

YEAR

2015

LINK

SHING KAI RD (from EASTERN RD to KAI SHING ST)

COVERAGE (B) STATION

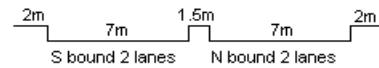
4218

ROAD NETWORK

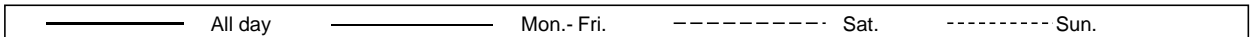
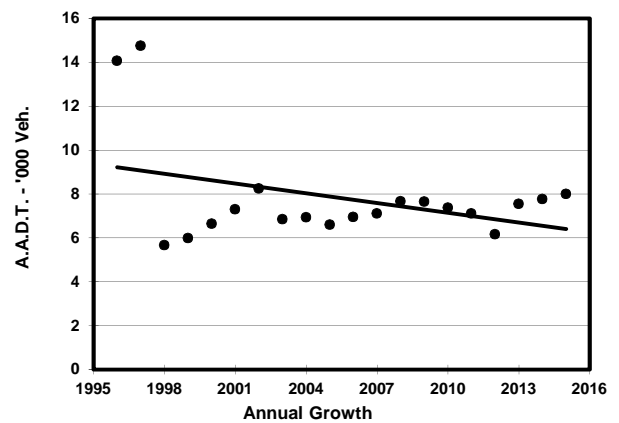
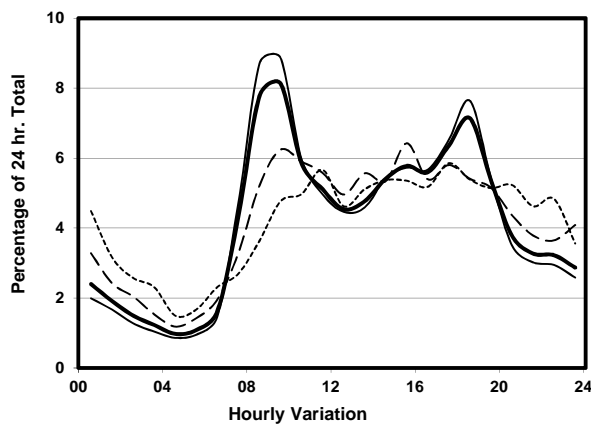
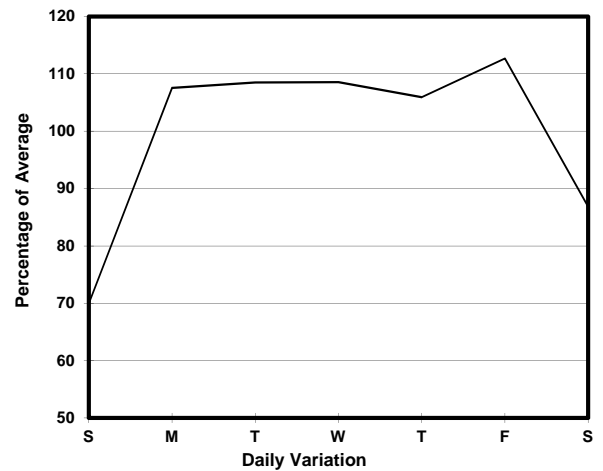
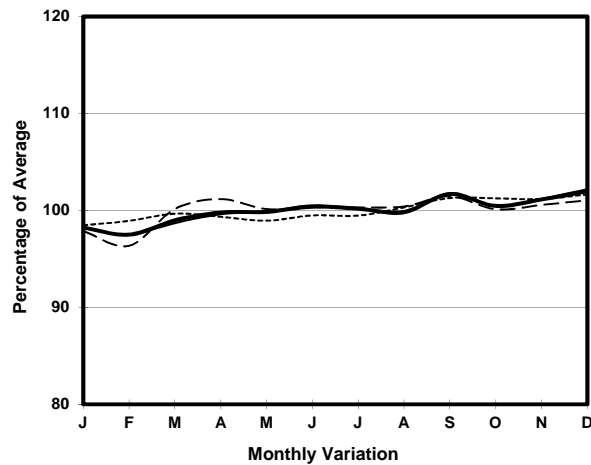
MAJOR

ROAD TYPE

LOCAL 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.	3230	3550	2900	2310
R 12 / 24 - %	73.1	75.3	68.6	61.4
R 16 / 24 - %	88.2	90	84	80.1
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	220	250	200	130
T - % (AM)	-	7.3	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	340	430	200	140
T - % (PM)	-	6.1	-	-
Prop.of commercial vehicles - 16 hr.	-	7.9	-	-
NORTH BOUND				
A.A.D.T.	4770	5280	4160	3370
R 12 / 24 - %	69.3	71.9	62.7	56.7
R 16 / 24 - %	85.3	86.9	80.7	77.3
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	440	540	250	140
T - % (AM)	-	8.1	-	-
PM Peak Hour	1700-1800	1600-1700	1600-1700	1700-1800
One-way flow at PM peak hour	270	300	220	190
T - % (PM)	-	12.7	-	-
Prop.of commercial vehicles - 16 hr.	-	9.9	-	-

