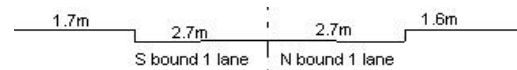
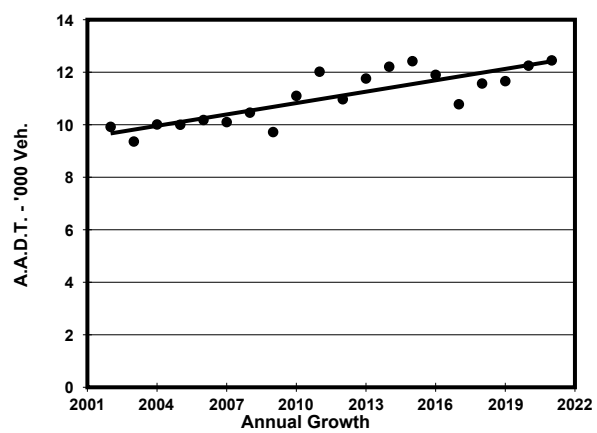
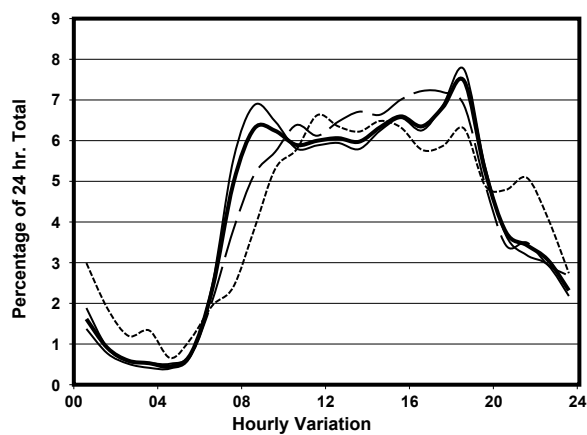
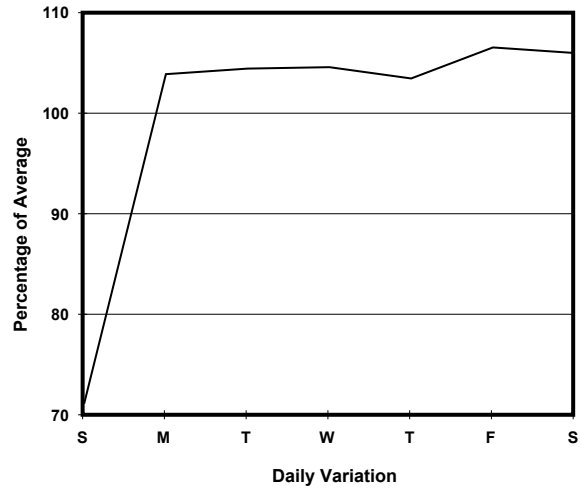
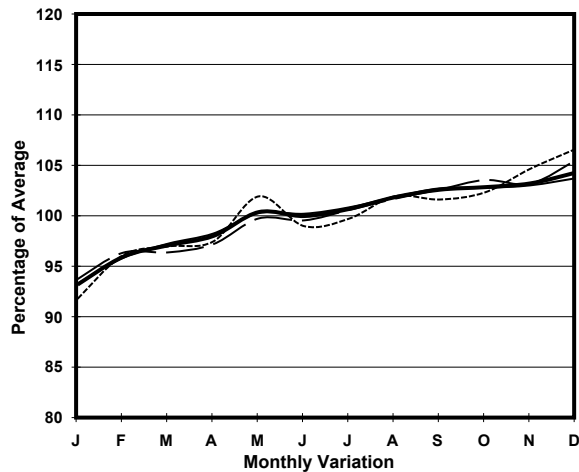


YEAR 2021  
 COVERAGE (B) STATION 6212  
 ROAD NETWORK MAJOR  
 ROAD TYPE RURAL ROAD

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.
<b>SOUTH BOUND</b>				
A.A.D.T.	6570	7000	6980	4700
R 12 / 24 - %	77.3	78.2	77.5	70.1
R 16 / 24 - %	90.5	91	90.2	87.1
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	470	540	410	270
T - % (AM)	-	5.8	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	510	570	520	310
T - % (PM)	-	2.2	-	-
Prop.of commercial vehicles - 16 hr.	-	5.3	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	5880	6240	6420	4280
R 12 / 24 - %	72.4	73.4	72.9	64.2
R 16 / 24 - %	90.5	91.3	90	85.1
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	340	370	360	210
T - % (AM)	-	6.6	-	-
PM Peak Hour	1700-1800	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	420	460	500	260
T - % (PM)	-	2.8	-	-
Prop.of commercial vehicles - 16 hr.	-	7.7	-	-

