

YEAR

2022

LINK

TING KOK RD (from DAI KWAI ST to TAI MEI TUK)

COVERAGE (B) STATION

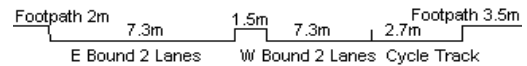
6211

ROAD NETWORK

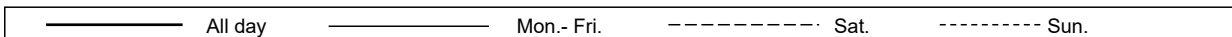
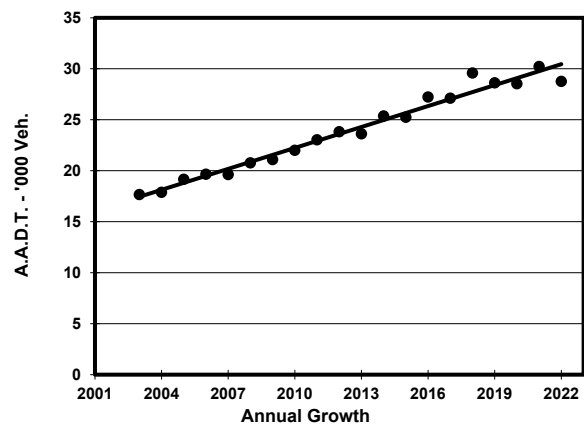
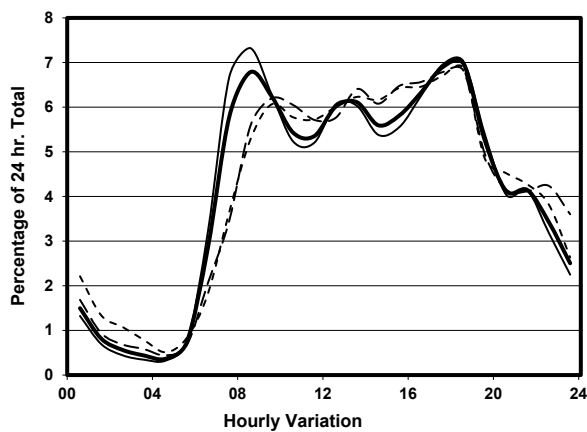
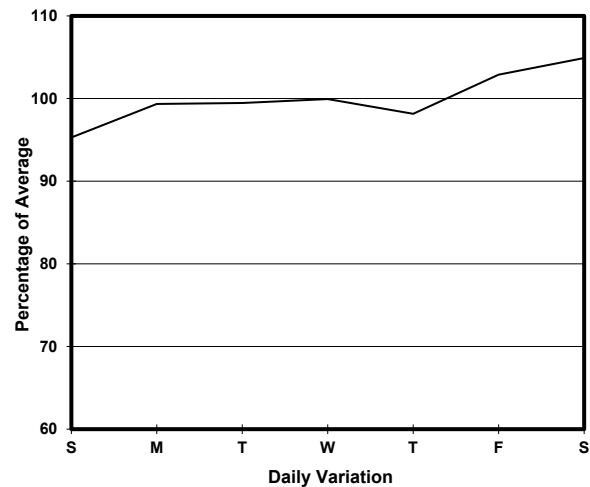
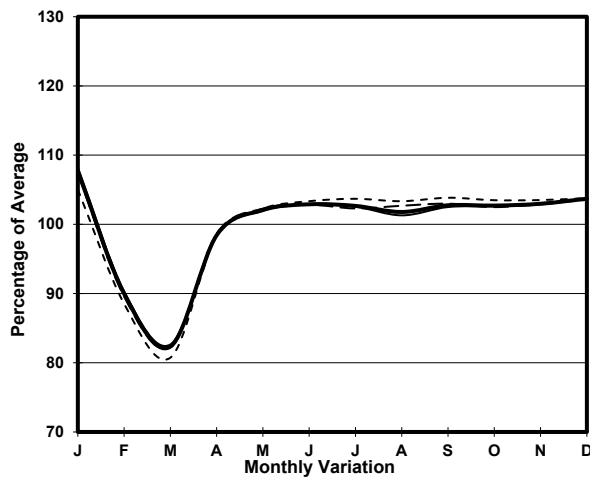
MAJOR

