

YEAR

2016

LINK

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

COVERAGE (B) STATION

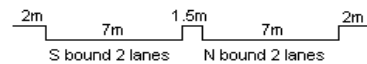
4218

ROAD NETWORK

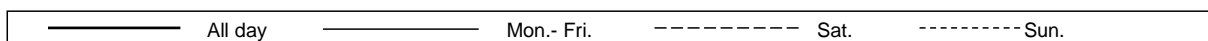
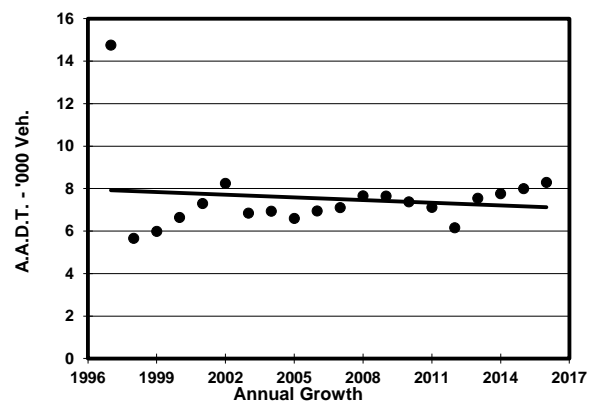
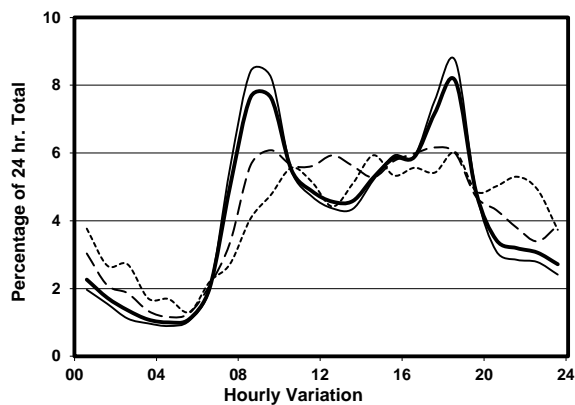
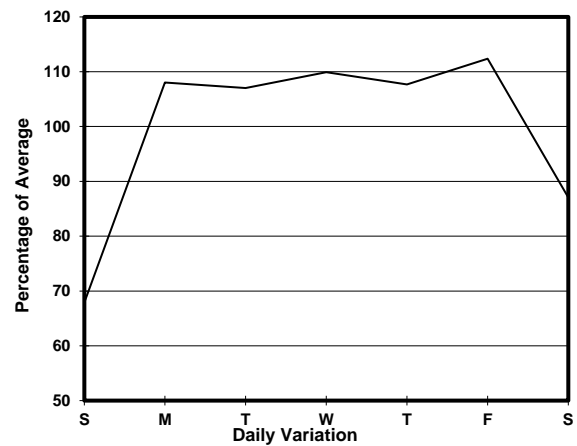
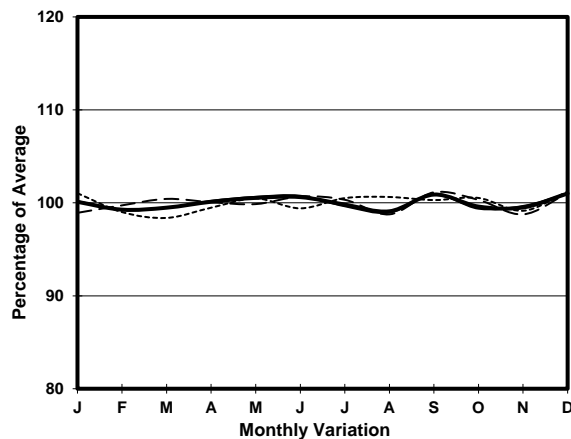
MAJOR

ROAD TYPE

LOCAL DISTRIBUTOR



## 1. TRAFFIC FLOW VARIATION AND GROWTH



## 2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
<b>SOUTH BOUND</b>				
A.A.D.T.	3520	3920	3030	2470
R 12 / 24 - %	68.9	71.6	62.3	55.6
R 16 / 24 - %	85.1	86.7	80.6	78
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	310	380	180	110
T - % (AM)	-	10.3	-	-
PM Peak Hour	1600-1700	1600-1700	1800-1900	1800-1900
One-way flow at PM peak hour	200	220	180	140
T - % (PM)	-	10.8	-	-
Prop.of commercial vehicles - 16 hr.	-	9.3	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	4770	5270	4310	3260
R 12 / 24 - %	74.5	76.6	70.4	63.5
R 16 / 24 - %	87.9	89.1	85.2	81.9
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	330	390	280	160
T - % (AM)	-	8.6	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	490	600	280	210
T - % (PM)	-	3.2	-	-
Prop.of commercial vehicles - 16 hr.	-	9.9	-	-

