

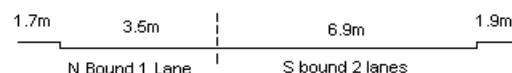
YEAR 2004

COVERAGE (B) STATION 2202

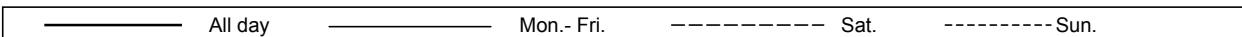
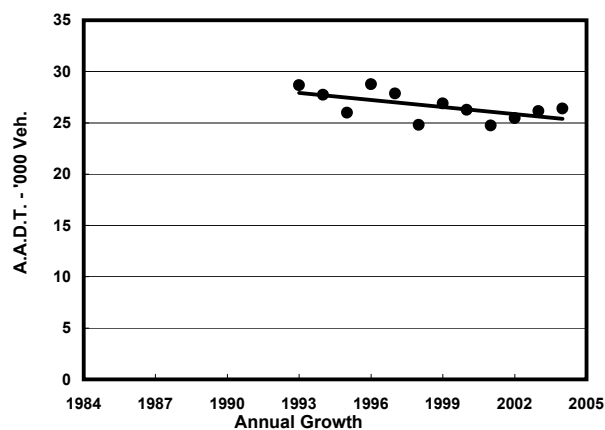
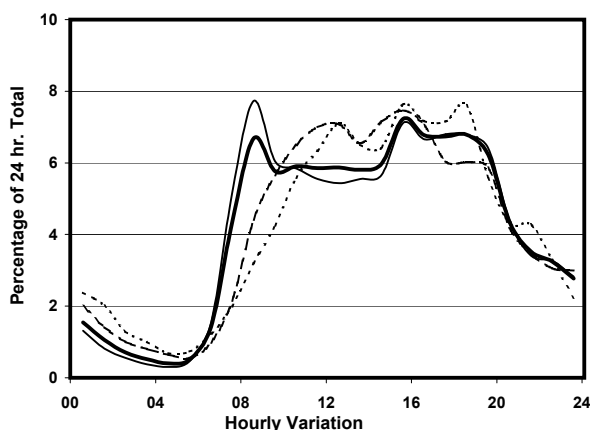
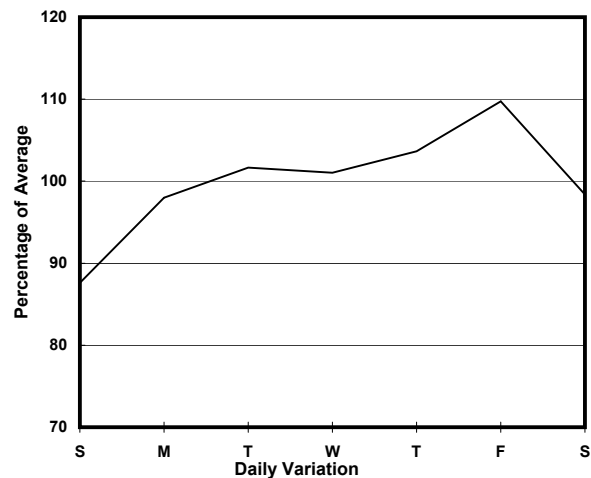
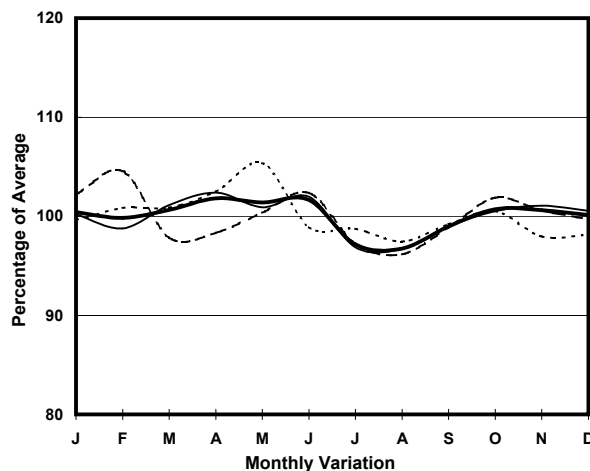
ROAD NETWORK MAJOR

ROAD TYPE DISTRICT DISTRIBUTOR

LINK WONG NAI CHUNG GAP RD (from STUBBS RD FO
<H119> SOUTHERN END to REPULSE BAY RD)



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	12670	13170	12380	11050
R 12 / 24 - %	74.4	74.6	74.2	73.1
R 16 / 24 - %	92	92.4	90.9	90.4
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	770	880	650	540
T - % (AM)	-	11.2	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	900	920	910	840
T - % (PM)	-	5.9	-	-
Prop.of commercial vehicles - 16 hr.	-	6.2	-	-
NORTH BOUND				
A.A.D.T.	13730	14130	13760	12280
R 12 / 24 - %	73.1	74.1	72	69
R 16 / 24 - %	90.3	91.3	88.4	86.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1000	1230	830	450
T - % (AM)	-	8.1	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1800-1900
One-way flow at PM peak hour	950	980	930	1010
T - % (PM)	-	5.9	-	-
Prop.of commercial vehicles - 16 hr.	-	7.6	-	-

