

YEAR

2022

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

COVERAGE (B) STATION

4218

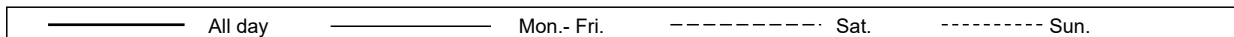
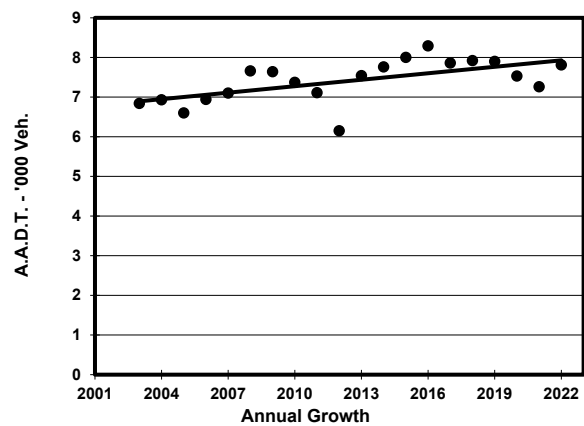
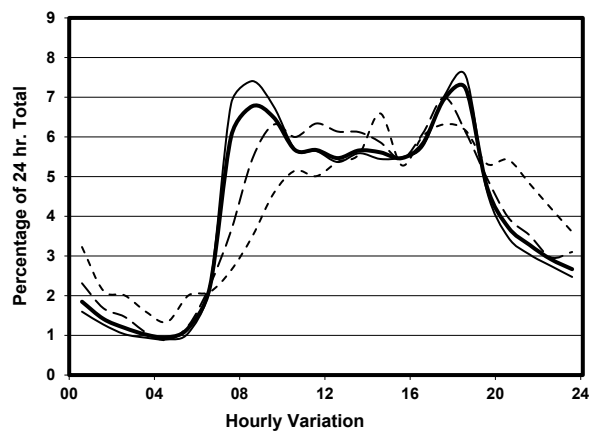
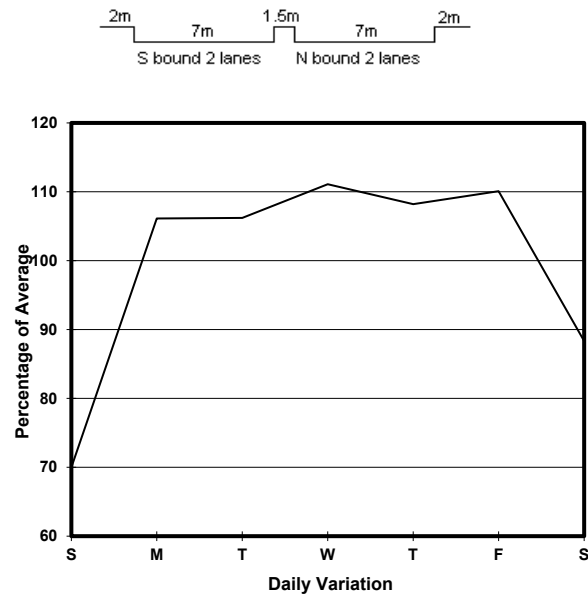
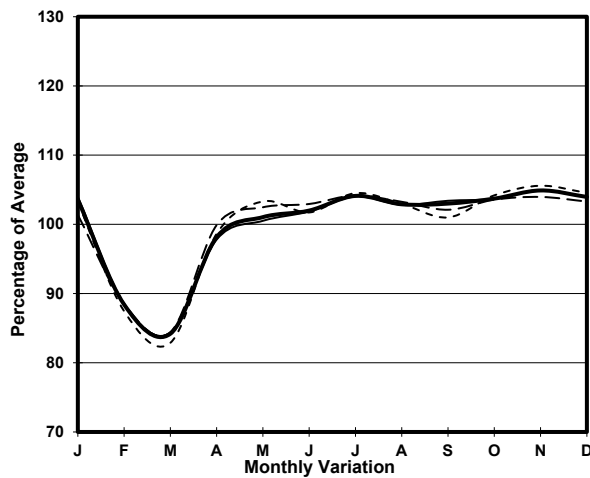
ROAD NETWORK

