

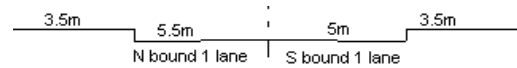
YEAR 2022

COVERAGE (B) STATION 6204

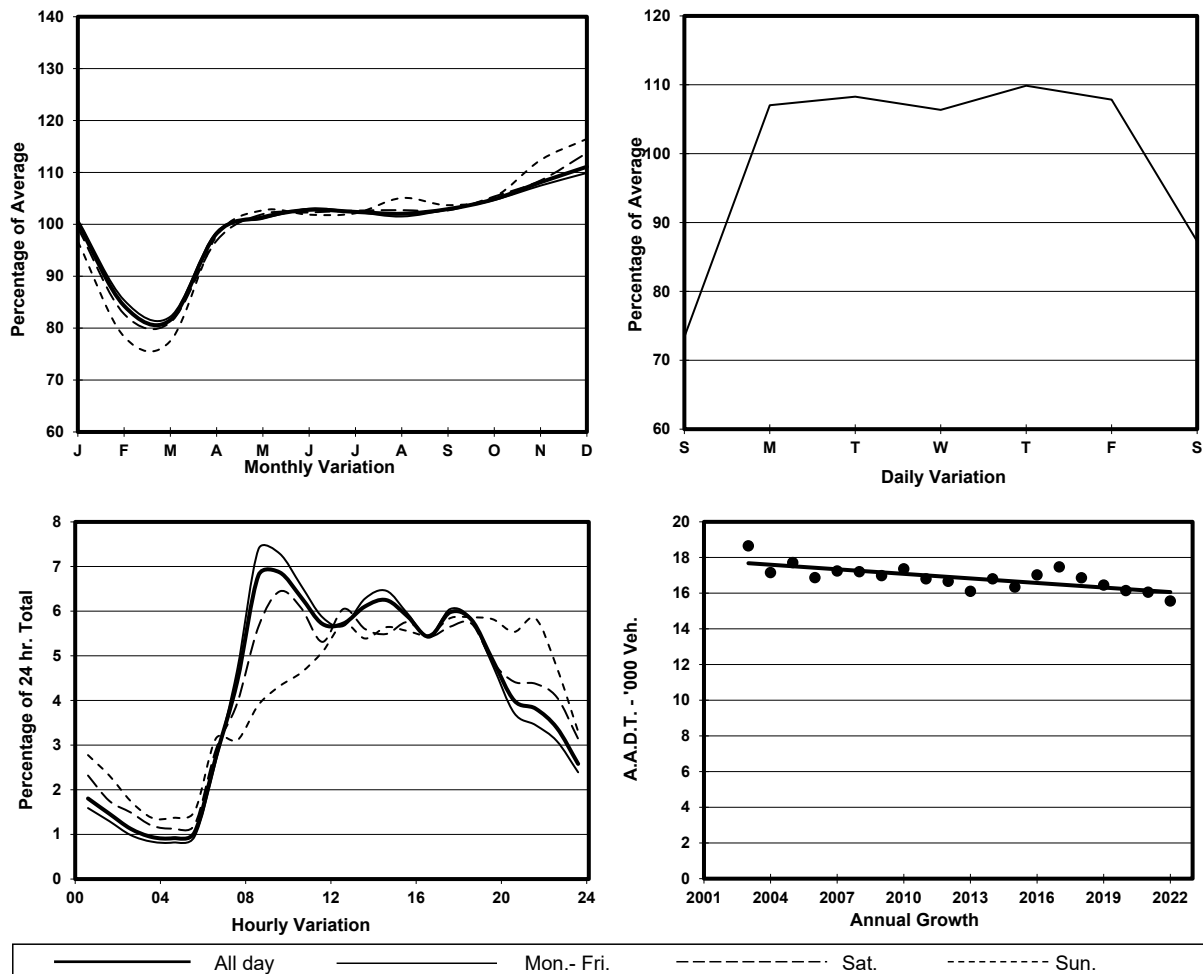
ROAD NETWORK MAJOR

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.	7740	8440	7030	5790
R 12 / 24 - %	69.9	71.9	65	61
R 16 / 24 - %	86.2	87.3	83.5	81.2
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	550	650	470	250
T - % (AM)	-	4	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	450	490	380	340
T - % (PM)	-	3.5	-	-
Prop.of commercial vehicles - 16 hr.	-	5	-	-
NORTH BOUND				
A.A.D.T.	7820	8550	6980	5820
R 12 / 24 - %	72.7	75	69.3	60.1
R 16 / 24 - %	88.6	89.6	86.2	83.7
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	530	620	440	250
T - % (AM)	-	7.1	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	500	550	430	350
T - % (PM)	-	5.3	-	-
Prop.of commercial vehicles - 16 hr.	-	5.9	-	-

