

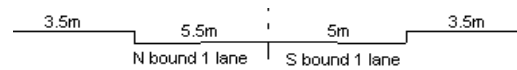
YEAR 2023

COVERAGE (B) STATION 6204

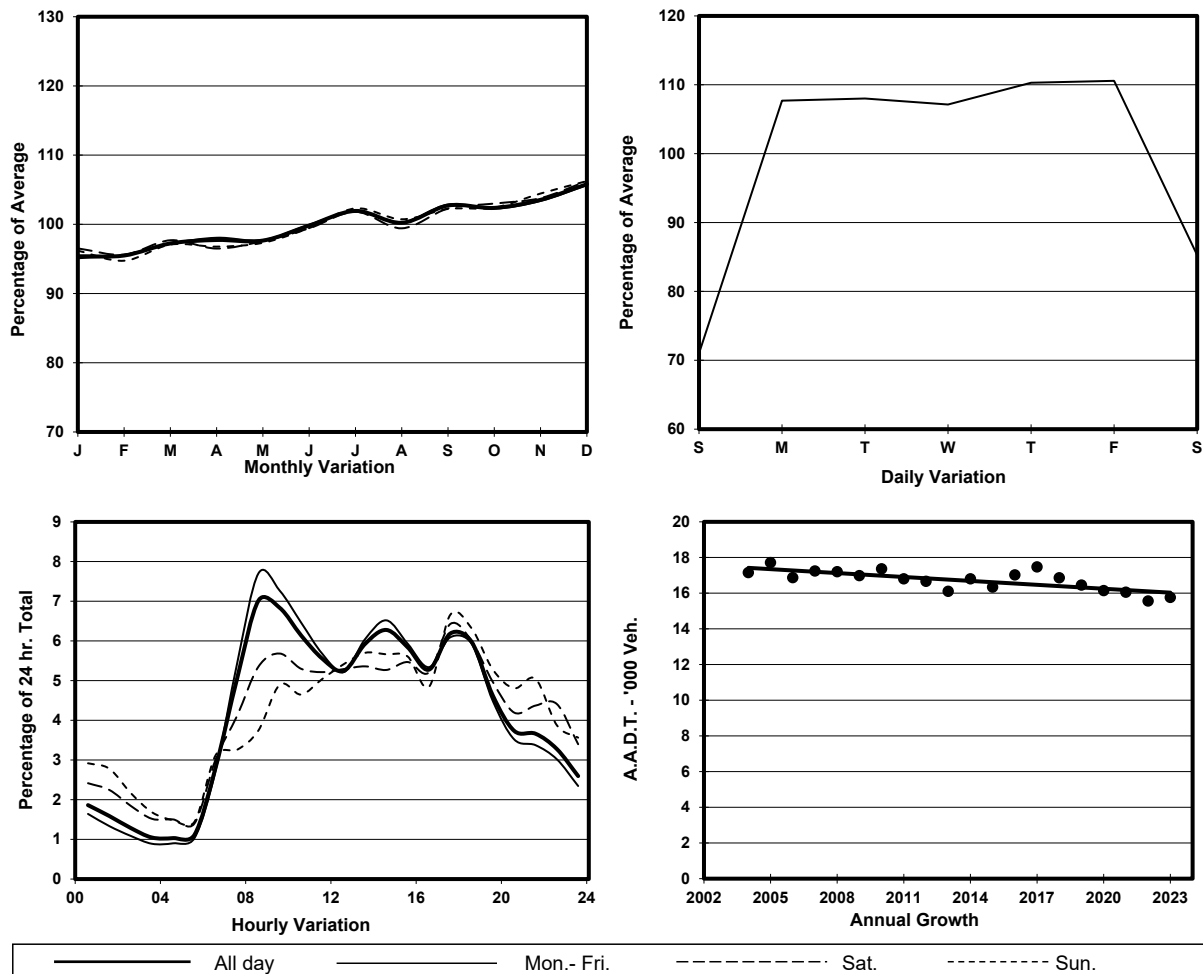
ROAD NETWORK MAJOR

ROAD TYPE DISTRICT DISTRIBUTOR

LINK LAI KING HILL RD (from KWAI CHUNG INT SLIP RDS to KING CHO 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.	7710	8480	6760	5700
R 12 / 24 - %	69.6	71.9	62.6	61.4
R 16 / 24 - %	84.7	86.2	80.3	78.9
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	550	670	400	330
T - % (AM)	-	6.8	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	460	490	420	370
T - % (PM)	-	5.3	-	-
Prop.of commercial vehicles - 16 hr.	-	7	-	-
NORTH BOUND				
A.A.D.T.	8050	8930	6890	5750
R 12 / 24 - %	73	75.3	66.8	62.2
R 16 / 24 - %	88.5	89.8	85	82.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	560	680	380	230
T - % (AM)	-	6.2	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	520	570	450	390
T - % (PM)	-	7.1	-	-
Prop.of commercial vehicles - 16 hr.	-	6.4	-	-

