

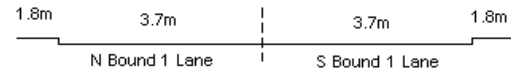
YEAR 2022

COVERAGE (B) STATION 2401

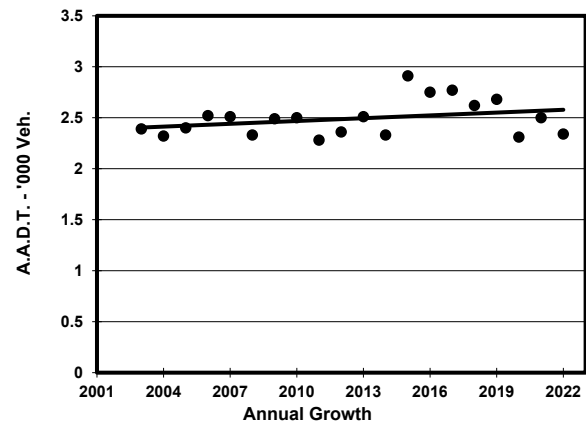
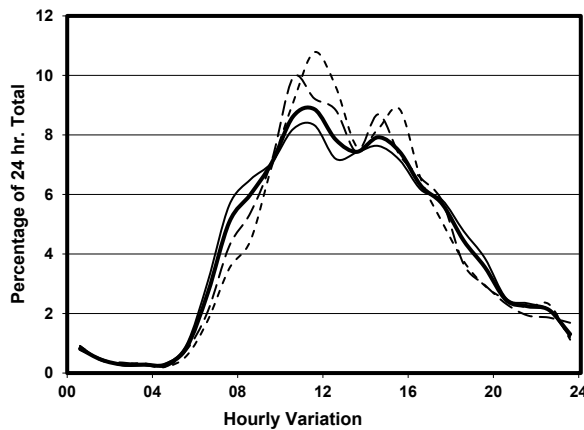
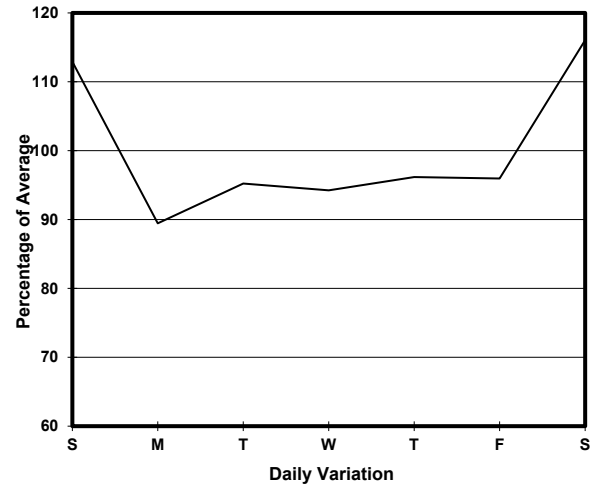
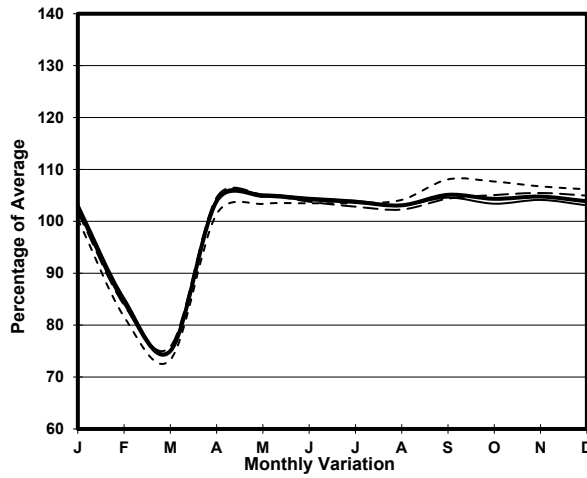
ROAD NETWORK MINOR

ROAD TYPE LOCAL DISTRIBUTOR

LINK LIN SHING RD (from WAN TSUI RD to CAPE COLLINSON RD)



## 1. TRAFFIC FLOW VARIATION AND GROWTH



— All day — Mon.- Fri. - - - - Sat. - - - - - Sun.

