

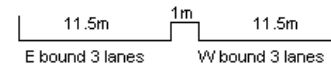
YEAR 2005

COVERAGE (B) STATION 4219

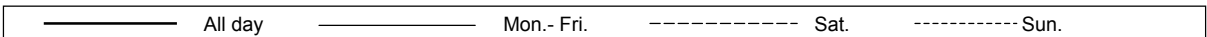
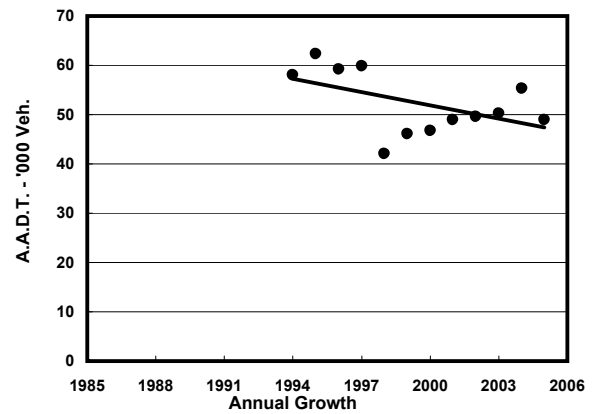
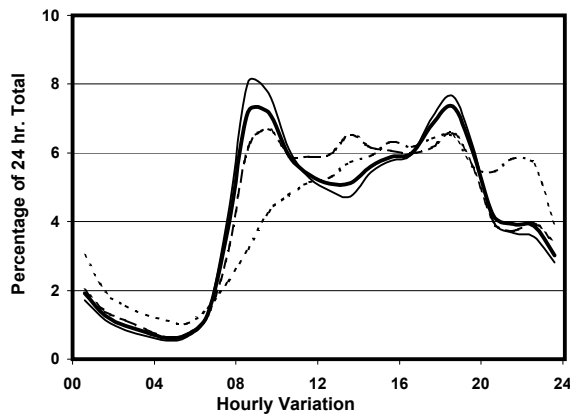
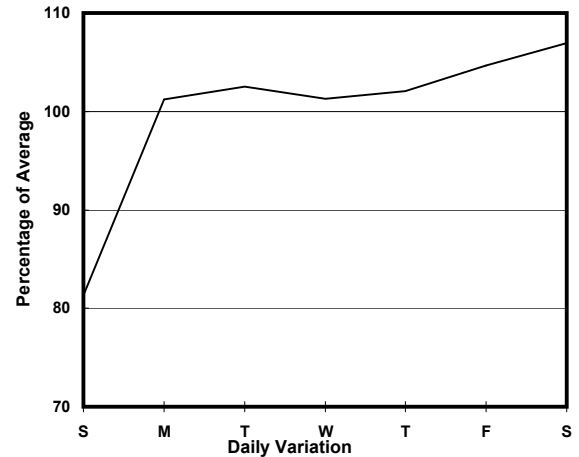
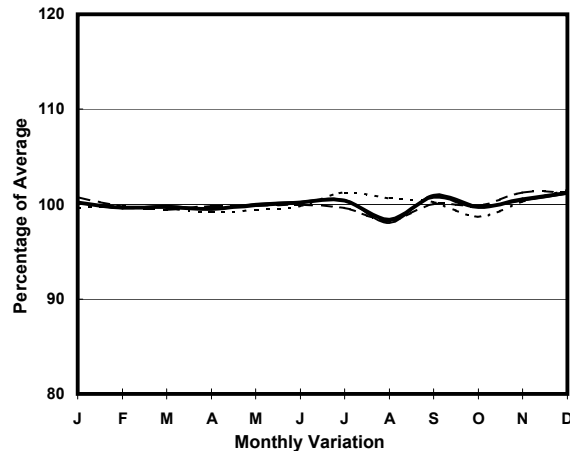
ROAD NETWORK MAJOR

ROAD TYPE EXPRESSWAY

LINK KWUN TONG BYPASS (from KAI YAN ST to LUNG CHEUNG RD)



## 1. TRAFFIC FLOW VARIATION AND GROWTH



## 2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
<b>EAST BOUND</b>				
A.A.D.T.	26300	27200	28680	21100
R 12 / 24 - %	71.1	72.4	71.4	62.4
R 16 / 24 - %	89.1	90	88.7	84.3
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	2030	2270	2100	930
T - % (AM)	-	12.3	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	1860	1990	1830	1370
T - % (PM)	-	9.1	-	-
Prop.of commercial vehicles - 16 hr.	-	12.3	-	-
<b>WEST BOUND</b>				
A.A.D.T.	22700	23410	24250	19090
R 12 / 24 - %	71.7	73.4	71.2	61.7
R 16 / 24 - %	89.7	90.8	88.5	85
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	1700	2000	1460	800
T - % (AM)	-	9.5	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	1750	1880	1660	1250
T - % (PM)	-	6.5	-	-
Prop.of commercial vehicles - 16 hr.	-	11.9	-	-

