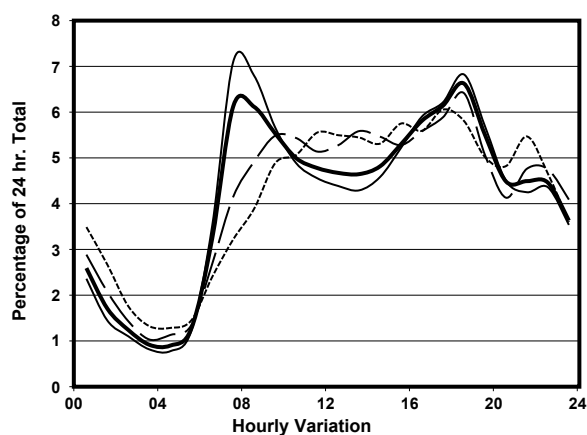
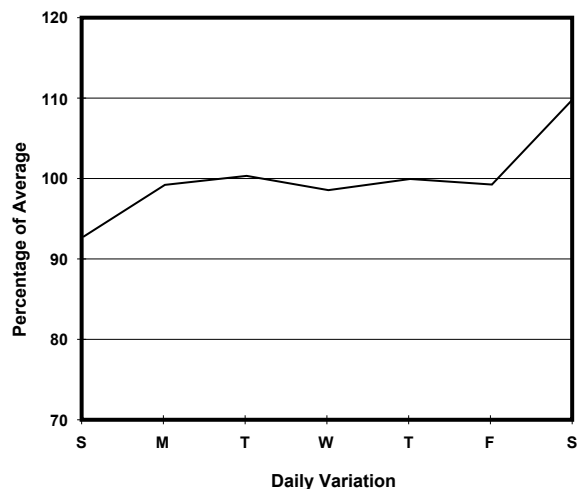
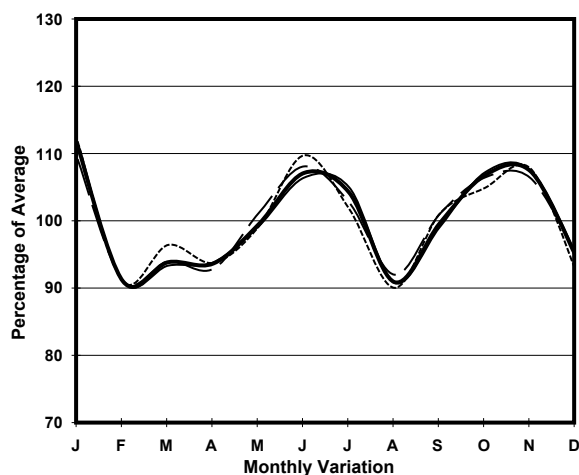


YEAR 2020
 COVERAGE (B) STATION 4217
 ROAD NETWORK MAJOR
 ROAD TYPE PRIMARY DISTRIBUTOR

LINK CLEAR WATER BAY RD (from LUNG CHEUNG RD to
 NEW CLEAR WATER BAY RD WESTERN JUNCTION)



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.	41050	40580	46240	39460
R 12 / 24 - %	62.5	63.1	62.2	59.8
R 16 / 24 - %	83.8	84.7	82.2	80.8
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	2160	2390	2350	1790
T - % (AM)	-	11.8	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	2780	2880	2950	2380
T - % (PM)	-	5.1	-	-
Prop.of commercial vehicles - 16 hr.	-	8	-	-
WEST BOUND				
A.A.D.T.	33550	33880	36160	30220
R 12 / 24 - %	69.3	70.4	67.7	65.1
R 16 / 24 - %	85.4	85.8	84.7	83.7
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	2460	2900	2170	1610
T - % (AM)	-	7.5	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	2160	2200	2340	1840
T - % (PM)	-	8.9	-	-
Prop.of commercial vehicles - 16 hr.	-	7.1	-	-