ROAD TYPE

RURAL ROAD



## 1. TRAFFIC FLOW VARIATION AND GROWTH



## 2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
<b>EAST BOUND</b>				
A.A.D.T.	14310	14320	15130	13720
R 12 / 24 - %	70.1	70.5	69.1	69.2
R 16 / 24 - %	90.6	91.3	89.4	88.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	900	990	800	710
T - % (AM)	-	6.4	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1600-1700
One-way flow at PM peak hour	1110	1170	1110	930
T - % (PM)	-	4.3	-	-
Prop.of commercial vehicles - 16 hr.	-	9.2	-	-
<b>WEST BOUND</b>				
A.A.D.T.	14450	14570	15080	13500
R 12 / 24 - %	76.5	77.4	74.7	73.5
R 16 / 24 - %	89.9	90.1	89.3	89.3
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	1110	1350	1070	940
T - % (AM)	-	5.6	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1800-1900
One-way flow at PM peak hour	980	990	1010	1020
T - % (PM)	-	5.9	-	-
Prop.of commercial vehicles - 16 hr.	-	8.2	-	-

## 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	1.9	64.8	7.9	2.4	4.1	11.6	3.2	2.8	0.0	1.4
	Ocp	1.3	1.6	1.6	10.0	9.5	1.5	1.0	14.6	0.0	45.1
0800-0900 Peak hour	Pro	1.0	65.3	10.8	1.0	4.3	9.6	2.9	4.1	0.0	1.0
	Ocp	1.0	1.3	1.8	6.4	10.0	1.5	1.1	19.7	0.0	44.1
0900-1000	Pro	0.6	56.6	16.8	1.0	5.1	9.5	5.7	3.9	0.0	0.8
	Ocp	1.0	1.3	1.7	4.8	10.2	1.6	1.2	13.6	0.0	19.7
1000-1100	Pro	1.9	55.4	11.8	0.8	4.4	14.0	8.0	2.7	0.0	1.0
	Ocp	1.0	1.3	2.0	3.3	7.1	1.6	1.1	7.8	0.0	31.6
1100-1200	Pro	4.1	57.2	10.5	1.9	4.1	10.2	7.6	3.2	0.0	1.1
	Ocp	1.0	1.4	2.0	1.7	8.5	1.5	1.1	3.7	0.0	23.2
1200-1300	Pro	4.5	54.3	11.2	1.5	5.5	10.3	7.9	3.9	0.0	0.8
	Ocp	1.1	1.4	2.1	2.6	12.6	1.6	1.0	9.5	0.0	27.8
1300-1400	Pro	1.8	55.6	8.3	2.0	6.5	13.5	8.0	3.5	0.0	0.8
	Ocp	1.0	1.3	1.9	2.1	9.7	1.5	1.1	7.1	0.0	41.4
1400-1500	Pro	1.3	58.5	9.8	0.5	4.5	12.8	8.0	3.8	0.0	0.8
	Ocp	1.2	1.4	1.7	1.0	12.3	1.6	1.2	10.7	0.0	20.9
1500-1600	Pro	2.4	51.5	14.2	2.7	5.6	13.3	5.3	4.1	0.0	0.9
	Ocp	1.1	1.4	1.7	8.2	10.7	1.2	1.1	7.7	0.0	23.7
1600-1700	Pro	3.1	56.1	10.0	2.0	5.6	12.8	5.9	3.6	0.0	1.0
	Ocp	1.1	1.4	1.8	1.6	12.8	1.3	1.0	9.1	0.0	39.0
1700-1800	Pro	5.8	56.4	10.6	1.3	4.5	15.1	2.0	3.3	0.0	1.0
	Ocp	1.1	1.3	1.9	1.8	16.2	1.6	1.3	19.2	0.0	34.6
1800-1900	Pro	3.9	66.4	12.0	0.6	4.9	7.9	1.2	2.4	0.0	0.8
	Ocp	1.0	1.4	2.1	4.0	16.8	1.4	1.0	19.8	0.0	48.5
1900-2000	Pro	5.9	65.4	11.4	0.2	5.2	6.7	0.7	3.5	0.0	1.0
	Ocp	1.0	1.4	1.8	4.0	13.0	1.4	1.0	10.6	0.0	25.9
2000-2100	Pro	4.3	67.4	10.8	0.0	6.5	5.9	0.0	3.9	0.0	1.1
	Ocp	1.2	1.4	1.7	0.0	9.5	1.4	0.0	5.3	0.0	13.7
2100-2200	Pro	2.6	67.1	13.9	0.0	6.2	5.8	0.3	3.2	0.0	0.8
	Ocp	1.1	1.4	1.9	0.0	12.4	1.6	1.0	18.4	0.0	25.7
2200-2300	Pro	3.0	62.6	13.0	0.0	6.5	7.4	2.2	3.9	0.0	1.3
	Ocp	1.0	1.4	1.6	0.0	11.8	1.1	1.2	9.8	0.0	9.0
16 hours	Pro	2.9	60.2	11.4	1.1	5.1	10.5	4.3	3.5	0.0	1.0
	Ocp	1.1	1.4	1.8	4.7	11.5	1.5	1.1	12.1	0.0	31.2

**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