

YEAR

2022

LINK CHATHAM RD N (from WUHU ST to HONG CHONG RD)

COVERAGE (B) STATION

4208

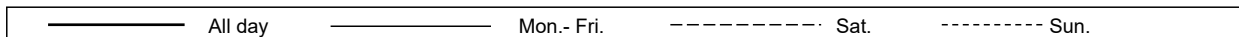
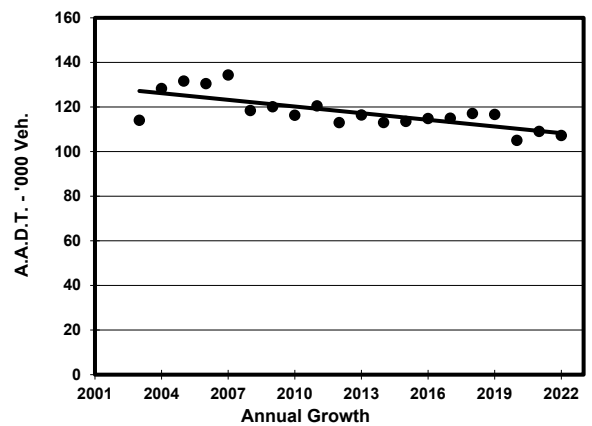
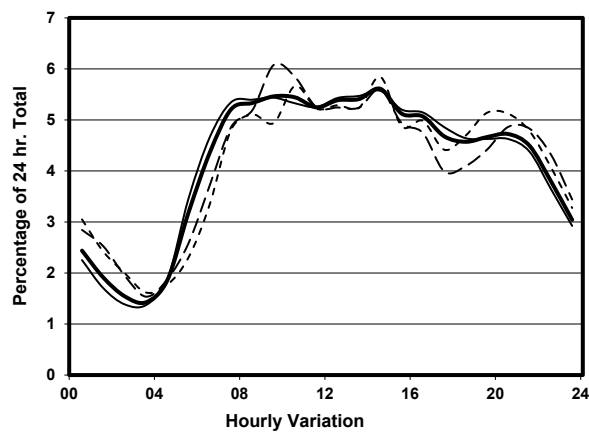
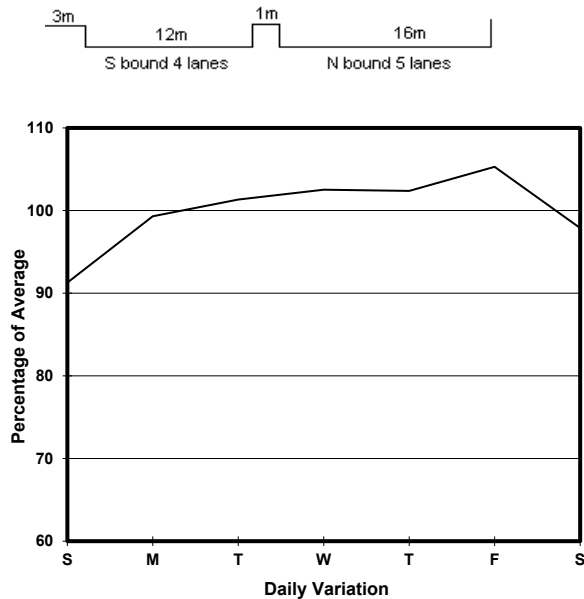
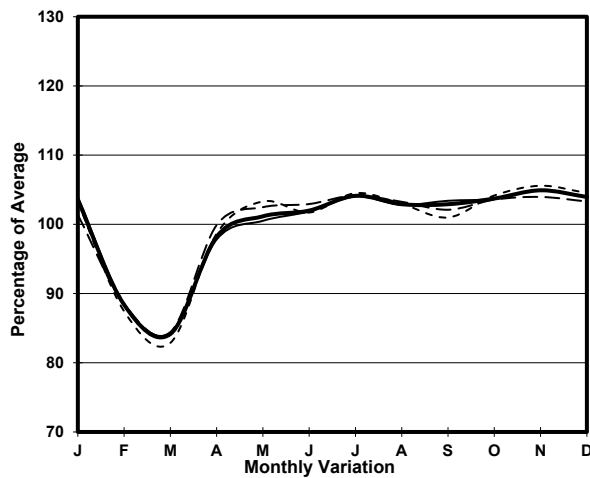
ROAD NETWORK