MAJOR

ROAD TYPE

DISTRICT 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.	3520	3910	3030	2500
R 12 / 24 - %	70.9	72.7	68.8	59.5
R 16 / 24 - %	85.9	87	83.7	79.9
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	260	330	190	110
T - % (AM)	-	9.6	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	210	230	210	160
T - % (PM)	-	13.5	-	-
Prop.of commercial vehicles - 16 hr.	-	11.4	-	-
NORTH BOUND				
A.A.D.T.	4290	4690	4050	3020
R 12 / 24 - %	74.5	76.2	71.8	64.5
R 16 / 24 - %	88.9	89.7	87.6	83.7
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	270	320	250	150
T - % (AM)	-	20.3	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	370	450	290	190
T - % (PM)	-	7.1	-	-
Prop.of commercial vehicles - 16 hr.	-	12.4	-	-

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	7.3	21.1	25.1	8.1	4.9	16.2	2.4	6.5	1.2	7.3
	Ocp	1.0	1.3	2.0	9.4	16.7	1.6	1.3	12.6	18.2	23.4
0800-0900	Pro	3.7	46.7	24.3	2.4	1.2	11.8	2.8	2.4	0.6	4.1
	Ocp	1.0	1.3	2.0	5.8	9.0	1.6	1.1	7.2	13.7	17.6
0900-1000	Pro	1.0	44.2	18.7	2.1	0.5	20.3	6.8	1.0	0.7	4.8
	Ocp	1.0	1.3	1.9	1.3	6.0	1.6	1.2	1.0	9.6	8.6
1000-1100	Pro	1.2	37.7	21.0	0.6	1.2	20.4	8.0	3.1	0.8	5.9
	Ocp	1.0	1.5	1.7	1.0	5.5	1.5	1.2	2.4	8.6	8.6
1100-1200	Pro	3.2	33.7	24.0	3.2	0.6	24.6	3.9	0.6	0.5	5.5
	Ocp	1.0	1.4	2.0	1.6	6.0	1.5	1.7	1.0	12.7	9.8
1200-1300	Pro	2.2	36.7	24.0	5.2	2.2	15.7	4.5	2.2	0.9	6.2
	Ocp	1.0	1.5	2.0	3.4	4.0	1.5	1.3	11.0	8.6	10.5
1300-1400	Pro	4.2	34.5	24.8	5.5	1.8	17.6	5.5	0.0	0.8	5.3
	Ocp	1.1	1.4	2.1	5.9	5.0	1.4	1.4	0.0	18.2	10.6
1400-1500	Pro	3.6	41.7	17.5	4.8	1.8	17.5	4.2	3.0	0.8	5.0
	Ocp	1.0	1.4	1.9	2.1	7.0	1.4	1.7	8.0	10.8	10.1
1500-1600	Pro	5.7	41.0	17.7	4.4	0.6	20.8	1.9	1.3	0.8	5.8
	Ocp	1.1	1.7	1.5	3.0	2.0	2.0	1.0	13.5	7.4	10.4
1600-1700	Pro	4.8	31.5	21.8	3.2	2.4	26.6	1.6	0.0	1.2	6.9
	Ocp	1.2	1.5	1.6	5.3	12.0	1.6	1.0	0.0	8.2	22.4
1700-1800	Pro	5.2	43.3	17.7	2.6	1.3	18.4	2.6	2.0	1.0	5.9
	Ocp	1.0	1.3	2.0	1.5	6.5	1.6	1.0	1.7	8.8	22.4
1800-1900 Peak hour	Pro	5.4	56.4	17.3	1.0	2.0	11.4	1.0	0.0	0.9	4.7
	Ocp	1.0	1.5	2.2	2.5	10.3	1.5	1.0	0.0	5.0	25.0
1900-2000	Pro	10.9	48.5	25.3	0.0	2.1	4.1	0.7	0.7	0.9	6.8
	Ocp	1.0	1.7	2.0	0.0	2.3	1.2	1.0	1.0	6.8	14.3
2000-2100	Pro	10.4	46.4	19.7	1.2	1.2	8.1	1.2	0.0	1.2	10.7
	Ocp	1.0	1.5	1.6	3.0	1.0	1.3	2.0	0.0	4.3	10.7
2100-2200	Pro	10.5	39.2	28.8	0.0	0.0	5.2	1.3	3.9	1.3	9.8
	Ocp	1.0	1.6	1.8	0.0	0.0	1.3	1.0	2.0	4.0	10.1
2200-2300	Pro	12.0	34.5	34.5	0.0	0.0	6.0	0.0	1.5	1.1	10.5
	Ocp	1.1	1.5	1.7	0.0	0.0	1.0	0.0	1.0	2.3	9.5
16 hours	Pro	5.0	40.8	21.9	2.9	1.5	16.0	3.3	1.7	0.9	6.0
	Ocp	1.0	1.5	1.9	4.3	8.3	1.5	1.3	6.8	9.5	14.2

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