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	4.4	36.1	28.6	1.3	12.8	9.7	1.3	2.2	0.4	3.1
	Ocp	1.0	1.7	1.5	10.3	8.8	1.4	2.0	11.4	11.8	18.1
0800-0900 Peak hour	Pro	2.3	24.0	47.4	1.4	7.7	13.4	1.1	0.3	0.2	2.1
	Ocp	1.1	1.4	1.7	2.0	8.1	1.5	1.0	6.0	5.7	15.5
0900-1000	Pro	2.2	17.8	52.4	1.2	9.0	10.3	3.1	1.2	0.2	2.5
	Ocp	1.1	1.5	1.8	3.0	6.8	1.7	1.5	1.8	10.7	11.2
1000-1100	Pro	1.5	14.0	49.6	5.3	11.0	13.6	1.5	0.4	0.5	2.7
	Ocp	1.0	1.3	1.8	2.1	10.4	1.5	1.0	3.0	6.4	12.3
1100-1200	Pro	4.4	17.7	44.2	3.5	12.4	11.5	3.1	0.0	0.2	3.0
	Ocp	1.1	1.5	1.9	2.1	9.7	1.6	1.6	0.0	9.0	10.2
1200-1300	Pro	8.7	21.9	44.4	0.5	12.8	6.6	1.0	0.5	0.8	2.8
	Ocp	1.1	1.6	2.0	1.0	10.0	1.3	2.0	7.0	11.5	13.0
1300-1400	Pro	4.5	18.1	49.2	4.2	7.6	9.5	0.8	3.8	0.3	2.2
	Ocp	1.1	1.6	2.0	4.3	12.4	1.6	1.5	6.3	17.0	12.1
1400-1500	Pro	2.9	16.5	54.0	5.4	9.0	8.6	1.1	0.0	0.5	2.1
	Ocp	1.1	1.5	1.9	2.1	13.8	1.6	2.3	0.0	8.0	14.1
1500-1600	Pro	1.7	23.6	45.9	2.1	13.2	7.9	2.5	0.4	0.6	2.3
	Ocp	1.3	1.8	1.9	1.2	12.2	1.5	1.5	1.0	11.5	12.6
1600-1700	Pro	5.1	20.4	44.2	1.3	9.8	13.6	2.1	0.4	0.4	2.8
	Ocp	1.2	1.4	1.7	2.3	11.3	1.7	1.6	2.0	10.3	13.7
1700-1800	Pro	5.1	31.0	40.7	1.3	11.5	5.9	0.4	0.8	0.6	2.7
	Ocp	1.3	1.4	1.9	2.7	10.7	1.2	2.0	10.0	14.0	18.9
1800-1900	Pro	6.5	32.6	34.1	2.0	13.0	6.5	0.0	1.0	0.6	3.5
	Ocp	1.2	1.5	1.6	2.0	7.6	1.5	0.0	9.5	7.0	13.8
1900-2000	Pro	5.9	37.8	40.9	0.5	7.2	3.2	0.9	0.0	0.6	3.2
	Ocp	1.2	1.5	1.5	1.0	6.9	1.7	1.0	0.0	6.0	10.0
2000-2100	Pro	6.7	25.2	47.9	5.5	4.3	3.7	1.2	0.6	0.9	4.0
	Ocp	1.2	1.5	1.4	7.1	2.9	1.3	1.5	2.0	5.2	7.2
2100-2200	Pro	4.7	22.0	47.8	0.0	11.0	7.8	0.0	1.6	0.6	4.5
	Ocp	1.2	1.4	1.5	0.0	5.4	1.6	0.0	1.0	4.3	7.1
2200-2300	Pro	3.9	34.7	44.5	0.0	8.5	3.3	0.7	0.7	0.5	3.3
	Ocp	1.0	1.4	1.5	0.0	4.8	1.8	1.0	5.0	2.7	7.6
16 hours	Pro	4.1	23.9	45.2	2.3	10.0	9.0	1.4	0.9	0.5	2.8
	Ocp	1.1	1.5	1.8	3.2	9.4	1.5	1.5	6.1	8.9	12.4

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