

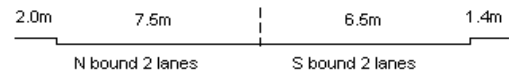
YEAR 2023

COVERAGE (B) STATION 2201

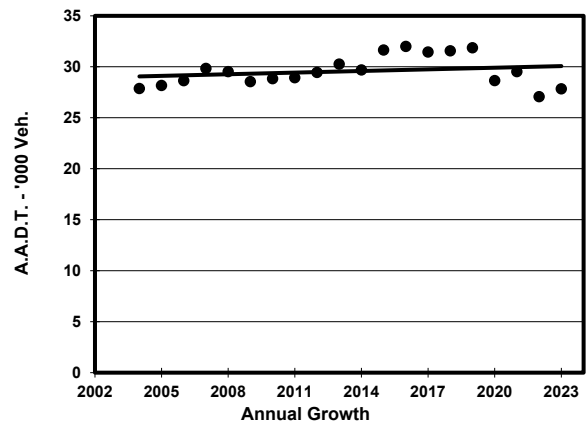
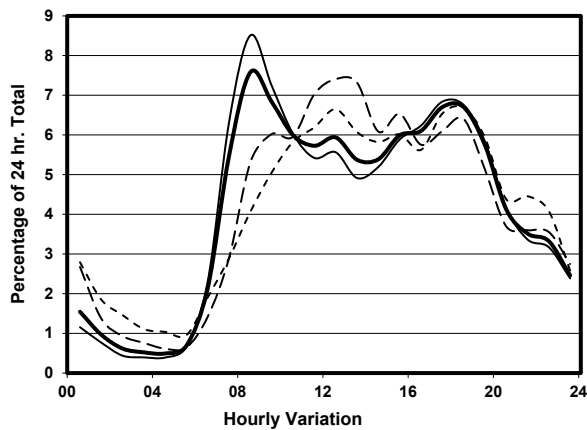
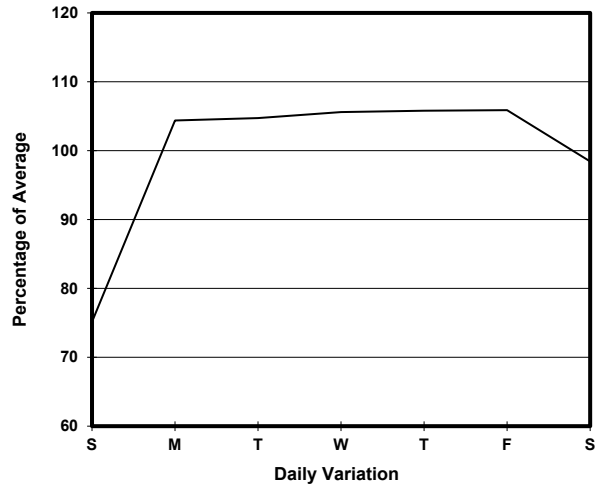
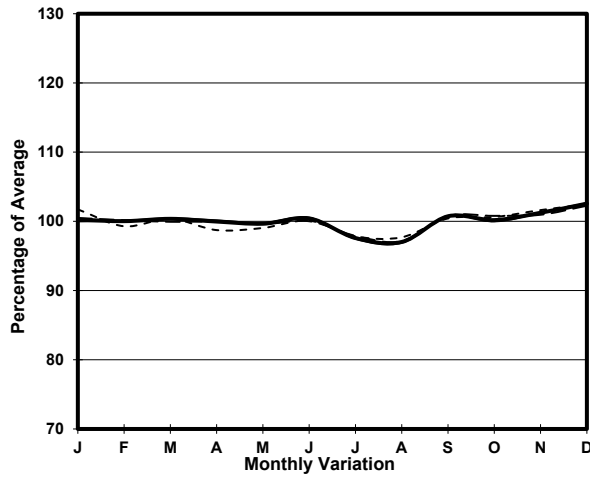
ROAD NETWORK MAJOR

ROAD TYPE PRIMARY DISTRIBUTOR

LINK POK FU LAM RD (from POKFIELD RD to MOUNT DAVIS RD)



