

YEAR

2005

LINK EASTERN RD & KAI SHING ST (from CONCORDE RD to
KAI CHEUNG RD)

COVERAGE (B) STATION

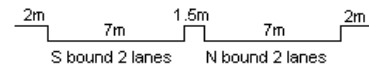
4218

ROAD NETWORK

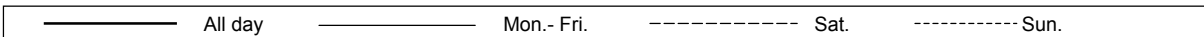
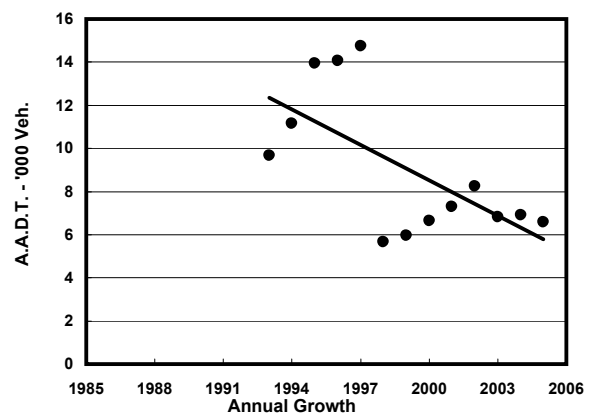
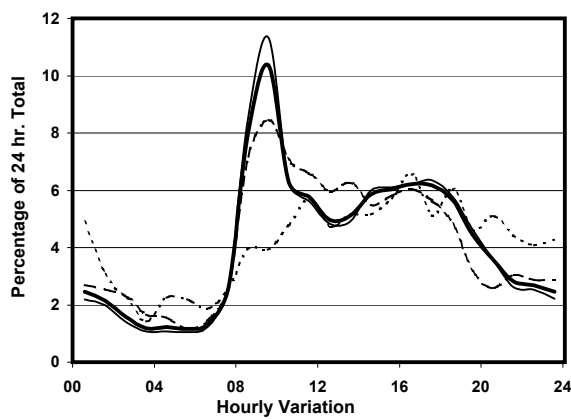
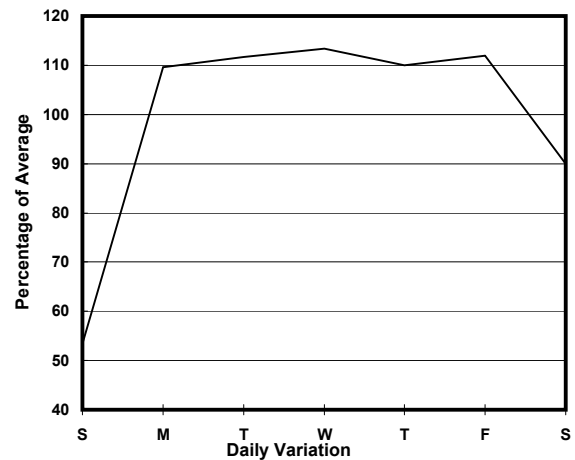
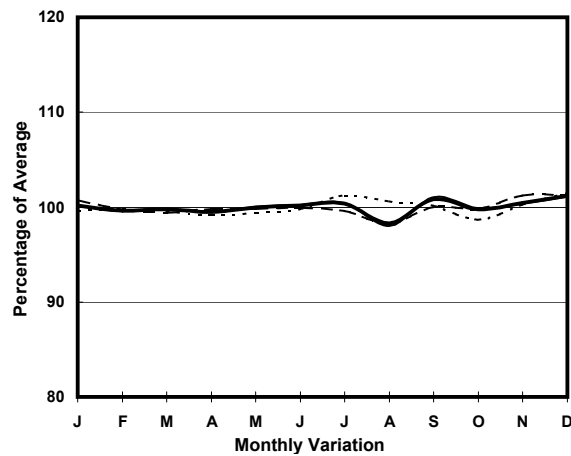
MAJOR

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.	4220	4820	3900	2150
R 12 / 24 - %	73.3	74.8	71.8	58.5
R 16 / 24 - %	86.4	87.7	83.3	77.3
AM Peak Hour	0900-1000	0900-1000	0900-1000	0800-0900
One-way flow at AM peak hour	490	620	360	90
T - % (AM)	-	3.6	-	-
PM Peak Hour	1600-1700	1700-1800	1600-1700	1600-1700
One-way flow at PM peak hour	250	280	230	130
T - % (PM)	-	5.2	-	-
Prop.of commercial vehicles - 16 hr.	-	6.3	-	-