### 3. OTHER INFORMATION AND COMMENT

**Coverage (B) Station 6212**  
**Year 2021**

**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	2.4	58.7	7.9	0.8	4.8	18.3	4.0	1.6	0.0	1.6
	Ocp	1.0	1.6	1.8	2.0	10.3	1.3	1.4	5.0	0.0	48.8
0800-0900	Pro	1.0	60.5	8.6	3.0	2.5	18.2	5.5	0.0	0.0	0.6
	Ocp	1.0	1.3	1.8	5.2	7.0	1.4	1.1	0.0	0.0	67.4
0900-1000	Pro	0.0	55.3	13.7	0.6	2.4	23.2	4.2	0.0	0.0	0.7
	Ocp	0.0	1.3	1.6	1.0	5.3	1.2	1.0	0.0	0.0	28.2
1000-1100	Pro	0.6	45.1	9.3	0.0	4.3	32.1	7.4	0.0	0.0	1.1
	Ocp	1.0	1.3	1.7	0.0	4.0	1.3	1.1	0.0	0.0	11.1
1100-1200	Pro	0.0	49.8	9.2	0.0	2.5	31.4	5.5	0.6	0.0	0.9
	Ocp	0.0	1.2	1.9	0.0	6.8	1.4	1.3	1.0	0.0	16.7
1200-1300	Pro	0.6	49.9	13.2	5.4	2.4	20.4	6.6	0.6	0.0	0.9
	Ocp	1.0	1.4	1.9	7.6	6.8	1.5	1.1	4.0	0.0	20.2
1300-1400	Pro	0.6	50.7	14.3	1.8	2.4	21.5	7.8	0.0	0.0	0.9
	Ocp	1.0	1.4	1.5	5.0	4.8	1.3	1.0	0.0	0.0	20.7
1400-1500	Pro	0.6	58.4	8.3	3.2	1.3	16.5	8.9	1.9	0.0	1.0
	Ocp	1.0	1.4	1.9	2.2	6.5	1.4	1.2	1.0	0.0	26.3
1500-1600	Pro	1.2	51.9	6.9	2.9	1.7	27.7	6.9	0.0	0.0	0.9
	Ocp	1.0	1.3	1.6	4.6	5.0	1.3	1.0	0.0	0.0	21.0
1600-1700	Pro	1.2	45.4	9.0	2.4	2.4	26.3	11.9	0.6	0.0	0.9
	Ocp	1.0	1.4	1.8	1.8	9.0	1.3	1.2	16.0	0.0	20.5
1700-1800	Pro	2.6	66.8	3.3	1.3	1.3	21.0	2.0	1.3	0.0	0.5
	Ocp	1.0	1.3	2.0	3.0	9.5	1.2	1.0	1.0	0.0	34.0
1800-1900 Peak hour	Pro	2.6	62.1	17.3	0.0	1.3	14.2	1.7	0.4	0.0	0.3
	Ocp	1.0	1.5	2.0	0.0	16.7	1.4	1.5	15.0	0.0	18.3
1900-2000	Pro	3.4	64.1	13.5	0.0	2.8	14.1	0.6	0.6	0.0	1.0
	Ocp	1.0	1.3	1.6	0.0	13.4	1.2	1.0	16.0	0.0	28.7
2000-2100	Pro	0.8	73.3	12.5	0.0	1.6	7.8	3.1	0.0	0.0	1.0
	Ocp	1.0	1.4	1.5	0.0	11.5	1.0	1.0	0.0	0.0	28.4
2100-2200	Pro	1.0	59.5	22.1	0.0	1.9	8.6	5.8	0.0	0.0	1.2
	Ocp	1.0	1.4	1.7	0.0	5.5	1.1	1.2	0.0	0.0	18.6
2200-2300	Pro	3.9	55.7	23.5	0.0	2.9	11.7	1.0	0.0	0.0	1.2
	Ocp	1.0	1.3	1.6	0.0	6.3	1.2	1.0	0.0	0.0	32.0
16 hours	Pro	1.4	56.6	11.7	1.4	2.4	20.0	5.2	0.5	0.0	0.9
	Ocp	1.0	1.4	1.7	4.6	7.9	1.3	1.1	5.6	0.0	27.5

**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