

YEAR

2013

LINK

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

COVERAGE (B) STATION

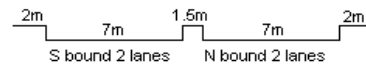
4218

ROAD NETWORK

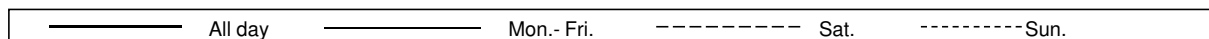
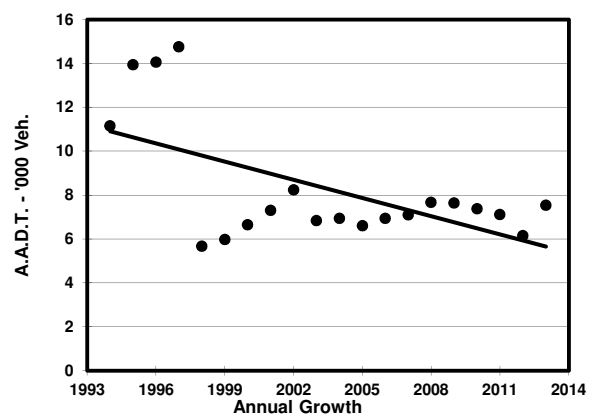
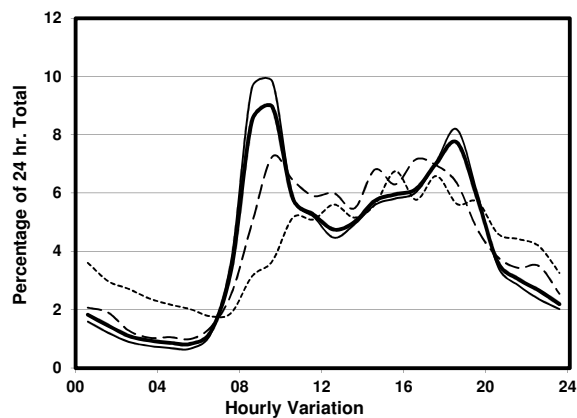
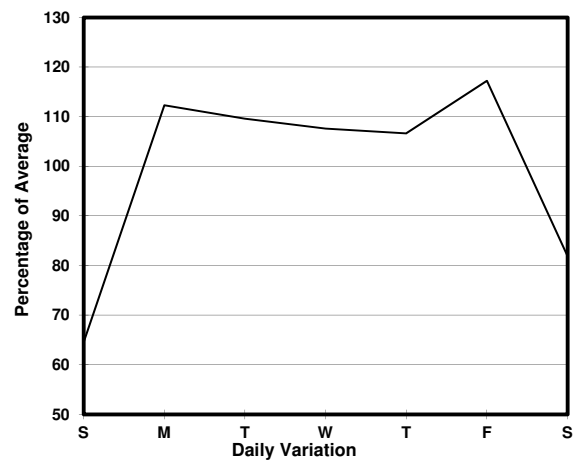
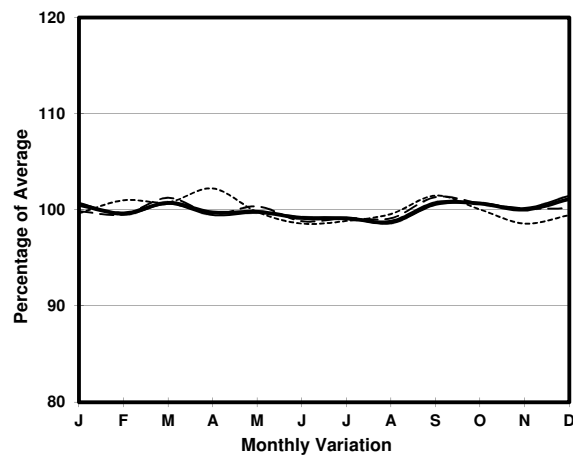
MAJOR

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.	3130	3560	2600	2000
R 12 / 24 - %	74.5	75.6	74	65.3
R 16 / 24 - %	90.6	91.7	89.1	82.6
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	210	250	170	90
T - % (AM)	-	2.8	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	360	440	210	170
T - % (PM)	-	5.6	-	-
Prop.of commercial vehicles - 16 hr.	-	6.9	-	-
NORTH BOUND				
A.A.D.T.	4410	4960	3700	2980
R 12 / 24 - %	74.3	76.9	70.9	56.6
R 16 / 24 - %	88.8	90.5	86.7	76.7
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	470	590	280	90
T - % (AM)	-	11.9	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	270	300	250	170
T - % (PM)	-	5.8	-	-
Prop.of commercial vehicles - 16 hr.	-	7.9	-	-

