

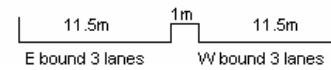
YEAR 2006

COVERAGE (B) STATION 4219

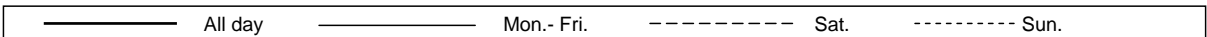
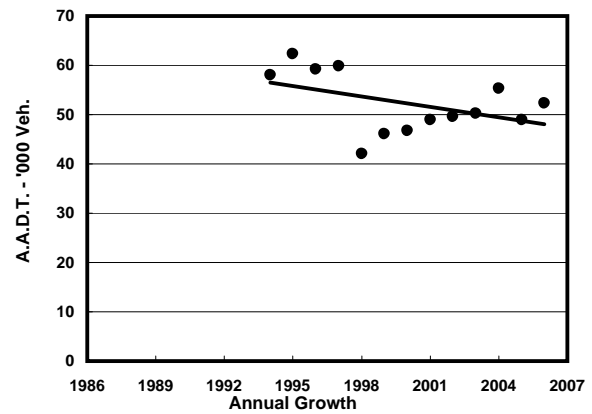
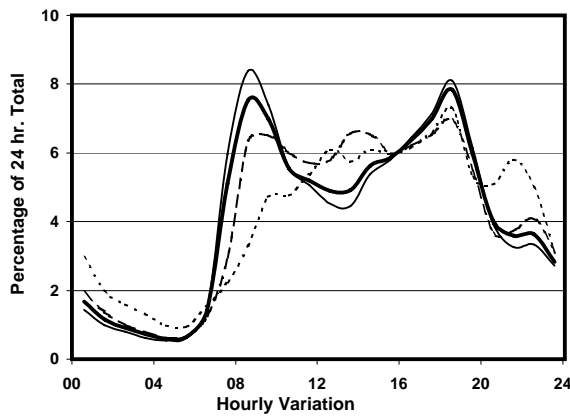
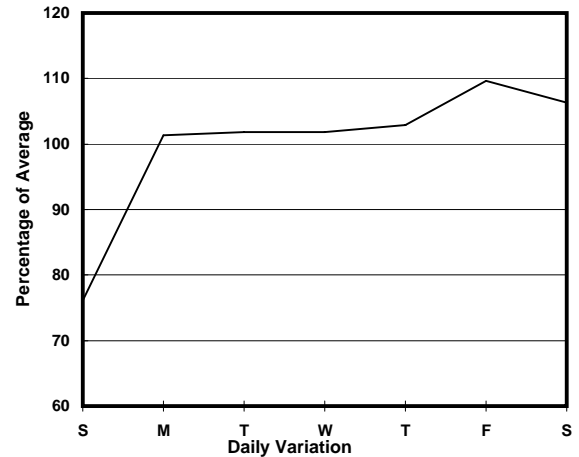
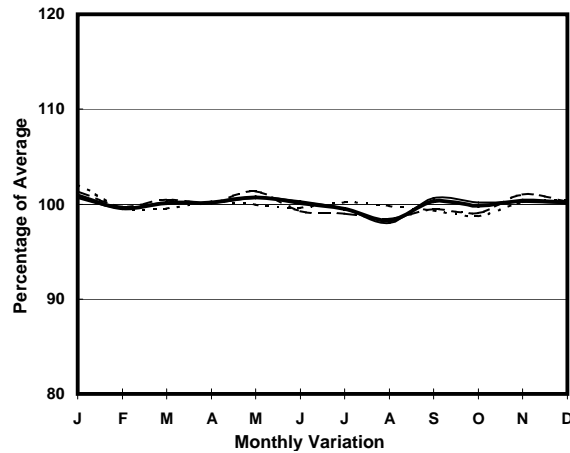
ROAD NETWORK MAJOR

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.
EAST BOUND				
A.A.D.T.	27850	29160	29940	21920
R 12 / 24 - %	72	73.5	71.3	62.8
R 16 / 24 - %	89.6	90.5	88.8	85.1
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	2160	2430	2130	1020
T - % (AM)	-	12.5	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2090	2210	2040	1720
T - % (PM)	-	8.8	-	-
Prop.of commercial vehicles - 16 hr.	-	12	-	-
WEST BOUND				
A.A.D.T.	24490	25760	26460	18530
R 12 / 24 - %	73.8	75	73.2	66.3
R 16 / 24 - %	90.5	91.3	89.6	86.2
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	1910	2230	1700	890
T - % (AM)	-	7.3	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2020	2240	1890	1220
T - % (PM)	-	6.5	-	-
Prop.of commercial vehicles - 16 hr.	-	10	-	-