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	3.9	20.6	34.8	1.0	13.2	16.2	0.5	5.9	0.5	3.4
	Ocp	1.1	1.4	1.7	6.0	12.5	1.5	1.0	17.5	8.5	15.3
0800-0900 Peak hour	Pro	2.1	28.0	45.1	3.8	7.4	7.1	2.4	1.5	0.4	2.2
	Ocp	1.1	1.6	1.7	6.2	10.7	1.4	1.9	5.0	16.3	19.2
0900-1000	Pro	2.8	20.0	50.2	2.8	9.2	9.9	1.5	0.9	0.5	2.1
	Ocp	1.0	1.5	1.7	1.8	12.0	1.3	1.2	4.7	6.9	11.0
1000-1100	Pro	1.3	20.2	40.4	1.7	12.5	16.8	3.4	0.0	0.6	3.0
	Ocp	1.0	1.6	1.8	1.8	12.3	1.7	1.4	0.0	6.0	10.7
1100-1200	Pro	4.2	17.8	45.1	4.2	11.5	12.1	1.6	0.0	0.5	3.0
	Ocp	1.4	1.5	1.8	1.9	13.2	1.6	1.3	0.0	6.0	12.0
1200-1300	Pro	7.3	16.6	38.7	5.4	10.3	14.2	1.5	2.0	0.9	3.2
	Ocp	1.0	1.8	1.9	6.2	12.7	1.4	1.0	10.3	10.0	10.3
1300-1400	Pro	3.4	13.0	49.2	1.4	12.1	12.5	2.9	1.9	0.6	2.9
	Ocp	1.0	1.5	1.8	2.3	13.2	1.7	2.0	6.0	10.4	10.3
1400-1500	Pro	3.4	11.4	51.7	3.0	9.3	14.0	2.5	0.8	0.8	3.0
	Ocp	1.0	1.3	1.8	1.6	11.5	1.8	1.0	1.5	10.8	11.6
1500-1600	Pro	1.3	16.5	47.8	6.3	9.4	10.7	1.8	2.7	0.6	3.0
	Ocp	1.0	1.7	2.0	3.6	14.9	1.7	1.5	14.2	8.4	15.4
1600-1700	Pro	3.0	24.0	37.8	7.8	9.6	10.2	1.8	1.2	0.9	3.7
	Ocp	1.0	1.5	1.8	3.2	14.6	1.5	1.0	7.0	20.2	16.0
1700-1800	Pro	7.0	30.3	38.4	2.0	12.3	3.7	0.8	2.0	0.6	2.9
	Ocp	1.1	1.6	1.8	2.0	16.0	1.6	1.0	1.6	14.2	22.8
1800-1900	Pro	8.6	31.5	35.6	1.4	12.6	5.0	0.5	1.4	0.5	3.2
	Ocp	1.1	1.5	1.6	3.0	13.1	1.2	1.0	6.7	14.3	16.4
1900-2000	Pro	3.2	34.9	38.7	0.0	11.3	5.9	1.1	0.5	1.1	3.2
	Ocp	1.0	1.4	1.8	0.0	8.8	1.8	1.5	1.0	5.9	13.2
2000-2100	Pro	2.9	29.3	41.5	1.4	10.7	8.6	0.0	0.0	0.9	4.7
	Ocp	1.0	1.3	1.3	2.5	8.7	1.3	0.0	0.0	5.6	8.9
2100-2200	Pro	5.1	23.8	46.7	0.0	10.2	8.5	0.0	0.9	0.9	4.0
	Ocp	1.0	1.8	1.7	0.0	4.3	1.2	0.0	2.0	5.5	12.3
2200-2300	Pro	6.5	29.3	44.8	0.0	11.4	2.4	0.0	0.0	0.8	4.7
	Ocp	1.0	1.5	1.4	0.0	5.1	1.0	0.0	0.0	5.3	9.2
16 hours	Pro	4.0	22.7	43.2	2.8	10.7	10.0	1.5	1.4	0.7	3.1
	Ocp	1.1	1.5	1.8	3.5	12.0	1.5	1.4	9.3	9.8	13.6

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