MAJOR

ROAD TYPE

PRIMARY DISTRIBUTOR

1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	42210	42280	41400	43890
R 12 / 24 - %	58.4	58.6	57.7	57.9
R 16 / 24 - %	78.3	78.6	77.6	77.7
AM Peak Hour	0700-0800	0700-0800	0900-1000	0700-0800
One-way flow at AM peak hour	2470	2490	2700	2640
T - % (AM)	-	12.9	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	1900	1930	1810	1900
T - % (PM)	-	13	-	-
Prop.of commercial vehicles - 16 hr.	-	11.9	-	-
NORTH BOUND				
A.A.D.T.	65010	67140	64810	56210
R 12 / 24 - %	65.3	65.9	63.2	63.6
R 16 / 24 - %	81.5	81.5	80.7	82.2
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	3590	3700	3760	2930
T - % (AM)	-	14	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	3840	4060	3320	3340
T - % (PM)	-	10	-	-
Prop.of commercial vehicles - 16 hr.	-	9.5	-	-

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	8.7	37.7	19.2	2.6	1.6	15.6	6.2	2.7	0.0	5.8
	Ocp	1.1	1.3	2.0	8.1	10.8	1.2	1.1	14.9	0.0	34.9
0800-0900	Pro	4.2	47.6	17.5	1.7	1.2	14.1	5.4	2.2	0.0	6.2
	Ocp	1.1	1.2	1.6	3.8	9.8	1.4	1.2	11.3	0.0	35.5
0900-1000	Pro	3.5	41.2	21.0	1.3	1.1	17.4	7.1	1.4	0.0	6.1
	Ocp	1.1	1.3	1.8	2.4	5.2	1.4	1.2	1.7	0.0	21.0
1000-1100	Pro	3.5	33.0	24.9	0.9	0.9	24.3	7.3	0.6	0.0	4.5
	Ocp	1.0	1.3	1.9	2.2	7.6	1.5	1.3	1.1	0.0	21.5
1100-1200	Pro	4.2	32.5	26.6	1.4	0.7	23.4	6.1	0.9	0.0	4.2
	Ocp	1.0	1.3	1.5	2.5	7.1	1.4	1.2	2.7	0.0	24.4
1200-1300	Pro	3.2	34.8	28.4	1.2	0.8	20.9	5.1	1.6	0.1	3.9
	Ocp	1.1	1.5	1.7	3.2	7.8	1.4	1.1	1.8	1.0	24.9
1300-1400	Pro	3.9	34.8	25.2	2.2	0.5	22.5	5.6	1.4	0.0	3.9
	Ocp	1.1	1.4	1.9	6.2	7.4	1.5	1.3	5.9	0.0	29.3
1400-1500 Peak hour	Pro	4.3	36.6	23.9	1.3	0.8	21.3	6.1	1.5	0.1	4.2
	Ocp	1.0	1.4	1.9	2.1	6.5	1.4	1.1	4.4	2.0	25.6
1500-1600	Pro	4.1	41.5	23.0	0.7	0.7	19.6	4.7	1.1	0.0	4.6
	Ocp	1.1	1.3	2.1	3.2	9.7	1.3	1.2	7.4	0.0	25.5
1600-1700	Pro	5.3	40.5	21.0	0.9	0.8	19.9	5.0	1.3	0.1	5.3
	Ocp	1.1	1.4	1.9	2.8	8.9	1.4	1.2	6.8	0.5	30.1
1700-1800	Pro	9.9	45.5	19.5	0.6	1.1	13.9	3.0	1.6	0.1	4.8
	Ocp	1.1	1.4	2.1	1.7	9.8	1.4	1.3	3.2	1.0	41.5
1800-1900	Pro	8.8	49.9	18.1	0.6	1.1	13.5	1.5	0.6	0.0	5.7
	Ocp	1.1	1.3	2.1	1.8	13.1	1.4	1.2	9.1	0.0	48.6
1900-2000	Pro	6.9	51.1	25.2	0.1	0.8	8.7	1.2	1.1	0.0	4.9
	Ocp	1.1	1.3	2.0	1.0	13.4	1.4	1.1	5.7	0.0	31.8
2000-2100	Pro	7.4	43.5	31.7	0.4	1.3	8.9	1.7	0.4	0.0	4.8
	Ocp	1.1	1.4	2.0	1.8	10.0	1.3	1.3	1.0	0.0	26.6
2100-2200	Pro	5.0	44.0	34.8	0.4	1.0	8.2	1.0	0.5	0.1	5.1
	Ocp	1.1	1.5	1.7	1.0	12.2	1.4	1.4	1.3	1.0	26.8
2200-2300	Pro	5.4	47.5	32.7	0.2	1.1	6.9	1.3	0.4	0.0	4.5
	Ocp	1.1	1.4	2.0	3.3	7.3	1.4	1.5	2.4	0.0	25.8
16 hours	Pro	5.5	41.4	24.5	1.0	1.0	16.2	4.3	1.2	0.1	4.9
	Ocp	1.1	1.4	1.9	3.8	9.4	1.4	1.2	6.3	1.3	30.0

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