

YEAR

2023

LINK YING YIP RD (from PO NING RD to CLEAR WATER BAY RD)

COVERAGE (B) STATION

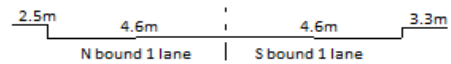
6224

ROAD NETWORK

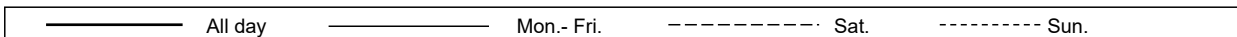
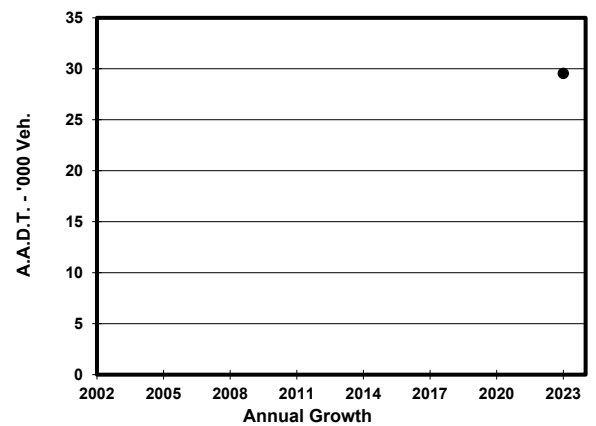
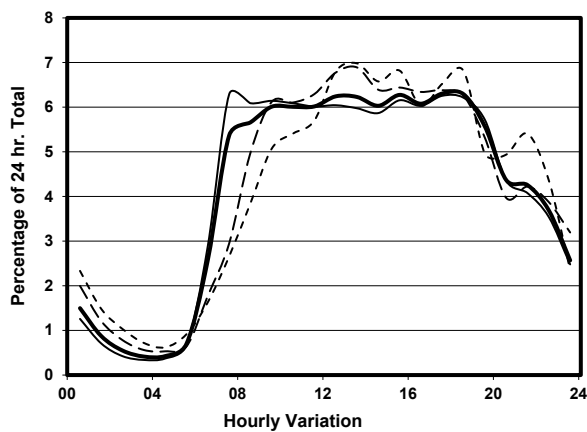
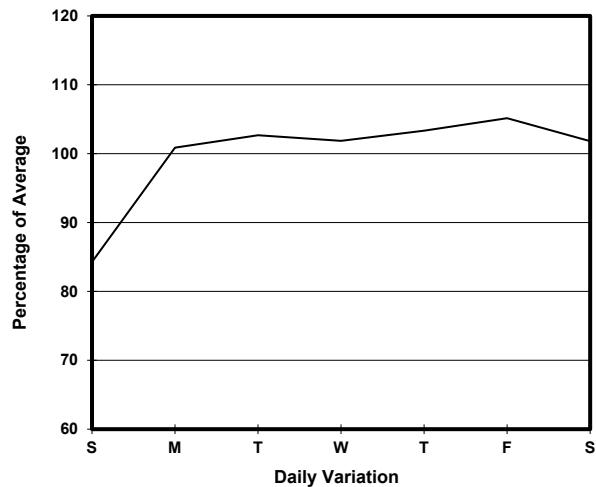
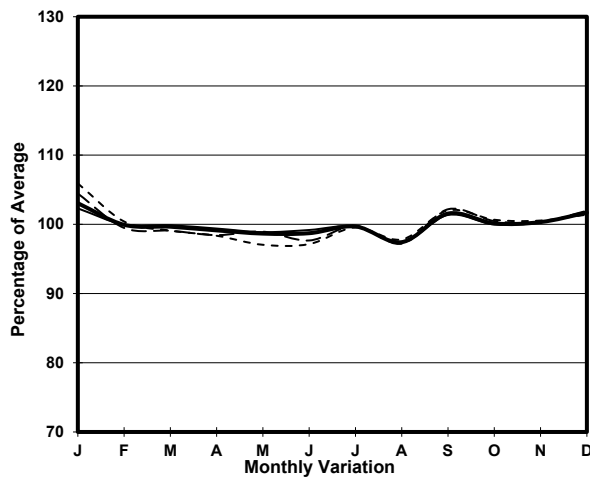
MAJOR