NORTH BOUND				
A.A.D.T.	2380	2680	2160	1440
R 12 / 24 - %	72.3	73.7	72.3	60.9
R 16 / 24 - %	86.6	88	84.4	78.3
AM Peak Hour	0900-1000	0900-1000	0900-1000	0800-0900
One-way flow at AM peak hour	190	230	160	60
T - % (AM)	-	3	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1600-1700
One-way flow at PM peak hour	170	200	140	100
T - % (PM)	-	2.1	-	-
Prop.of commercial vehicles - 16 hr.	-	7.4	-	-

3. OTHER INFORMATION AND COMMENT

Coverage (B) Station 4218
Year 2005

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	5.2	5.2	41.9	5.2	0.0	22.7	10.5	7.0	0.0	2.2
	Ocp	1.0	2.7	1.6	6.3	0.0	1.1	1.2	19.5	0.0	17.0
0800-0900	Pro	2.5	27.9	39.5	2.0	0.0	23.3	1.0	3.0	0.0	0.6
	Ocp	1.2	1.2	2.1	3.8	0.0	1.8	1.5	18.2	0.0	40.4
0900-1000 Peak hour	Pro	0.4	35.1	45.0	2.2	0.0	13.9	2.2	0.9	0.0	0.4
	Ocp	1.0	1.3	1.8	2.2	0.0	1.4	1.4	5.5	0.0	22.3
1000-1100	Pro	3.6	29.7	34.2	3.6	0.0	23.4	3.6	0.9	0.0	0.9
	Ocp	1.0	1.5	1.7	2.8	0.0	1.4	2.0	1.0	0.0	5.3
1100-1200	Pro	2.0	30.6	27.6	4.1	0.0	25.5	4.1	6.1	0.0	0.0
	Ocp	1.0	1.5	1.7	1.3	0.0	1.6	1.5	1.0	0.0	0.0
1200-1300	Pro	4.2	38.5	20.8	7.3	0.0	20.8	4.2	4.2	0.0	0.0
	Ocp	1.3	1.5	1.5	4.4	0.0	1.7	1.3	2.5	0.0	0.0
1300-1400	Pro	1.2	22.0	43.9	3.7	0.0	19.5	4.9	4.9	0.0	0.0
	Ocp	1.0	1.4	2.0	2.3	0.0	1.6	1.5	1.3	0.0	0.0
1400-1500	Pro	1.9	47.5	17.1	1.9	0.0	21.9	7.6	1.9	0.0	0.2
	Ocp	1.0	1.5	1.2	2.0	0.0	1.7	1.1	1.5	0.0	1.0
1500-1600	Pro	2.6	37.4	17.1	5.3	0.0	30.9	3.3	3.3	0.0	0.2
	Ocp	1.0	1.4	1.7	2.3	0.0	1.6	1.2	16.6	0.0	1.0
1600-1700	Pro	5.2	34.9	27.5	8.2	0.0	18.6	0.7	4.5	0.0	0.4
	Ocp	1.0	1.5	1.4	3.6	0.0	1.4	1.0	4.2	0.0	12.0
1700-1800	Pro	3.6	35.6	30.5	2.2	0.0	24.0	1.5	2.2	0.0	0.5
	Ocp	1.0	1.6	1.4	1.0	0.0	1.4	1.0	11.3	0.0	31.7
1800-1900	Pro	3.7	43.3	36.9	1.8	0.0	7.4	3.7	2.8	0.0	0.5
	Ocp	1.0	1.2	1.7	1.0	0.0	1.4	1.0	1.0	0.0	47.0
1900-2000	Pro	2.4	31.4	47.1	0.0	0.0	10.9	3.6	3.6	0.0	0.9
	Ocp	1.0	1.3	1.5	0.0	0.0	1.6	1.3	1.7	0.0	23.3
2000-2100	Pro	5.3	28.9	52.6	0.0	0.0	5.3	2.6	3.9	0.0	1.3
	Ocp	1.0	1.8	1.6	0.0	0.0	1.3	1.0	1.0	0.0	10.8
2100-2200	Pro	4.7	32.8	51.6	0.0	0.0	7.8	3.1	0.0	0.0	0.0
	Ocp	1.3	1.7	1.6	0.0	0.0	1.8	1.0	0.0	0.0	0.0
2200-2300	Pro	2.6	28.2	61.5	0.0	0.0	5.1	2.6	0.0	0.0	0.0
	Ocp	1.0	1.9	1.8	0.0	0.0	1.5	1.0	0.0	0.0	0.0
16 hours	Pro	2.9	33.1	35.3	3.2	0.0	18.8	3.2	2.9	0.0	0.5
	Ocp	1.1	1.4	1.7	3.0	0.0	1.5	1.3	7.2	0.0	21.3

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