

YEAR

2018

LINK SHING KAI RD (from CONCORDE RD to KAI SHING ST)

COVERAGE (B) STATION

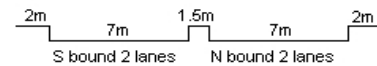
4218

ROAD NETWORK

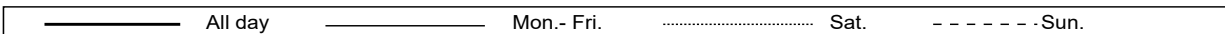
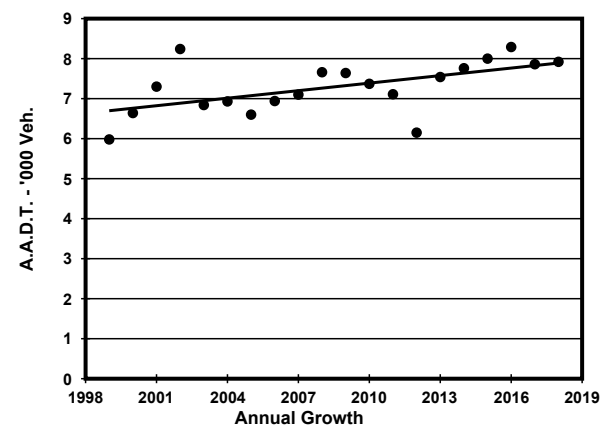
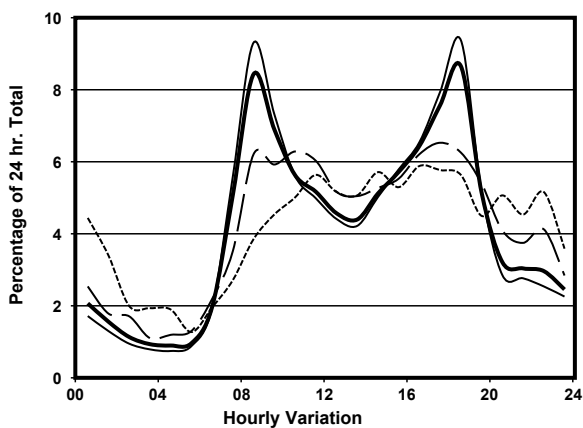
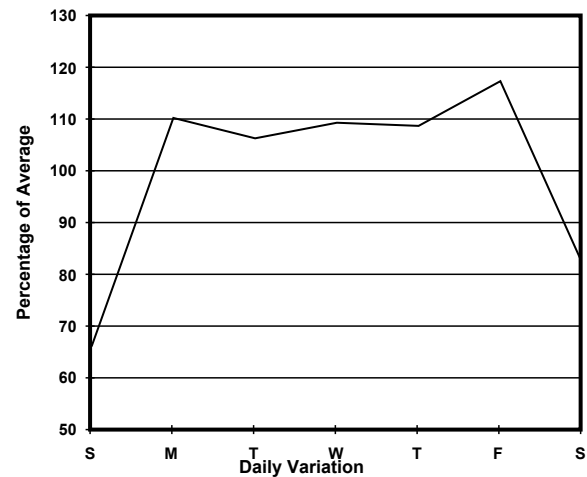
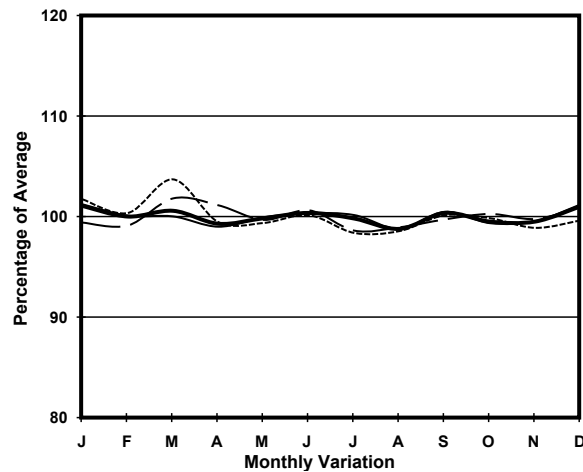
MAJOR

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.	3560	3990	2990	2420
R 12 / 24 - %	71.5	74.4	65.2	54.8
R 16 / 24 - %	86.9	88.4	84.5	76.9
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	350	440	200	80
T - % (AM)	-	15.5	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1700-1800
One-way flow at PM peak hour	230	260	190	140
T - % (PM)	-	10.7	-	-
Prop.of commercial vehicles - 16 hr.	-	16.8	-	-
NORTH BOUND				
A.A.D.T.	4360	4910	3650	2910
R 12 / 24 - %	75.4	77.5	70.3	64.8
R 16 / 24 - %	89	90.3	86	81.7
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	320	390	230	160
T - % (AM)	-	11.2	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1600-1700
One-way flow at PM peak hour	500	630	270	200
T - % (PM)	-	6.6	-	-
Prop.of commercial vehicles - 16 hr.	-	13.2	-	-

