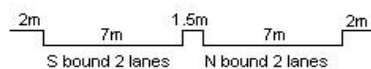


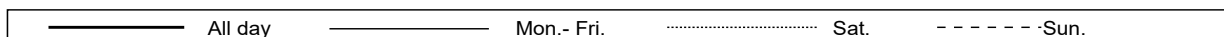
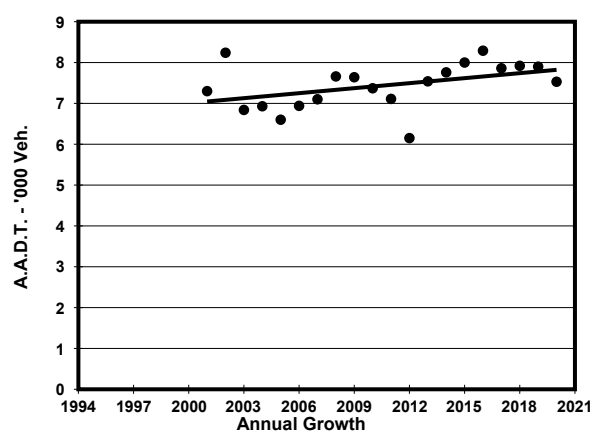
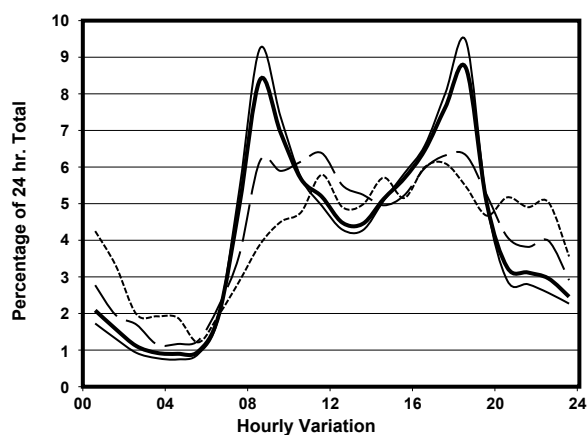
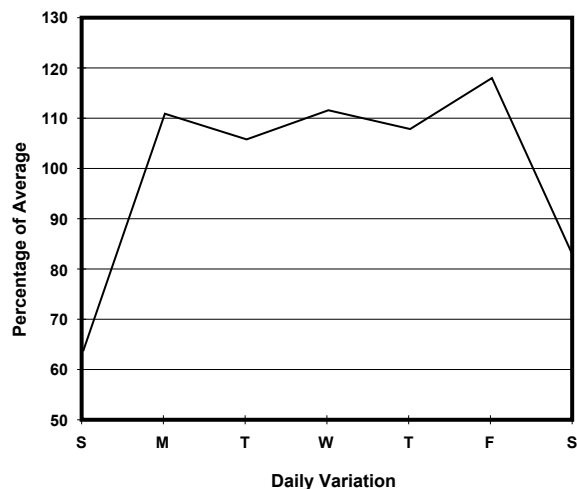
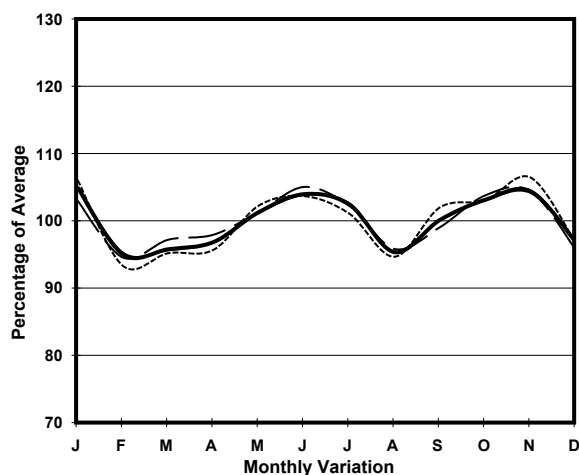
YEAR 2020

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.	3370	3800	2840	2230
R 12 / 24 - %	71.4	74.3	65.1	55.3
R 16 / 24 - %	86.8	88.4	84	77.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0800-0900
One-way flow at AM peak hour	320	410	180	70
T - % (AM)	-	23.7	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1700-1800
One-way flow at PM peak hour	210	250	170	140
T - % (PM)	-	11.6	-	-
Prop.of commercial vehicles - 16 hr.	-	16.9	-	-
NORTH BOUND				
A.A.D.T.	4160	4700	3480	2660
R 12 / 24 - %	75.5	77.6	69.9	64.2
R 16 / 24 - %	89.1	90.4	85.6	81.8
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	310	370	210	150
T - % (AM)	-	12.7	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1600-1700
One-way flow at PM peak hour	480	610	240	180
T - % (PM)	-	7.6	-	-
Prop.of commercial vehicles - 16 hr.	-	11.5	-	-