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	9960	10600	9490	8230
R 12 / 24 - %	71	71.9	71	65.6
R 16 / 24 - %	90.2	91.1	88.5	86.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	640	740	640	400
T - % (AM)	-	8.6	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1700-1800
One-way flow at PM peak hour	630	710	470	510
T - % (PM)	-	12.2	-	-
Prop.of commercial vehicles - 16 hr.	-	9.2	-	-
NORTH BOUND				
A.A.D.T.	17870	19070	18410	13060
R 12 / 24 - %	75.4	76.6	73.8	68.6
R 16 / 24 - %	90.8	91.7	89	86.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1470	1790	1040	680
T - % (AM)	-	7.2	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1800-1900
One-way flow at PM peak hour	1280	1380	1360	940
T - % (PM)	-	6.9	-	-
Prop.of commercial vehicles - 16 hr.	-	8	-	-

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	1.7	35.0	28.7	6.1	7.5	7.2	0.9	6.7	0.0	6.2
	Ocp	1.0	1.5	2.2	7.7	13.5	1.6	1.0	13.0	0.0	47.9
0800-0900 Peak hour	Pro	2.3	49.1	29.9	2.1	3.9	5.1	1.4	2.9	0.0	3.3
	Ocp	1.0	1.5	2.1	6.8	16.4	1.7	1.7	8.2	0.0	56.6
0900-1000	Pro	0.8	47.3	26.6	1.9	6.0	9.4	2.6	1.3	0.0	4.1
	Ocp	1.0	1.4	2.1	2.2	15.1	1.4	1.4	2.3	0.0	37.1
1000-1100	Pro	3.1	30.9	36.5	0.2	4.6	16.3	2.6	1.2	0.0	4.6
	Ocp	1.0	1.5	2.1	1.0	10.9	1.4	1.6	13.4	0.0	26.1
1100-1200	Pro	5.5	37.6	29.9	3.6	4.0	11.9	1.7	1.7	0.0	4.2
	Ocp	1.0	1.4	2.2	2.5	12.9	1.6	1.7	9.0	0.0	29.0
1200-1300	Pro	3.9	44.3	27.9	1.8	4.8	10.0	1.6	1.8	0.0	4.0
	Ocp	1.0	1.5	2.3	5.4	13.1	1.5	1.4	9.9	0.0	35.0
1300-1400	Pro	2.3	33.1	31.6	3.5	5.1	14.1	3.3	2.0	0.0	5.1
	Ocp	1.0	1.4	2.2	4.3	15.1	1.7	1.8	8.3	0.0	34.1
1400-1500	Pro	2.0	40.9	24.8	3.5	5.7	12.7	2.7	3.2	0.0	4.5
	Ocp	1.0	1.5	2.1	7.9	12.4	1.7	1.7	17.0	0.0	26.0
1500-1600	Pro	3.2	40.9	25.5	2.1	4.8	14.3	1.1	3.2	0.0	4.9
	Ocp	1.0	1.6	2.0	3.4	13.2	1.5	1.8	16.8	0.0	30.8
1600-1700	Pro	3.5	38.6	25.0	2.5	4.5	15.1	3.0	2.7	0.0	5.2
	Ocp	1.1	1.5	2.2	5.5	13.2	1.5	1.5	6.3	0.0	35.0
1700-1800	Pro	5.6	43.7	26.3	1.2	5.4	10.6	0.7	0.5	0.0	6.0
	Ocp	1.0	1.4	2.2	2.0	13.5	1.6	1.7	6.5	0.0	51.7
1800-1900	Pro	4.4	51.3	29.4	0.7	3.7	3.5	0.9	1.5	0.0	4.7
	Ocp	1.0	1.6	2.0	3.7	16.2	2.1	1.3	24.6	0.0	57.5
1900-2000	Pro	3.0	49.6	33.8	0.0	4.7	3.0	0.5	0.7	0.0	4.8
	Ocp	1.0	1.4	2.0	0.0	14.3	1.3	1.5	1.0	0.0	39.3
2000-2100	Pro	6.2	47.5	32.6	0.9	4.0	2.2	0.0	0.0	0.0	6.7
	Ocp	1.0	1.5	1.9	2.0	14.8	1.6	0.0	0.0	0.0	27.3
2100-2200	Pro	3.8	40.0	42.2	0.0	5.1	2.1	0.4	0.0	0.0	6.3
	Ocp	1.1	1.7	1.8	0.0	10.3	1.2	2.0	0.0	0.0	20.9
2200-2300	Pro	4.1	34.1	45.3	0.0	8.2	0.6	0.0	0.0	0.0	7.6
	Ocp	1.0	1.6	1.7	0.0	11.8	1.0	0.0	0.0	0.0	22.8
16 hours	Pro	3.3	42.3	30.0	2.0	5.0	9.1	1.6	2.0	0.0	4.8
	Ocp	1.0	1.5	2.1	5.1	13.7	1.6	1.6	11.3	0.0	37.5

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