3. OTHER INFORMATION AND COMMENT

Coverage (B) Station 4218
Year 2015

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor	Private	Taxi	Private	PLB	Goods veh.		Non	Fr. Bus	
		Cycle	Car		LB		Light	M & H	Fr. Bus	SD	DD
0700-0800	Pro	2.6	10.3	36.0	15.4	5.1	12.9	2.6	9.0	2.3	3.9
	Ocp	1.0	1.3	2.4	7.4	10.0	1.8	1.0	11.6	39.4	60.3
0800-0900	Pro	1.9	29.6	35.2	3.7	1.2	18.5	4.3	2.5	1.4	1.7
	Ocp	1.0	1.5	2.0	10.2	10.5	1.3	1.0	16.8	31.6	45.5
0900-1000 Peak hour	Pro	0.6	33.0	36.3	3.8	1.1	18.1	2.7	2.2	0.7	1.5
	Ocp	1.0	1.3	1.7	1.4	11.0	1.6	1.2	18.3	32.4	23.0
1000-1100	Pro	1.7	23.4	30.3	4.3	2.6	28.6	6.1	0.0	1.1	1.9
	Ocp	1.0	1.4	1.7	2.4	4.7	1.5	1.4	0.0	32.2	23.2
1100-1200	Pro	9.7	35.6	22.7	4.9	1.6	13.0	3.2	4.9	2.0	2.4
	Ocp	1.7	1.7	2.1	6.0	8.0	1.4	1.5	1.0	19.6	26.0
1200-1300	Pro	0.0	32.4	30.8	1.6	1.6	19.4	4.9	4.9	2.0	2.4
	Ocp	0.0	1.2	2.2	1.0	13.0	1.9	1.3	10.0	20.4	36.8
1300-1400	Pro	3.2	31.4	24.9	4.3	1.1	23.8	8.6	0.0	1.4	1.4
	Ocp	1.0	1.2	1.8	6.3	14.0	1.9	1.0	0.0	19.2	30.4
1400-1500	Pro	2.3	37.2	29.3	2.3	1.1	20.3	2.3	2.3	1.4	1.7
	Ocp	1.0	1.5	2.0	4.0	6.0	1.4	1.0	14.0	16.0	35.2
1500-1600	Pro	5.7	29.3	29.3	1.9	3.8	25.5	0.9	0.0	1.4	2.1
	Ocp	1.2	1.5	1.5	4.5	10.3	1.4	1.0	0.0	18.7	22.4
1600-1700	Pro	0.9	23.5	30.7	8.1	1.8	24.4	3.6	3.6	1.4	2.0
	Ocp	1.0	1.8	1.7	3.3	10.0	1.8	1.0	6.0	12.8	30.9
1700-1800	Pro	4.7	24.1	25.7	5.4	2.3	24.1	2.3	7.8	1.2	2.3
	Ocp	1.0	1.5	1.6	7.9	9.0	1.8	1.0	2.7	21.8	39.8
1800-1900	Pro	2.9	57.4	21.1	0.7	2.2	9.4	0.7	2.2	1.1	2.4
	Ocp	1.5	1.4	2.0	2.0	13.0	1.3	1.0	2.7	14.7	43.5
1900-2000	Pro	3.1	55.3	28.8	0.0	2.3	4.7	1.6	0.8	1.2	2.3
	Ocp	1.0	1.4	2.1	0.0	9.3	1.3	1.0	1.0	11.0	36.8
2000-2100	Pro	3.3	40.2	38.5	0.0	1.7	10.0	0.0	1.7	1.7	2.9
	Ocp	1.0	1.5	1.5	0.0	17.0	1.2	0.0	1.0	7.8	17.9
2100-2200	Pro	5.5	31.1	42.0	0.0	5.5	9.1	0.0	1.8	2.3	2.7
	Ocp	1.3	1.4	2.1	0.0	8.0	1.8	0.0	1.0	8.6	28.0
2200-2300	Pro	0.0	35.6	37.6	0.0	4.0	15.8	0.0	2.0	2.5	2.5
	Ocp	0.0	1.3	1.7	0.0	11.5	1.3	0.0	1.0	5.6	16.0
16 hours	Pro	2.8	33.6	30.7	3.6	2.2	17.9	2.9	2.7	1.4	2.1
	Ocp	1.2	1.5	1.9	5.4	9.9	1.6	1.1	7.8	20.4	34.3

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 except for one way traffic