3. OTHER INFORMATION AND COMMENT

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	8.9	11.1	33.4	4.5	3.3	15.6	5.6	3.3	1.1	13.1
	Ocp	1.0	1.1	1.6	7.0	8.3	1.2	1.6	6.0	18.3	15.5
0800-0900	Pro	5.1	34.9	23.5	0.0	4.4	14.0	6.4	3.2	0.6	7.9
	Ocp	1.0	1.3	1.9	0.0	14.4	1.9	1.0	17.6	13.0	15.4
0900-1000	Pro	2.6	33.1	29.5	1.0	4.1	17.1	6.7	0.0	0.4	5.6
	Ocp	1.0	1.2	1.6	2.0	9.5	1.5	1.0	0.0	12.3	10.3
1000-1100	Pro	2.9	33.0	26.4	0.7	1.5	19.0	8.8	0.7	0.6	6.4
	Ocp	1.0	1.3	1.7	3.0	9.5	1.8	1.3	1.0	13.0	11.0
1100-1200	Pro	5.3	40.9	15.2	3.8	2.3	17.4	5.3	0.8	0.6	8.5
	Ocp	1.0	1.4	1.7	2.4	4.3	1.5	1.3	1.0	9.0	9.8
1200-1300	Pro	4.2	33.8	25.3	0.8	2.5	18.6	5.1	0.0	0.6	9.1
	Ocp	1.0	1.4	1.9	2.0	6.7	1.3	1.0	0.0	4.3	9.7
1300-1400	Pro	3.5	20.7	30.2	0.0	2.6	25.9	6.9	0.9	0.4	8.9
	Ocp	1.0	1.4	1.9	0.0	5.7	1.5	1.0	1.0	6.0	11.5
1400-1500	Pro	4.2	31.5	18.2	2.1	2.8	22.4	9.8	0.7	0.7	7.7
	Ocp	1.2	1.6	1.8	2.3	6.8	1.5	1.3	2.0	11.0	18.9
1500-1600	Pro	5.8	29.8	16.3	1.9	1.9	27.9	4.8	0.0	1.0	10.6
	Ocp	1.0	1.3	1.5	2.5	15.5	1.6	1.2	0.0	9.5	14.8
1600-1700	Pro	1.7	30.1	27.6	1.7	2.5	25.9	0.8	0.0	0.8	8.8
	Ocp	1.0	1.3	1.5	5.0	6.7	1.5	2.0	0.0	12.5	14.6
1700-1800	Pro	16.3	35.0	17.2	2.0	2.0	19.2	1.5	1.5	0.4	5.1
	Ocp	1.1	1.6	1.8	2.5	11.0	1.5	1.0	2.7	11.0	22.8
1800-1900 Peak hour	Pro	8.2	48.5	18.9	0.4	2.1	14.4	1.2	1.2	0.4	4.6
	Ocp	1.1	1.4	2.1	2.0	12.8	1.3	1.3	19.0	7.5	24.4
1900-2000	Pro	5.8	67.2	10.2	0.5	2.4	5.4	0.5	1.5	0.4	6.2
	Ocp	1.0	1.4	2.0	3.0	5.2	1.5	2.0	14.7	9.3	15.9
2000-2100	Pro	10.7	43.0	17.5	0.0	4.0	9.4	0.0	0.0	0.7	14.8
	Ocp	1.0	1.4	1.5	0.0	3.0	1.6	0.0	0.0	3.0	11.5
2100-2200	Pro	14.8	23.6	31.0	3.0	3.0	10.3	0.0	0.0	0.7	13.7
	Ocp	1.2	1.1	1.7	2.0	4.0	1.7	0.0	0.0	5.0	11.1
2200-2300	Pro	9.9	39.4	29.6	1.4	2.8	4.2	0.0	0.0	0.4	12.3
	Ocp	1.1	1.6	2.3	4.0	5.5	1.0	0.0	0.0	3.0	13.0
16 hours	Pro	6.7	37.1	22.0	1.3	2.7	16.7	4.0	1.0	0.6	7.9
	Ocp	1.1	1.4	1.8	3.2	8.7	1.5	1.2	10.5	10.1	14.5

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