

YEAR

2023

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

COVERAGE (B) STATION

4218

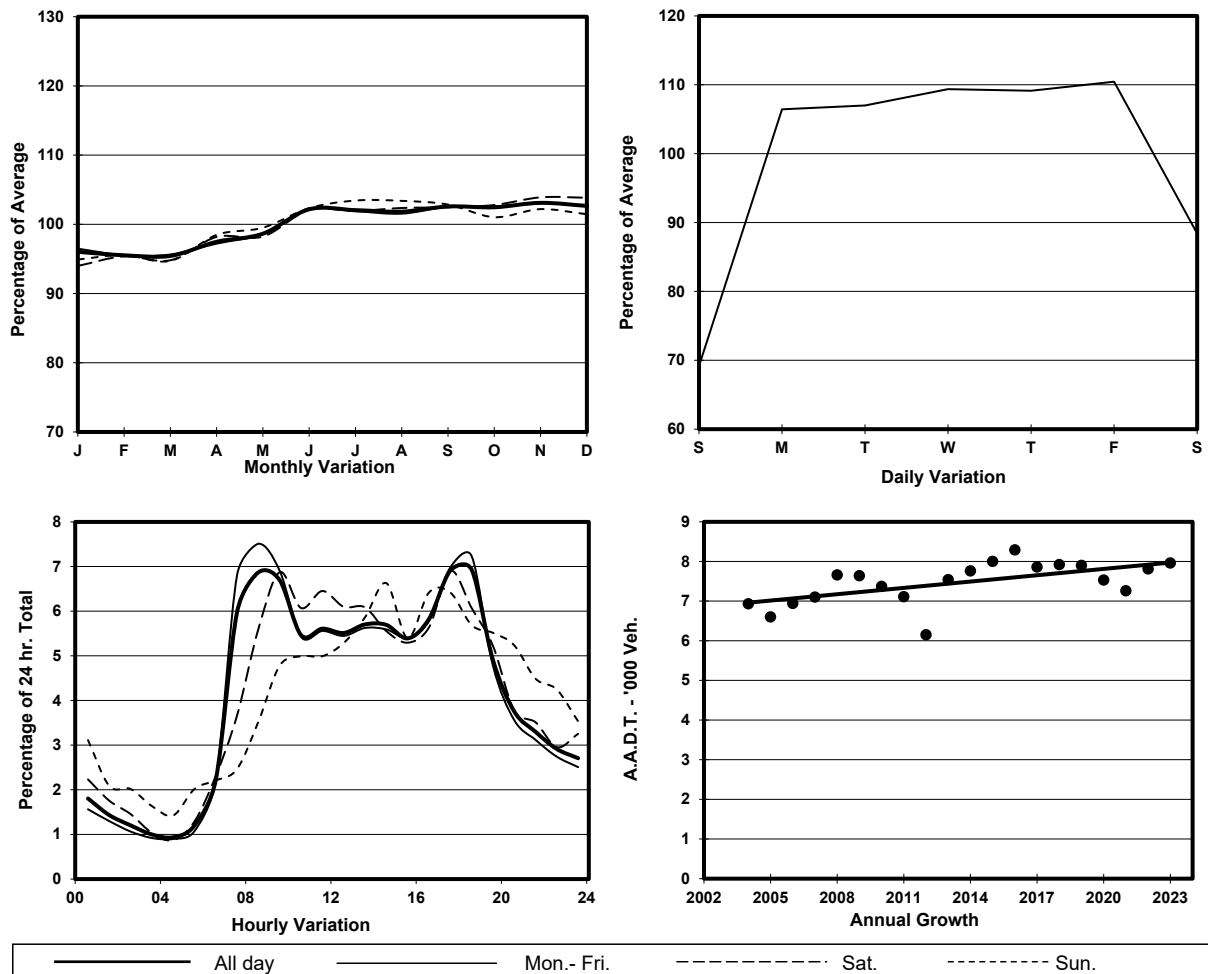
ROAD NETWORK

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.	3600	4000	3100	2530
R 12 / 24 - %	71	72.7	68.7	60.3
R 16 / 24 - %	85.9	87	83.6	80
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	260	330	210	110
T - % (AM)	-	7.5	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	220	240	230	160
T - % (PM)	-	12	-	-
Prop.of commercial vehicles - 16 hr.	-	11.3	-	-
NORTH BOUND				
A.A.D.T.	4360	4800	4080	3050
R 12 / 24 - %	73.9	75.6	71.5	64.3
R 16 / 24 - %	88.7	89.7	87.4	83.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	290	330	280	150
T - % (AM)	-	5.4	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1600-1700
One-way flow at PM peak hour	360	430	260	210
T - % (PM)	-	5.8	-	-
Prop.of commercial vehicles - 16 hr.	-	11.9	-	-

