

YEAR

2005

LINK KWUN TONG RD (from PING SHEK EST EASTERN END
to WAI YIP ST FO <K42>)

COVERAGE (B) STATION

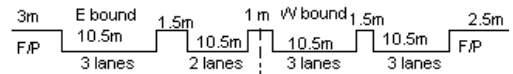
4216

ROAD NETWORK

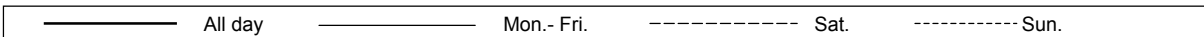
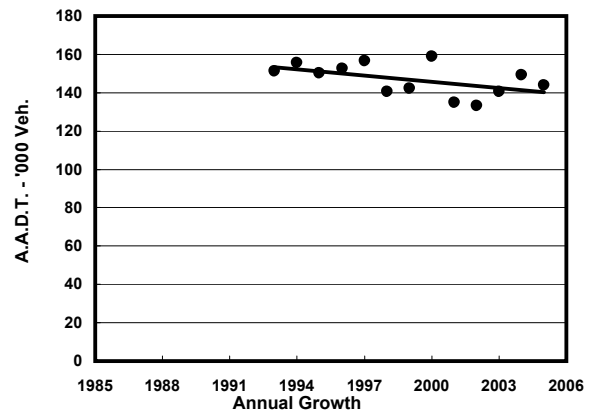
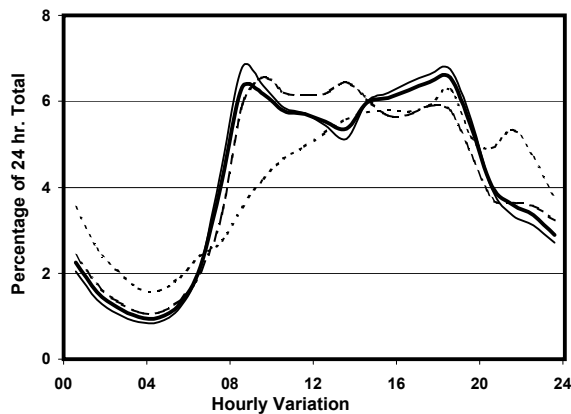
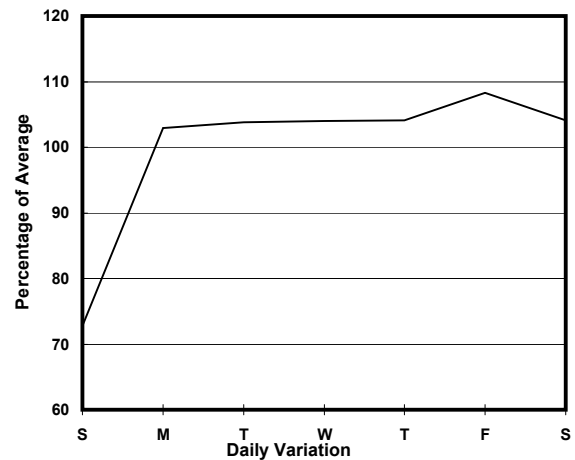
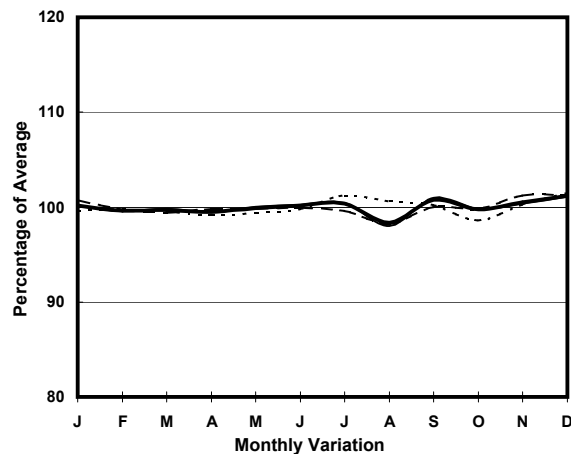
MAJOR

ROAD TYPE

URBAN TRUNK ROAD



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	74890	79290	78820	55800
R 12 / 24 - %	70.3	71.8	69.8	60.4
R 16 / 24 - %	86.5	87.6	85.5	80.5
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	5060	5780	5430	2310
T - % (AM)	-	14.3	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1800-1900
One-way flow at PM peak hour	4680	5050	4650	3540
T - % (PM)	-	15.6	-	-
Prop.of commercial vehicles - 16 hr.	-	16.7	-	-