3. OTHER INFORMATION AND COMMENT

Coverage (B) Station 4217
Year 2020

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 Peak hour	Pro	6.5	37.6	18.9	1.1	11.6	15.3	2.8	1.0	0.1	5.2
	Ocp	1.1	1.4	1.8	2.9	11.0	1.5	1.1	5.3	12.0	38.8
0800-0900	Pro	4.6	46.7	16.0	0.6	9.7	15.4	2.3	1.3	0.1	3.3
	Ocp	1.2	1.4	2.0	1.7	14.5	1.5	1.4	16.9	35.0	44.0
0900-1000	Pro	3.7	44.3	17.4	1.5	8.3	16.1	3.7	0.8	0.1	3.9
	Ocp	1.1	1.4	2.0	1.9	13.3	1.4	1.5	2.0	9.0	25.9
1000-1100	Pro	2.5	41.7	20.6	1.0	8.1	18.0	3.7	0.4	0.1	4.0
	Ocp	1.0	1.4	1.8	1.2	9.7	1.6	1.3	2.0	9.0	24.7
1100-1200	Pro	4.3	39.0	20.3	1.1	8.7	18.6	2.4	1.0	0.0	4.7
	Ocp	1.1	1.4	2.0	1.8	11.6	1.4	1.4	2.3	0.0	20.9
1200-1300	Pro	4.7	42.6	20.4	1.2	7.4	15.1	4.0	0.3	0.1	4.3
	Ocp	1.0	1.5	1.7	2.7	8.9	1.4	1.3	3.0	7.5	21.9
1300-1400	Pro	4.1	44.0	18.1	1.3	7.5	16.7	3.0	1.2	0.1	4.1
	Ocp	1.0	1.4	1.9	2.0	11.3	1.4	1.7	4.1	5.0	24.9
1400-1500	Pro	5.4	38.6	18.1	3.9	7.8	18.2	2.6	1.8	0.1	3.7
	Ocp	1.0	1.5	1.8	2.7	11.9	1.4	1.3	2.8	26.0	32.0
1500-1600	Pro	5.5	39.4	16.7	1.3	8.3	18.6	5.5	0.9	0.1	4.0
	Ocp	1.1	1.5	1.6	3.7	9.5	1.4	1.3	1.9	1.0	27.5
1600-1700	Pro	6.3	38.5	19.5	2.1	8.2	18.5	2.2	0.8	0.1	3.8
	Ocp	1.1	1.4	1.6	3.1	9.6	1.4	1.2	2.6	13.7	31.5
1700-1800	Pro	9.0	45.3	13.3	2.4	8.1	15.4	1.5	1.4	0.0	3.6
	Ocp	1.1	1.5	1.7	2.9	13.7	1.4	1.5	6.3	0.0	41.6
1800-1900	Pro	8.2	53.5	13.2	0.8	8.9	8.4	1.8	1.5	0.0	3.6
	Ocp	1.1	1.5	2.0	2.2	14.0	1.5	1.0	12.8	0.0	50.7
1900-2000	Pro	7.0	52.8	16.9	0.0	9.1	7.5	1.4	1.2	0.0	4.2
	Ocp	1.2	1.4	1.9	0.0	12.1	1.3	1.4	5.9	0.0	32.7
2000-2100	Pro	8.2	42.9	24.3	0.1	10.0	8.8	0.2	0.2	0.1	5.2
	Ocp	1.1	1.5	1.8	1.0	12.1	1.4	2.5	1.0	2.0	22.5
2100-2200	Pro	7.1	47.6	23.8	0.1	9.3	6.0	0.8	0.1	0.1	5.1
	Ocp	1.2	1.5	1.9	4.0	10.1	1.5	1.3	2.0	5.0	20.2
2200-2300	Pro	6.0	44.3	27.5	0.3	10.0	5.5	0.6	0.0	0.1	5.7
	Ocp	1.1	1.4	1.8	1.5	9.4	1.3	1.3	0.0	7.5	17.8
16 hours	Pro	5.8	43.9	18.5	1.2	8.8	14.1	2.5	0.9	0.1	4.2
	Ocp	1.1	1.4	1.8	2.5	11.7	1.4	1.4	6.4	10.9	30.3

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