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.	14810	15230	15620	12880
R 12 / 24 - %	76.4	77	75.7	73.9
R 16 / 24 - %	90.9	91.1	90.7	90.4
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	990	1030	1120	720
T - % (AM)	-	3.6	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1800-1900
One-way flow at PM peak hour	940	960	980	970
T - % (PM)	-	2.3	-	-
Prop.of commercial vehicles - 16 hr.	-	2.7	-	-
NORTH BOUND				
A.A.D.T.	14730	15400	14730	12250
R 12 / 24 - %	68.6	69.4	67.9	64.4
R 16 / 24 - %	89.9	90.6	87.8	87.4
AM Peak Hour	0900-1000	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	790	920	740	550
T - % (AM)	-	2.3	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	940	990	960	760
T - % (PM)	-	1	-	-
Prop.of commercial vehicles - 16 hr.	-	2.7	-	-

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 Peak hour	Pro	5.9	74.4	8.0	1.9	2.8	5.2	0.0	1.9	0.0	0.0
	Ocp	1.2	1.6	2.0	6.5	15.6	1.0	0.0	6.8	0.0	0.0
0800-0900	Pro	3.2	65.5	14.0	0.6	2.3	9.7	2.0	2.6	0.0	0.0
	Ocp	1.1	1.4	2.1	2.0	19.4	1.8	1.6	25.2	0.0	0.0
0900-1000	Pro	3.9	68.0	11.8	0.6	2.1	9.7	2.1	1.5	0.0	0.1
	Ocp	1.1	1.4	1.9	3.5	15.3	1.9	1.3	16.0	0.0	1.0
1000-1100	Pro	3.0	62.6	11.3	0.0	4.3	15.2	1.3	2.3	0.0	0.0
	Ocp	1.0	1.5	1.9	0.0	10.4	1.7	1.3	6.9	0.0	0.0
1100-1200	Pro	7.0	60.9	11.2	1.2	1.9	16.7	0.8	0.4	0.0	0.0
	Ocp	1.1	1.2	2.2	5.3	13.0	1.5	2.0	3.0	0.0	0.0
1200-1300	Pro	5.5	61.5	12.8	0.3	1.2	15.4	2.0	1.5	0.0	0.0
	Ocp	1.0	1.6	1.9	4.0	17.0	1.7	1.3	2.6	0.0	0.0
1300-1400	Pro	4.9	62.9	15.5	0.3	2.6	11.8	1.2	0.9	0.0	0.0
	Ocp	1.1	1.2	2.1	2.0	9.2	1.2	1.0	3.3	0.0	0.0
1400-1500	Pro	4.1	68.3	11.1	0.9	1.5	9.4	0.9	3.8	0.0	0.0
	Ocp	1.1	1.6	1.7	2.0	17.4	1.5	1.3	14.7	0.0	0.0
1500-1600	Pro	3.0	61.0	16.1	1.5	1.5	12.2	2.7	2.1	0.0	0.1
	Ocp	1.0	1.4	2.0	7.2	8.6	1.5	1.3	17.7	0.0	1.0
1600-1700	Pro	3.9	70.9	11.0	1.5	1.5	8.6	1.5	1.2	0.0	0.1
	Ocp	1.0	1.5	2.3	3.0	15.2	1.3	1.0	11.3	0.0	1.0
1700-1800	Pro	7.4	59.6	13.7	2.8	1.6	11.2	0.9	2.8	0.0	0.1
	Ocp	1.0	1.5	2.0	2.0	14.6	1.4	1.0	3.8	0.0	1.0
1800-1900	Pro	4.9	73.4	12.3	0.3	1.7	6.3	0.3	0.9	0.0	0.0
	Ocp	1.1	1.5	2.0	1.0	13.7	1.4	1.0	33.0	0.0	0.0
1900-2000	Pro	8.9	67.8	16.3	0.0	1.8	4.6	0.3	0.3	0.0	0.0
	Ocp	1.0	1.2	1.8	0.0	11.3	1.3	1.0	15.0	0.0	0.0
2000-2100	Pro	5.5	71.3	15.7	0.7	2.4	2.4	0.7	1.4	0.0	0.0
	Ocp	1.1	1.5	1.6	2.5	6.4	1.6	1.5	10.5	0.0	0.0
2100-2200	Pro	5.9	68.5	19.3	0.8	2.1	2.5	0.0	0.8	0.0	0.0
	Ocp	1.0	1.4	1.8	2.5	7.6	1.0	0.0	6.5	0.0	0.0
2200-2300	Pro	5.2	69.0	18.3	0.4	2.6	3.1	0.0	1.3	0.0	0.0
	Ocp	1.1	1.4	2.0	4.0	7.5	1.1	0.0	2.3	0.0	0.0
16 hours	Pro	5.1	66.6	13.5	0.9	2.1	9.2	1.1	1.6	0.0	0.1
	Ocp	1.1	1.4	2.0	3.8	12.5	1.5	1.3	12.1	0.0	1.0

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