WEST BOUND				
A.A.D.T.	68960	73170	72890	50300
R 12 / 24 - %	70.3	71.7	70.1	60.6
R 16 / 24 - %	86.8	87.9	85.9	80.6
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	4080	4580	4540	2150
T - % (AM)	-	17.6	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	4760	5260	4360	3120
T - % (PM)	-	13.1	-	-
Prop.of commercial vehicles - 16 hr.	-	16.2	-	-

3. OTHER INFORMATION AND COMMENT

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	4.6	18.6	21.2	2.6	8.4	21.8	7.1	6.8	0.1	9.0
	Ocp	1.0	1.5	2.0	5.2	10.7	1.4	1.3	19.2	3.0	51.1
0800-0900 Peak hour	Pro	5.1	34.3	20.5	0.8	6.4	17.2	6.1	3.3	0.0	6.3
	Ocp	1.1	1.3	1.9	6.6	13.8	1.6	1.4	19.9	0.0	60.8
0900-1000	Pro	2.7	27.6	17.9	0.7	5.3	29.0	9.6	1.3	0.0	5.9
	Ocp	1.1	1.3	1.7	2.6	9.3	1.6	1.5	16.3	0.0	33.9
1000-1100	Pro	2.7	23.2	13.4	1.4	4.9	35.0	12.1	1.2	0.1	6.2
	Ocp	1.1	1.4	1.7	1.9	8.2	1.5	1.6	15.7	4.0	23.9
1100-1200	Pro	2.5	23.5	12.3	1.6	5.0	37.3	10.8	1.5	0.1	5.4
	Ocp	1.1	1.5	1.8	2.2	7.8	1.6	1.5	4.2	1.0	25.5
1200-1300	Pro	3.1	27.1	14.1	1.6	4.8	31.1	10.9	1.7	0.1	5.5
	Ocp	1.1	1.4	1.9	4.0	8.0	1.5	1.5	9.3	1.0	24.7
1300-1400	Pro	2.3	24.7	11.9	1.4	4.9	36.4	10.8	1.5	0.1	6.1
	Ocp	1.1	1.4	1.8	2.8	8.6	1.5	1.4	6.8	1.0	27.7
1400-1500	Pro	3.4	26.2	13.9	1.1	3.8	34.7	11.0	1.1	0.1	4.8
	Ocp	1.1	1.5	1.8	2.6	8.5	1.6	1.5	5.6	1.0	26.7
1500-1600	Pro	3.1	25.4	13.1	1.6	3.5	34.8	11.9	1.4	0.0	5.2
	Ocp	1.0	1.5	1.8	4.0	10.3	1.6	1.5	14.2	0.0	30.5
1600-1700	Pro	3.4	26.9	15.9	2.3	4.1	29.8	8.4	3.5	0.1	5.7
	Ocp	1.1	1.5	1.6	4.2	11.0	1.6	1.5	8.4	1.0	34.9
1700-1800	Pro	4.8	30.9	15.1	1.3	4.9	27.0	6.9	2.5	0.0	6.6
	Ocp	1.1	1.5	1.7	3.3	12.4	1.6	1.4	8.8	0.0	43.5
1800-1900	Pro	4.7	41.8	13.8	0.8	6.8	18.2	4.9	2.4	0.0	6.6
	Ocp	1.1	1.4	1.9	3.9	14.6	1.6	1.2	26.1	0.0	59.4
1900-2000	Pro	4.3	43.8	15.8	0.5	7.6	15.9	4.4	1.5	0.0	6.3
	Ocp	1.2	1.5	2.0	2.6	14.3	1.5	1.2	14.9	0.0	45.9
2000-2100	Pro	4.4	39.9	22.6	0.4	9.6	9.9	4.2	0.9	0.1	7.9
	Ocp	1.1	1.5	1.8	4.2	11.6	1.5	1.3	15.2	1.0	31.6
2100-2200	Pro	4.5	37.3	24.6	0.4	9.6	11.3	3.7	0.7	0.1	7.9
	Ocp	1.1	1.6	1.8	2.5	11.4	1.6	1.4	21.4	13.3	33.7
2200-2300	Pro	4.0	38.4	25.3	0.8	11.0	8.1	2.9	0.9	0.1	8.6
	Ocp	1.2	1.6	1.8	4.0	10.7	1.6	1.4	15.9	1.0	30.7
16 hours	Pro	3.7	30.4	16.5	1.2	5.9	25.8	8.1	2.0	0.1	6.3
	Ocp	1.1	1.5	1.8	3.6	11.1	1.6	1.4	14.6	3.3	37.9

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