

YEAR

2019

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

COVERAGE (B) STATION

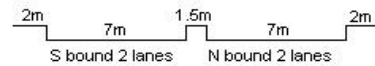
4218

ROAD NETWORK

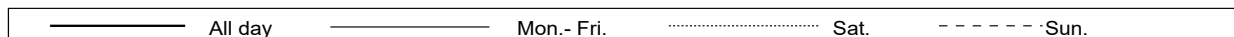
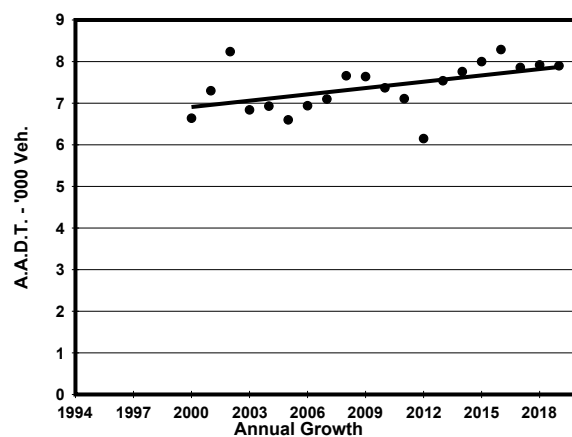
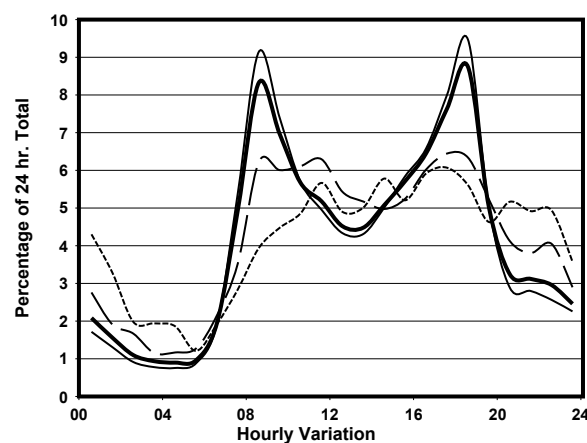
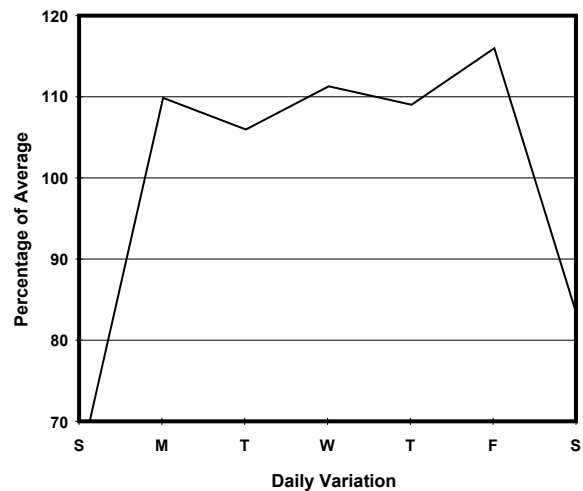
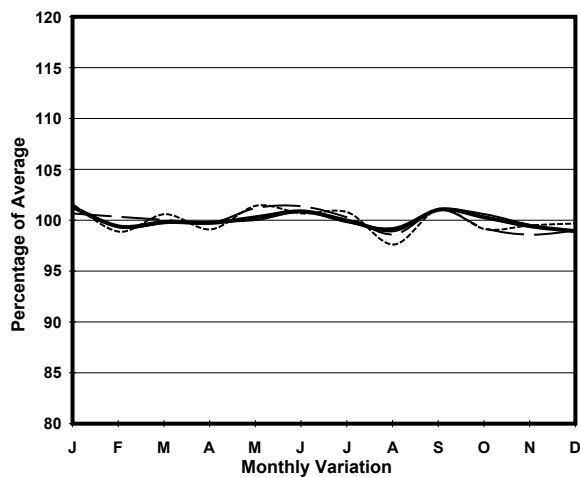
MAJOR

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.	3540	3980	3010	2380
R 12 / 24 - %	71.5	74.4	65.4	55.3
R 16 / 24 - %	86.9	88.4	84.3	77.5
AM Peak Hour	0800-0900	0800-0900	0900-1000	0800-0900
One-way flow at AM peak hour	340	430	200	80
T - % (AM)	-	9.2	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1700-1800
One-way flow at PM peak hour	220	260	180	140
T - % (PM)	-	18.3	-	-
Prop.of commercial vehicles - 16 hr.	-	14.5	-	-
NORTH BOUND				
A.A.D.T.	4360	4920	3680	2850
R 12 / 24 - %	75.5	77.6	69.8	64.5
R 16 / 24 - %	89	90.3	85.6	81.9
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	320	390	220	160
T - % (AM)	-	9	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1600-1700
One-way flow at PM peak hour	510	640	260	190
T - % (PM)	-	4.5	-	-
Prop.of commercial vehicles - 16 hr.	-	10	-	-