3. OTHER INFORMATION AND COMMENT

Coverage (B) Station 2202
Year 2004

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor	Private	Taxi	Private	PLB	Goods veh.		Non	Fr. Bus	
		Cycle	Car		LB		Light	M & H	Fr. Bus	SD	DD
0700-0800	Pro	3.6	34.5	39.5	6.1	1.4	4.6	0.4	6.8	1.2	2.0
	Ocp	1.0	1.4	1.6	9.1	9.3	1.5	1.0	18.4	21.7	33.4
0800-0900 Peak hour	Pro	3.0	62.4	18.2	2.6	1.1	3.6	0.0	7.7	0.6	0.9
	Ocp	1.1	1.6	1.8	7.0	4.3	1.9	0.0	4.4	17.0	38.6
0900-1000	Pro	4.7	61.2	18.1	1.3	1.5	8.7	0.4	2.3	0.7	1.0
	Ocp	1.0	1.4	1.7	4.3	6.4	1.8	2.0	11.5	10.5	30.1
1000-1100	Pro	1.6	52.5	22.9	0.8	0.8	14.6	1.0	3.6	0.8	1.4
	Ocp	1.0	1.4	1.5	1.3	7.3	1.6	2.0	16.0	7.5	29.4
1100-1200	Pro	2.4	50.8	21.0	2.2	1.3	13.2	1.1	5.6	0.7	1.6
	Ocp	1.1	1.5	1.4	1.6	6.8	1.5	1.8	13.1	7.9	19.0
1200-1300	Pro	3.3	56.2	19.2	2.2	1.4	8.8	1.4	5.5	0.8	1.4
	Ocp	1.1	1.5	1.7	4.9	5.8	1.7	1.8	8.7	8.1	18.9
1300-1400	Pro	1.7	50.2	26.0	4.0	1.7	7.9	2.5	3.7	0.8	1.6
	Ocp	1.2	1.5	1.5	3.6	5.8	1.6	1.2	7.1	9.0	19.9
1400-1500	Pro	4.5	57.5	23.5	1.1	0.8	8.4	0.3	1.7	0.9	1.3
	Ocp	1.2	1.5	1.6	2.3	7.0	1.9	1.0	19.5	7.9	23.0
1500-1600	Pro	3.3	50.2	24.3	2.9	0.9	8.9	0.0	7.6	0.8	1.1
	Ocp	1.2	1.6	1.7	7.2	3.3	1.8	0.0	10.6	15.2	22.5
1600-1700	Pro	4.3	56.7	20.5	2.6	1.1	7.7	0.6	4.9	0.7	1.0
	Ocp	1.1	1.6	1.6	2.3	5.8	1.7	1.7	3.3	14.6	31.9
1700-1800	Pro	4.6	55.7	23.8	1.2	1.0	8.1	0.0	3.7	0.7	1.1
	Ocp	1.1	1.5	1.7	1.0	5.2	1.6	0.0	11.7	16.8	40.0
1800-1900	Pro	3.3	62.8	22.4	0.8	1.0	2.7	0.0	5.5	0.6	0.9
	Ocp	1.1	1.5	2.2	1.5	12.4	1.8	0.0	29.0	18.0	53.6
1900-2000	Pro	1.7	51.7	35.4	0.0	0.6	2.3	0.2	6.4	0.6	1.1
	Ocp	1.1	1.7	1.6	0.0	7.7	1.8	1.0	23.8	13.8	29.5
2000-2100	Pro	2.5	51.3	39.4	0.0	0.9	2.5	0.0	1.3	0.6	1.5
	Ocp	1.1	1.6	1.4	0.0	9.3	1.6	0.0	14.3	7.1	16.9
2100-2200	Pro	2.4	51.4	40.6	0.0	1.4	1.7	0.0	0.3	0.5	1.6
	Ocp	1.0	1.7	1.6	0.0	3.5	2.2	0.0	20.0	5.8	13.3
2200-2300	Pro	3.8	46.0	46.8	0.0	0.8	0.0	0.0	0.4	0.7	1.5
	Ocp	1.5	1.5	1.4	0.0	5.5	0.0	0.0	14.0	6.6	9.4
16 hours	Pro	3.2	54.2	26.3	1.7	1.1	6.6	0.5	4.5	0.7	1.3
	Ocp	1.1	1.5	1.6	4.8	6.5	1.7	1.6	13.4	12.4	26.9

Legend

Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)
Ocp. Average occupancy of vehicles
M&H Medium and Heavy