

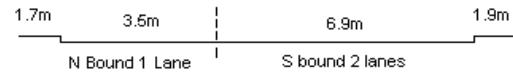
YEAR 2022

COVERAGE (B) STATION 2202

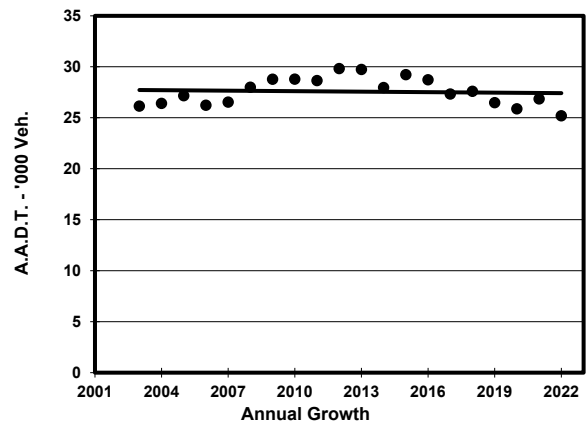
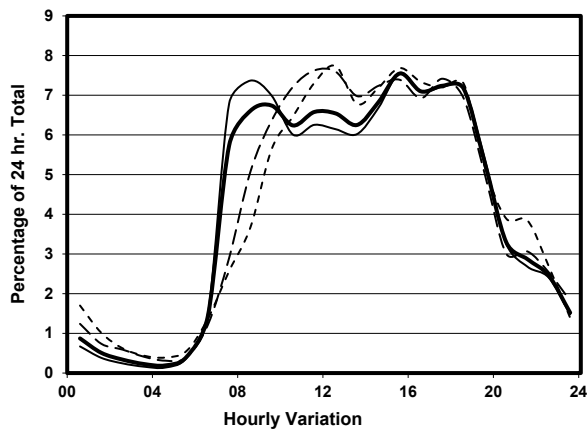
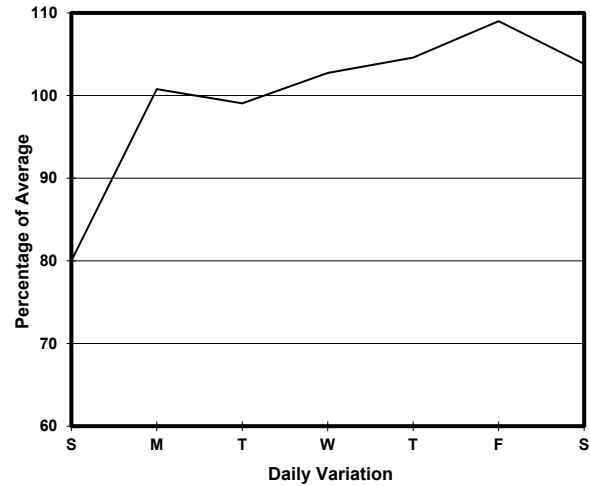
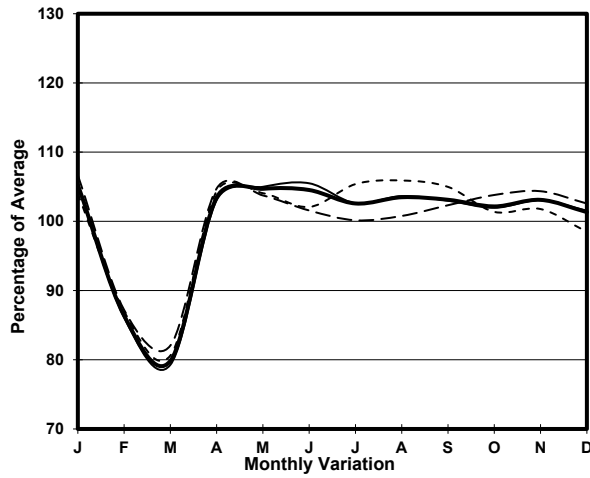
ROAD NETWORK MAJOR

ROAD TYPE DISTRICT DISTRIBUTOR

LINK WONG NAI CHUNG GAP RD (from STUBBS RD FO
<H119> SOUTHERN END to REPULSE BAY RD)