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	7.1	11.3	32.5	7.1	0.0	24.0	8.5	4.2	3.9	1.4
	Ocp	1.0	1.6	2.0	14.2	0.0	1.7	1.0	25.7	19.5	32.3
0800-0900	Pro	2.0	35.3	28.6	3.1	0.0	20.4	2.0	6.6	1.0	0.9
	Ocp	1.3	1.3	2.2	3.0	0.0	1.7	1.5	20.0	10.1	28.1
0900-1000 Peak hour	Pro	3.0	45.7	26.6	1.0	0.0	18.6	2.5	0.5	1.3	0.9
	Ocp	1.0	1.3	1.9	7.0	0.0	1.4	1.6	1.0	11.3	14.0
1000-1100	Pro	0.8	37.3	26.6	2.5	0.0	23.2	5.8	0.8	1.9	1.0
	Ocp	1.0	1.3	1.8	5.3	0.0	1.5	1.4	1.0	7.0	9.6
1100-1200	Pro	5.2	39.7	21.6	1.7	0.0	25.1	2.6	1.7	1.7	0.6
	Ocp	1.2	1.7	1.7	1.0	0.0	1.7	1.7	1.0	13.0	9.0
1200-1300	Pro	1.8	39.7	22.6	9.9	0.0	18.1	5.4	0.0	2.0	0.5
	Ocp	1.0	1.5	2.1	3.7	0.0	2.1	1.3	0.0	9.6	8.0
1300-1400	Pro	2.0	22.1	32.2	2.0	0.0	33.2	5.0	1.0	2.0	0.5
	Ocp	1.0	1.6	2.1	8.5	0.0	1.6	1.0	25.0	11.1	15.5
1400-1500	Pro	5.5	36.1	22.7	0.8	0.0	26.7	5.5	0.8	1.6	0.4
	Ocp	1.0	1.6	1.9	2.0	0.0	1.4	2.6	27.0	11.3	20.0
1500-1600	Pro	4.3	31.5	27.2	8.5	0.0	19.6	5.1	1.7	1.5	0.6
	Ocp	1.0	1.9	2.0	8.0	0.0	1.5	1.5	1.0	12.3	19.7
1600-1700	Pro	0.0	32.6	24.0	7.8	0.0	28.7	3.1	1.6	1.7	0.6
	Ocp	0.0	1.8	1.5	5.7	0.0	1.5	1.5	1.5	16.0	13.7
1700-1800	Pro	7.9	29.5	22.3	9.4	0.0	22.3	3.6	2.2	2.0	0.9
	Ocp	1.0	1.5	1.8	4.4	0.0	1.6	1.2	3.3	14.0	33.8
1800-1900	Pro	5.0	48.2	28.2	1.3	0.0	13.8	0.6	0.6	1.3	1.1
	Ocp	1.0	1.4	2.1	6.5	0.0	1.4	1.0	3.0	22.5	31.4
1900-2000	Pro	4.3	58.1	27.4	0.9	0.0	5.1	0.0	0.9	2.1	1.3
	Ocp	1.2	1.7	1.8	3.0	0.0	1.8	0.0	1.0	19.6	27.0
2000-2100	Pro	9.5	33.9	43.4	0.0	0.0	8.5	0.0	1.1	2.9	0.8
	Ocp	1.1	1.8	1.8	0.0	0.0	1.9	0.0	2.0	10.8	4.0
2100-2200	Pro	1.6	42.4	40.8	1.6	0.0	9.8	0.0	0.0	2.9	0.8
	Ocp	2.0	1.5	1.7	2.0	0.0	1.3	0.0	0.0	12.3	10.0
2200-2300	Pro	1.6	24.3	64.8	0.0	0.0	6.5	0.0	0.0	2.0	0.8
	Ocp	1.0	2.0	2.1	0.0	0.0	1.3	0.0	0.0	9.4	9.0
16 hours	Pro	3.8	36.9	28.8	3.6	0.0	19.5	3.1	1.7	1.8	0.8
	Ocp	1.1	1.5	1.9	5.7	0.0	1.6	1.5	12.9	13.3	20.4

Legend

Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)
Ocp. Average occupancy of vehicles
M&H Medium and Heavy