## 3. OTHER INFORMATION AND COMMENT

**Coverage (B) Station 4218**  
**Year 2016**

**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	3.8	16.2	34.3	11.4	1.9	18.1	2.9	4.8	1.0	5.7
	Ocp	1.0	1.4	2.3	8.3	14.5	1.6	1.0	13.0	13.5	44.6
0800-0900	Pro	2.7	35.5	31.8	1.8	2.3	16.4	1.8	5.0	0.3	2.4
	Ocp	1.2	1.4	2.2	7.8	8.4	1.3	1.0	32.3	28.3	38.6
0900-1000	Pro	1.3	33.9	36.9	4.3	2.2	13.0	2.6	3.0	0.2	2.5
	Ocp	1.0	1.4	1.9	3.0	7.2	1.6	1.0	10.1	13.0	19.7
1000-1100	Pro	1.5	31.5	27.0	0.8	3.8	29.3	1.5	0.8	0.4	3.6
	Ocp	1.0	1.4	2.0	1.0	5.8	1.6	1.0	1.0	16.5	19.8
1100-1200	Pro	2.2	39.0	21.2	2.2	1.1	23.4	3.3	2.2	0.6	4.7
	Ocp	1.0	1.5	2.2	1.5	4.0	1.5	1.7	15.0	16.5	19.6
1200-1300	Pro	0.0	31.1	22.9	8.2	1.8	20.1	6.4	5.5	0.7	3.2
	Ocp	0.0	1.7	2.5	5.3	14.0	1.7	1.0	10.7	18.7	17.7
1300-1400	Pro	0.0	30.2	20.9	8.1	2.3	25.6	7.0	0.0	0.6	5.2
	Ocp	0.0	1.5	2.1	4.3	8.0	1.4	1.2	0.0	14.0	19.6
1400-1500	Pro	0.0	36.2	30.9	1.5	1.5	14.3	9.0	3.0	0.6	3.0
	Ocp	0.0	1.9	1.8	1.0	7.0	1.5	1.3	14.0	15.3	20.4
1500-1600	Pro	1.6	31.8	24.4	6.5	4.1	25.3	0.0	1.6	0.6	4.1
	Ocp	1.5	1.6	1.8	5.5	11.4	1.5	0.0	15.0	24.7	21.4
1600-1700	Pro	1.5	25.0	34.8	6.8	3.8	14.4	6.1	3.0	0.8	4.0
	Ocp	1.0	1.6	1.9	4.1	11.8	1.9	1.3	3.5	16.0	27.0
1700-1800	Pro	1.3	31.8	38.3	7.1	3.9	9.1	1.3	3.2	0.6	3.4
	Ocp	1.0	1.9	2.2	3.3	13.8	1.5	1.0	4.4	29.3	51.4
1800-1900 Peak hour	Pro	2.7	55.0	24.8	0.0	1.8	11.7	0.9	0.0	0.5	2.6
	Ocp	1.2	1.9	2.1	0.0	14.5	1.6	1.0	0.0	27.0	47.2
1900-2000	Pro	0.9	55.7	25.6	0.0	2.7	8.2	0.9	0.0	0.9	5.0
	Ocp	1.0	1.5	2.2	0.0	8.3	1.7	1.0	0.0	11.8	22.0
2000-2100	Pro	6.6	24.9	44.6	0.0	5.2	9.2	0.0	2.6	1.0	5.9
	Ocp	1.0	1.7	1.7	0.0	7.8	1.7	0.0	1.0	8.7	19.5
2100-2200	Pro	4.3	38.9	34.6	0.0	4.3	8.6	0.0	0.0	1.1	8.1
	Ocp	1.0	1.9	2.1	0.0	9.5	1.0	0.0	0.0	5.5	18.1
2200-2300	Pro	9.1	30.9	45.5	0.0	1.8	3.6	0.0	1.8	1.4	5.9
	Ocp	1.0	1.5	2.0	0.0	4.0	1.0	0.0	1.0	6.0	23.5
16 hours	Pro	2.1	35.4	30.8	3.7	2.7	15.8	2.8	2.5	0.6	3.8
	Ocp	1.1	1.6	2.0	4.8	9.9	1.5	1.1	14.2	17.2	28.0

**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