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.	11660	12050	12210	10000
R 12 / 24 - %	80.6	81.1	80	78.1
R 16 / 24 - %	94.7	95.1	93.8	93.4
AM Peak Hour	0900-1000	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	750	890	800	620
T - % (AM)	-	6.1	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1600-1700
One-way flow at PM peak hour	820	850	840	730
T - % (PM)	-	4.4	-	-
Prop.of commercial vehicles - 16 hr.	-	5	-	-
NORTH BOUND				
A.A.D.T.	13530	14230	13890	10660
R 12 / 24 - %	80.6	81.5	79.4	75.8
R 16 / 24 - %	94.3	95	92.8	91.7
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	950	1130	860	550
T - % (AM)	-	8.4	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1800-1900
One-way flow at PM peak hour	1010	1040	1090	870
T - % (PM)	-	2.3	-	-
Prop.of commercial vehicles - 16 hr.	-	4.5	-	-

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	3.3	51.0	26.7	5.8	0.8	1.2	0.0	7.4	0.2	3.5
	Ocp	1.1	1.7	1.9	5.9	5.5	2.0	0.0	17.5	14.5	17.9
0800-0900	Pro	2.8	71.5	15.1	1.2	0.2	2.2	1.4	4.0	0.1	1.6
	Ocp	1.1	1.4	1.8	4.5	9.0	1.6	1.0	5.8	12.3	14.2
0900-1000	Pro	0.9	66.0	20.6	0.0	0.5	6.4	0.7	3.2	0.1	1.8
	Ocp	1.0	1.4	1.7	0.0	13.0	1.7	1.0	17.3	5.0	16.7
1000-1100	Pro	1.8	62.4	16.1	0.3	0.0	15.5	1.5	0.6	0.2	1.6
	Ocp	1.0	1.4	1.8	1.0	0.0	1.4	1.4	10.5	4.7	10.1
1100-1200	Pro	2.5	65.6	14.7	2.5	0.0	10.2	0.7	2.5	0.1	1.2
	Ocp	1.1	1.3	1.7	2.3	0.0	1.5	1.0	1.9	4.5	13.3
1200-1300	Pro	2.3	65.9	12.7	1.4	0.3	14.1	0.3	1.7	0.0	1.5
	Ocp	1.0	1.4	1.6	4.6	4.0	1.4	1.0	6.5	0.0	10.0
1300-1400	Pro	3.4	62.3	14.3	2.3	0.0	11.2	1.7	2.9	0.0	1.9
	Ocp	1.1	1.4	1.4	6.6	0.0	1.6	1.5	6.0	0.0	14.0
1400-1500	Pro	1.9	68.3	15.5	0.3	0.3	10.2	0.0	1.9	0.0	1.6
	Ocp	1.0	1.4	1.7	1.0	6.0	1.5	0.0	3.6	0.0	14.0
1500-1600 Peak hour	Pro	2.8	66.7	15.4	2.2	0.0	6.5	0.4	4.7	0.0	1.3
	Ocp	1.1	1.4	1.6	6.9	0.0	1.6	2.0	14.7	0.0	22.0
1600-1700	Pro	4.2	69.5	16.3	0.6	0.2	5.4	0.2	2.2	0.2	1.3
	Ocp	1.1	1.4	2.1	7.3	4.0	1.5	1.0	10.5	5.7	18.5
1700-1800	Pro	4.9	73.5	13.4	0.2	0.2	4.4	0.0	1.5	0.1	1.8
	Ocp	1.3	1.5	1.8	1.0	8.0	1.3	0.0	3.8	13.0	23.7
1800-1900	Pro	3.7	66.9	24.5	0.0	0.0	2.1	0.0	0.9	0.1	1.9
	Ocp	1.1	1.3	1.8	0.0	0.0	1.2	0.0	17.3	4.0	18.7
1900-2000	Pro	3.4	71.1	21.0	0.0	0.0	1.2	0.0	1.5	0.1	1.7
	Ocp	1.1	1.3	1.6	0.0	0.0	1.0	0.0	9.8	7.5	11.4
2000-2100	Pro	4.8	60.3	29.1	0.0	0.5	2.2	0.0	1.1	0.0	2.0
	Ocp	1.1	1.5	1.6	0.0	4.0	1.8	0.0	8.5	0.0	7.4
2100-2200	Pro	4.3	61.7	28.4	0.7	0.0	1.4	0.0	0.7	0.0	2.8
	Ocp	1.2	1.6	1.6	4.0	0.0	1.5	0.0	16.0	0.0	6.7
2200-2300	Pro	1.6	55.1	37.5	1.6	0.0	0.8	0.0	0.8	0.0	2.6
	Ocp	1.0	1.6	1.8	4.0	0.0	2.0	0.0	34.0	0.0	8.6
16 hours	Pro	3.0	66.3	18.3	1.1	0.2	6.3	0.5	2.5	0.1	1.7
	Ocp	1.1	1.4	1.7	5.1	7.2	1.5	1.3	10.7	7.9	15.1

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