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	9.5	26.1	27.9	8.9	1.2	12.5	3.0	5.3	0.6	5.0
	Ocp	1.0	1.5	2.0	5.1	13.0	1.3	1.4	15.7	16.5	31.2
0800-0900 Peak hour	Pro	3.9	50.8	19.9	4.3	0.4	14.1	2.0	0.8	0.4	3.5
	Ocp	1.1	1.2	1.9	5.7	14.0	1.5	1.2	3.0	14.0	17.2
0900-1000	Pro	1.4	36.7	24.8	3.2	0.9	21.6	6.0	0.9	0.3	4.2
	Ocp	1.0	1.4	1.9	2.9	5.5	1.5	1.3	18.5	11.3	9.4
1000-1100	Pro	2.0	31.9	22.6	3.3	2.0	23.9	7.3	0.7	0.3	6.0
	Ocp	1.3	1.3	1.7	3.4	10.7	1.4	1.7	1.0	11.5	7.9
1100-1200	Pro	4.2	31.8	18.0	5.4	0.6	28.2	4.8	1.2	0.0	5.8
	Ocp	1.0	1.5	1.8	2.4	6.0	1.3	1.3	1.0	0.0	8.4
1200-1300	Pro	6.6	32.2	23.1	1.7	3.3	14.0	8.2	1.7	0.8	8.5
	Ocp	1.0	1.4	1.9	2.0	3.0	1.3	1.4	5.0	7.0	7.9
1300-1400	Pro	5.0	24.1	25.8	2.5	2.5	25.8	5.0	0.8	0.8	7.7
	Ocp	1.0	1.4	1.7	3.0	3.3	1.7	1.5	2.0	10.5	8.2
1400-1500	Pro	5.3	29.3	21.1	3.5	1.2	25.8	5.3	2.3	0.6	5.7
	Ocp	1.0	1.7	2.0	2.8	4.0	1.5	1.2	1.0	9.3	8.9
1500-1600	Pro	3.4	35.5	16.6	6.3	1.1	25.2	4.0	2.3	0.6	5.0
	Ocp	1.0	1.4	2.1	6.5	7.0	1.6	1.1	6.8	18.5	17.7
1600-1700	Pro	5.1	35.4	20.0	5.7	0.6	19.4	4.6	3.4	0.6	5.1
	Ocp	1.1	1.7	1.8	3.9	13.0	1.4	1.3	5.3	8.0	23.7
1700-1800	Pro	7.8	37.6	22.1	6.0	1.8	14.9	2.4	1.8	0.6	5.2
	Ocp	1.0	1.7	1.7	2.6	10.0	1.6	1.0	1.7	11.3	26.4
1800-1900	Pro	10.3	54.3	15.7	1.3	2.2	9.4	0.9	0.9	0.4	4.4
	Ocp	1.0	1.4	2.0	2.3	11.8	1.3	1.5	18.5	17.3	29.1
1900-2000	Pro	9.2	59.2	12.7	0.7	2.8	6.3	0.7	0.7	0.5	7.2
	Ocp	1.0	1.3	1.8	2.0	7.8	1.6	1.0	40.0	15.0	14.6
2000-2100	Pro	15.8	33.9	27.1	1.1	2.3	9.0	0.0	0.0	1.1	9.6
	Ocp	1.0	1.5	1.9	2.0	2.5	1.8	0.0	0.0	4.0	13.1
2100-2200	Pro	11.7	31.6	36.3	2.3	0.0	7.0	2.3	0.0	0.9	7.9
	Ocp	1.0	1.7	1.9	3.5	0.0	1.3	1.0	0.0	2.7	13.6
2200-2300	Pro	6.6	46.4	22.5	1.3	0.0	9.3	2.7	1.3	0.3	9.6
	Ocp	1.0	1.5	2.2	2.0	0.0	1.3	2.5	1.0	7.0	12.3
16 hours	Pro	6.2	38.2	21.4	3.9	1.4	17.3	3.7	1.6	0.5	5.7
	Ocp	1.0	1.4	1.9	4.0	7.7	1.5	1.4	8.6	11.2	15.5

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