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	2.8	33.2	19.8	2.4	3.1	20.5	4.9	9.2	0.0	4.1
	Ocp	1.1	1.1	1.7	6.1	10.7	1.4	1.4	20.9	0.0	64.6
0800-0900 Peak hour	Pro	4.6	56.7	9.9	1.3	1.1	15.7	5.1	3.0	0.0	2.6
	Ocp	1.1	1.1	1.8	7.4	11.3	1.4	1.4	31.0	0.0	64.5
0900-1000	Pro	3.2	49.7	12.0	0.8	1.5	22.7	6.4	1.6	0.0	2.2
	Ocp	1.0	1.1	1.7	4.0	9.4	1.6	1.3	19.4	0.0	41.3
1000-1100	Pro	2.4	43.5	11.0	1.1	1.3	29.4	8.1	1.0	0.0	2.2
	Ocp	1.0	1.4	1.6	2.0	9.0	1.5	1.2	5.8	0.0	33.1
1100-1200	Pro	2.9	40.9	7.7	1.1	1.9	34.1	7.4	1.4	0.0	2.5
	Ocp	1.1	1.3	2.0	2.1	5.5	1.3	1.3	5.8	0.0	25.8
1200-1300	Pro	2.7	51.5	8.3	1.3	1.6	23.7	7.1	1.4	0.0	2.3
	Ocp	1.1	1.2	1.7	8.1	7.5	1.4	1.2	17.1	0.0	29.2
1300-1400	Pro	1.8	46.7	7.5	0.9	1.8	27.0	10.3	1.7	0.0	2.3
	Ocp	1.1	1.3	2.2	6.0	7.4	1.6	1.3	6.1	0.0	28.4
1400-1500	Pro	1.2	40.7	7.4	1.7	1.3	32.7	10.3	2.3	0.0	2.3
	Ocp	1.0	1.2	2.1	2.0	5.7	1.5	1.3	3.9	0.0	24.6
1500-1600	Pro	2.8	43.8	8.4	1.7	1.3	26.4	10.5	3.3	0.0	1.9
	Ocp	1.1	1.4	2.0	1.7	13.6	1.6	1.2	9.2	0.0	26.1
1600-1700	Pro	2.8	41.5	12.3	2.9	1.4	25.9	7.4	3.6	0.0	2.2
	Ocp	1.0	1.3	1.6	4.2	10.7	1.6	1.3	6.6	0.0	34.2
1700-1800	Pro	4.4	48.4	8.5	1.7	1.8	23.6	5.1	4.4	0.0	2.4
	Ocp	1.1	1.3	1.7	2.4	14.7	1.5	1.3	11.2	0.0	45.2
1800-1900	Pro	3.7	62.5	6.2	0.8	1.7	17.5	3.0	2.1	0.0	2.6
	Ocp	1.1	1.0	2.2	1.6	10.9	1.3	1.1	13.9	0.0	48.6
1900-2000	Pro	1.7	74.1	5.2	0.2	1.7	11.0	1.3	1.9	0.0	2.9
	Ocp	1.1	1.1	2.1	1.0	12.0	1.2	1.3	16.9	0.0	46.1
2000-2100	Pro	3.5	65.4	9.0	0.0	2.7	12.5	1.8	1.2	0.0	3.9
	Ocp	1.0	1.2	2.2	0.0	10.6	1.3	1.2	8.7	0.0	38.9
2100-2200	Pro	6.5	66.0	12.1	0.5	2.8	6.5	1.0	0.0	0.0	4.6
	Ocp	1.2	1.2	2.2	1.5	9.6	1.5	1.5	0.0	0.0	31.2
2200-2300	Pro	3.1	63.9	13.7	0.8	3.8	6.6	2.3	1.3	0.0	4.6
	Ocp	1.3	1.1	2.2	1.3	7.6	1.3	1.0	4.0	0.0	28.1
16 hours	Pro	3.1	51.6	9.6	1.2	1.8	21.5	5.9	2.5	0.0	2.7
	Ocp	1.1	1.2	1.9	3.9	10.0	1.5	1.3	14.8	0.0	40.8

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