## 3. OTHER INFORMATION AND COMMENT

**Coverage (B) Station 4219**  
**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	5.0	31.4	19.6	2.1	2.1	20.1	6.4	9.0	0.0	4.2
	Ocp	1.2	1.4	2.1	6.2	11.8	1.6	1.4	20.9	0.0	68.3
0800-0900 Peak hour	Pro	3.6	53.5	11.5	1.6	1.3	17.0	5.9	3.1	0.0	2.5
	Ocp	1.2	1.4	1.7	3.8	9.6	1.6	1.3	18.7	0.0	66.0
0900-1000	Pro	2.4	41.3	12.9	1.9	1.4	25.7	9.8	2.4	0.0	2.2
	Ocp	1.2	1.4	1.7	2.1	7.6	1.6	1.2	17.7	0.0	40.4
1000-1100	Pro	2.7	40.9	12.6	1.5	1.0	27.3	11.4	0.4	0.0	2.2
	Ocp	1.0	1.3	1.9	3.0	9.3	1.6	1.3	21.3	0.0	27.4
1100-1200	Pro	1.4	41.5	9.6	2.0	1.6	27.9	11.8	2.0	0.0	2.2
	Ocp	1.0	1.4	1.7	2.1	8.5	1.5	1.3	3.1	0.0	32.9
1200-1300	Pro	1.7	41.1	11.8	2.3	1.8	26.9	9.5	2.6	0.0	2.2
	Ocp	1.0	1.4	2.0	5.5	8.8	1.6	1.4	13.1	0.0	35.1
1300-1400	Pro	3.6	39.4	11.2	2.9	1.4	31.7	6.4	0.7	0.0	2.7
	Ocp	1.0	1.5	2.0	3.9	7.5	1.6	1.3	10.8	0.0	28.3
1400-1500	Pro	2.6	39.2	8.6	2.7	1.2	32.2	10.5	0.8	0.0	2.2
	Ocp	1.0	1.5	2.2	2.4	9.8	1.4	1.3	11.4	0.0	31.6
1500-1600	Pro	1.9	41.5	10.1	1.9	1.3	27.7	11.1	2.2	0.0	2.3
	Ocp	1.1	1.6	1.8	5.2	10.6	1.5	1.2	11.4	0.0	26.9
1600-1700	Pro	2.3	43.4	9.8	3.1	1.0	27.1	8.1	3.2	0.0	2.1
	Ocp	1.1	1.3	1.8	4.4	13.4	1.5	1.3	3.2	0.0	37.8
1700-1800	Pro	3.8	48.7	7.8	2.2	1.1	25.8	6.4	1.7	0.0	2.5
	Ocp	1.1	1.3	2.1	1.8	15.4	1.6	1.3	14.6	0.0	49.9
1800-1900	Pro	4.4	60.2	7.4	0.6	1.7	18.0	3.9	1.5	0.0	2.4
	Ocp	1.2	1.3	2.2	3.3	11.0	1.6	1.3	19.4	0.0	59.8
1900-2000	Pro	3.7	70.7	6.0	0.6	1.7	9.6	3.0	1.7	0.0	3.0
	Ocp	1.1	1.4	2.1	1.4	9.9	1.6	1.3	11.9	0.0	58.7
2000-2100	Pro	3.3	68.7	7.8	0.6	2.8	9.6	2.8	0.9	0.0	3.5
	Ocp	1.2	1.4	2.2	2.3	8.4	1.4	1.3	7.8	0.0	43.2
2100-2200	Pro	4.9	59.0	13.2	0.0	3.1	10.6	3.6	1.0	0.0	4.6
	Ocp	1.3	1.5	2.0	0.0	11.1	1.4	1.4	1.0	0.0	35.9
2200-2300	Pro	5.7	63.9	10.9	1.1	1.8	10.3	2.5	0.0	0.0	3.8
	Ocp	1.2	1.3	2.0	1.0	12.0	1.4	1.2	0.0	0.0	41.6
16 hours	Pro	3.2	48.7	10.5	1.7	1.5	22.2	7.3	2.2	0.0	2.7
	Ocp	1.1	1.4	1.9	3.5	10.1	1.6	1.3	14.5	0.0	45.5

**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