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	6.7	22.7	21.4	8.0	4.7	21.4	4.7	4.0	0.7	5.8
	Ocp	1.1	1.3	2.0	13.0	13.4	1.7	1.1	19.0	38.8	48.3
0800-0900	Pro	3.8	45.9	19.6	4.3	2.9	14.4	1.4	2.9	0.5	4.3
	Ocp	1.1	1.5	1.9	7.0	16.8	1.3	1.0	28.0	38.3	33.1
0900-1000	Pro	1.6	36.9	25.5	2.2	2.7	16.8	6.5	2.2	0.5	5.0
	Ocp	1.0	1.3	1.8	2.0	14.8	1.3	1.3	8.8	28.0	21.3
1000-1100	Pro	1.9	38.0	20.3	0.6	2.5	23.5	5.7	1.3	0.6	5.5
	Ocp	1.0	1.3	1.9	3.0	12.3	1.6	1.2	34.0	22.0	18.4
1100-1200	Pro	4.8	19.3	18.3	6.7	4.8	30.8	6.7	1.0	0.2	7.2
	Ocp	1.0	1.6	2.1	1.3	9.6	1.4	1.7	1.0	27.0	18.4
1200-1300	Pro	4.4	37.5	20.9	0.9	4.4	19.2	4.4	0.9	0.4	7.2
	Ocp	1.0	1.5	2.0	6.0	8.4	1.5	1.2	12.0	20.0	18.0
1300-1400	Pro	5.2	28.4	17.2	2.6	4.3	26.7	8.6	0.0	0.4	6.7
	Ocp	1.0	1.6	1.9	6.0	8.4	1.5	1.2	0.0	24.0	17.5
1400-1500	Pro	5.7	31.1	24.6	0.8	3.3	18.0	7.4	1.6	0.4	7.0
	Ocp	1.1	1.4	1.9	2.0	9.3	1.3	1.6	2.0	22.5	14.9
1500-1600	Pro	7.9	33.6	22.4	5.9	1.3	17.8	3.9	0.7	0.2	6.4
	Ocp	1.1	1.4	1.9	7.7	9.5	1.6	1.7	50.0	6.0	18.3
1600-1700	Pro	5.4	33.1	20.2	4.0	2.7	18.2	3.4	6.1	0.2	6.7
	Ocp	1.0	1.4	1.6	3.5	11.5	1.4	1.6	5.8	22.0	25.5
1700-1800	Pro	5.0	39.3	16.4	7.1	2.9	18.6	1.4	2.1	0.4	6.8
	Ocp	1.0	1.6	1.8	2.5	13.3	1.5	1.0	17.3	24.0	33.7
1800-1900 Peak hour	Pro	8.5	43.5	23.1	0.3	1.7	17.0	1.0	1.7	0.2	3.0
	Ocp	1.1	1.4	2.0	2.0	13.4	1.5	2.0	18.4	14.0	46.1
1900-2000	Pro	8.5	50.8	22.4	0.7	3.7	5.9	1.1	3.3	0.1	3.5
	Ocp	1.0	1.4	2.2	1.0	12.7	1.8	1.3	19.2	23.0	31.9
2000-2100	Pro	9.2	54.0	13.8	0.0	2.3	9.2	0.0	0.0	0.0	11.5
	Ocp	1.0	1.9	1.5	0.0	5.0	1.1	0.0	0.0	0.0	18.5
2100-2200	Pro	3.2	36.8	38.4	0.0	3.2	6.4	0.0	0.0	0.0	12.0
	Ocp	1.0	1.7	1.8	0.0	5.0	2.3	0.0	0.0	0.0	18.0
2200-2300	Pro	6.1	36.5	31.9	0.0	3.0	9.1	1.5	0.0	0.0	11.8
	Ocp	1.0	1.5	2.2	0.0	5.5	1.8	1.0	0.0	0.0	15.7
16 hours	Pro	5.7	38.1	21.8	2.8	3.0	16.9	3.4	2.1	0.3	5.9
	Ocp	1.1	1.4	1.9	5.8	11.5	1.5	1.4	16.8	26.5	25.1

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