## 2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
<b>SOUTH BOUND</b>				
A.A.D.T.	1990	1940	2180	1980
R 12 / 24 - %	81.1	80.6	82.1	81.8
R 16 / 24 - %	92.4	92.2	92.1	93.3
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	140	140	160	140
T - % (AM)	-	12.2	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	120	110	130	120
T - % (PM)	-	9.1	-	-
Prop.of commercial vehicles - 16 hr.	-	11.2	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	350	270	550	580
R 12 / 24 - %	91.8	91	92.6	93.3
R 16 / 24 - %	96.7	96.4	97.9	97.9
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	20	20	40	40
T - % (AM)	-	28.6	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	30	20	50	50
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	6.4	-	-

## 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	3.0	45.5	18.2	6.1	6.1	21.2	0.0	0.0	0.0	0.0
	Ocp	1.0	1.5	2.3	17.0	18.5	1.9	0.0	0.0	0.0	0.0
0800-0900	Pro	6.0	20.0	34.0	0.0	6.0	18.0	14.0	2.0	0.0	0.0
	Ocp	1.3	1.5	2.7	0.0	7.7	2.9	1.3	1.0	0.0	0.0
0900-1000	Pro	8.9	26.8	25.0	1.8	7.1	16.1	12.5	1.8	0.0	0.0
	Ocp	1.0	1.2	2.1	1.0	18.5	1.9	1.0	10.0	0.0	0.0
1000-1100	Pro	0.0	34.4	41.0	1.6	6.6	9.8	4.9	1.6	0.0	0.0
	Ocp	0.0	1.6	2.2	6.0	13.0	2.0	1.3	1.0	0.0	0.0
1100-1200 Peak hour	Pro	1.6	27.9	19.7	4.9	4.9	19.7	9.8	11.5	0.0	0.0
	Ocp	1.0	1.6	2.5	4.3	15.3	1.4	1.2	6.3	0.0	0.0
1200-1300	Pro	0.0	34.9	30.2	0.0	4.7	23.3	4.7	2.3	0.0	0.0
	Ocp	0.0	1.9	2.4	0.0	11.5	2.3	1.0	4.0	0.0	0.0
1300-1400	Pro	6.1	14.3	42.9	2.0	4.1	20.4	6.1	4.1	0.0	0.0
	Ocp	1.0	2.1	2.7	4.0	11.0	2.7	1.7	5.0	0.0	0.0
1400-1500	Pro	3.7	35.2	22.2	0.0	3.7	20.4	9.3	5.6	0.0	0.0
	Ocp	1.0	1.7	2.1	0.0	13.0	1.5	1.0	1.0	0.0	0.0
1500-1600	Pro	3.7	50.0	11.1	3.7	5.6	18.5	0.0	7.4	0.0	0.0
	Ocp	1.0	2.4	1.5	2.0	9.0	1.8	0.0	9.0	0.0	0.0
1600-1700	Pro	4.5	36.4	22.7	2.3	2.3	25.0	0.0	6.8	0.0	0.0
	Ocp	1.0	1.4	1.3	1.0	20.0	1.9	0.0	1.3	0.0	0.0
1700-1800	Pro	6.5	35.5	6.5	6.5	6.5	25.8	6.5	6.5	0.0	0.0
	Ocp	1.5	1.6	1.0	1.0	17.0	1.5	2.0	2.5	0.0	0.0
1800-1900	Pro	8.0	68.0	4.0	4.0	8.0	0.0	0.0	8.0	0.0	0.0
	Ocp	1.0	1.3	2.0	6.0	16.0	0.0	0.0	4.5	0.0	0.0
1900-2000	Pro	13.6	40.9	18.2	0.0	9.1	13.6	0.0	4.5	0.0	0.0
	Ocp	1.0	1.7	1.5	0.0	16.0	1.3	0.0	1.0	0.0	0.0
2000-2100	Pro	9.5	38.1	14.3	0.0	9.5	23.8	4.8	0.0	0.0	0.0
	Ocp	1.0	1.4	1.7	0.0	8.0	1.8	2.0	0.0	0.0	0.0
2100-2200	Pro	18.2	45.5	9.1	0.0	18.2	0.0	9.1	0.0	0.0	0.0
	Ocp	1.0	1.4	2.0	0.0	11.0	0.0	1.0	0.0	0.0	0.0
2200-2300	Pro	18.2	36.4	36.4	0.0	9.1	0.0	0.0	0.0	0.0	0.0
	Ocp	1.0	1.3	1.8	0.0	8.0	0.0	0.0	0.0	0.0	0.0
16 hours	Pro	5.1	34.5	24.1	2.2	5.9	17.7	5.9	4.5	0.0	0.0
	Ocp	1.1	1.7	2.2	5.1	13.4	1.9	1.2	4.6	0.0	0.0

**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