3. OTHER INFORMATION AND COMMENT

Coverage (B) Station 4218
Year 2018

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	4.1	15.2	25.4	15.2	7.1	11.2	4.1	7.1	0.0	10.7
	Ocp	1.3	1.3	1.8	10.4	13.0	1.3	1.3	12.6	0.0	48.6
0800-0900	Pro	4.3	37.5	19.3	5.4	2.7	17.7	3.2	4.8	0.0	5.2
	Ocp	1.0	1.5	2.1	8.7	15.2	1.8	1.3	17.4	0.0	46.8
0900-1000	Pro	2.2	41.7	21.9	2.2	2.2	13.2	5.9	3.7	0.0	7.1
	Ocp	1.0	1.2	1.8	2.7	12.3	1.4	1.1	14.4	0.0	20.0
1000-1100	Pro	2.7	28.6	23.2	0.0	1.8	26.8	8.0	0.9	0.0	8.0
	Ocp	1.0	1.2	1.8	0.0	13.5	1.7	1.2	1.0	0.0	19.3
1100-1200	Pro	5.6	32.9	20.7	0.0	3.8	21.6	4.7	2.8	0.0	7.8
	Ocp	1.0	1.4	1.9	0.0	13.5	1.7	1.4	17.0	0.0	15.7
1200-1300	Pro	2.0	35.4	19.7	7.9	2.0	16.7	4.9	2.9	0.0	8.6
	Ocp	1.0	1.5	2.1	8.9	9.0	1.5	1.2	5.0	0.0	19.4
1300-1400	Pro	6.2	30.8	21.5	4.1	3.1	13.3	8.2	3.1	0.0	9.7
	Ocp	1.0	1.3	1.8	5.0	12.0	1.7	1.4	3.7	0.0	17.2
1400-1500	Pro	5.3	28.9	24.6	1.8	1.8	21.9	7.0	0.9	0.0	7.9
	Ocp	1.0	1.5	1.9	8.5	10.0	1.6	1.0	47.0	0.0	17.3
1500-1600	Pro	2.1	32.0	17.8	5.0	2.8	24.2	6.4	2.1	0.0	7.5
	Ocp	1.0	1.5	1.8	6.0	12.8	1.7	1.0	19.3	0.0	20.1
1600-1700	Pro	3.8	30.2	26.4	7.5	3.8	15.9	2.3	3.0	0.0	7.2
	Ocp	1.0	1.3	2.1	5.0	14.2	1.5	1.0	4.3	0.0	29.7
1700-1800	Pro	4.8	32.1	23.2	4.8	3.4	17.8	4.1	3.4	0.0	6.3
	Ocp	1.0	1.6	1.9	3.1	16.2	1.3	1.0	6.4	0.0	33.5
1800-1900 Peak hour	Pro	6.0	48.0	13.8	0.6	3.6	20.4	1.8	0.6	0.0	5.2
	Ocp	1.1	1.6	2.2	1.0	15.5	1.4	1.0	3.0	0.0	39.0
1900-2000	Pro	1.5	65.6	13.0	0.0	3.1	6.1	0.0	2.3	0.0	8.4
	Ocp	1.0	1.5	2.0	0.0	9.3	1.4	0.0	4.0	0.0	23.0
2000-2100	Pro	5.6	40.7	23.9	0.0	4.2	11.2	0.0	1.4	0.0	13.0
	Ocp	1.5	1.4	1.8	0.0	8.3	1.5	0.0	1.0	0.0	17.3
2100-2200	Pro	1.6	40.2	30.5	0.0	4.8	9.6	0.0	0.0	0.0	13.3
	Ocp	1.0	1.5	1.7	0.0	4.3	1.0	0.0	0.0	0.0	18.2
2200-2300	Pro	5.5	32.9	32.9	0.0	3.7	9.1	1.8	0.0	0.0	14.2
	Ocp	1.3	1.2	1.8	0.0	5.0	1.4	1.0	0.0	0.0	20.0
16 hours	Pro	3.9	36.5	21.3	3.6	3.2	16.8	4.0	2.6	0.0	8.0
	Ocp	1.1	1.4	1.9	7.1	12.3	1.6	1.2	11.5	0.0	25.7

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