

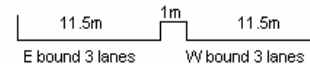
YEAR 2007

COVERAGE (B) STATION 4219

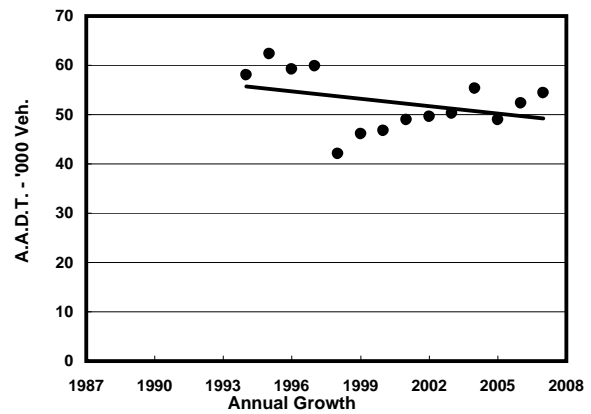
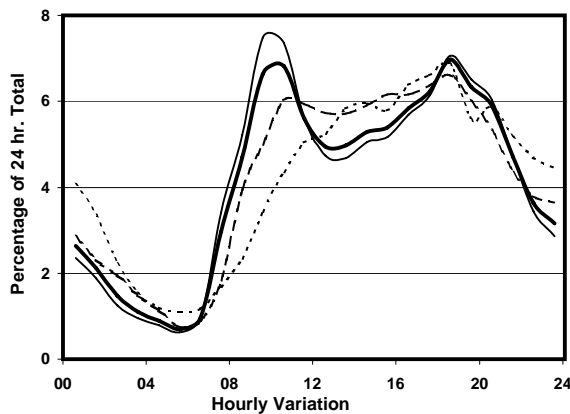
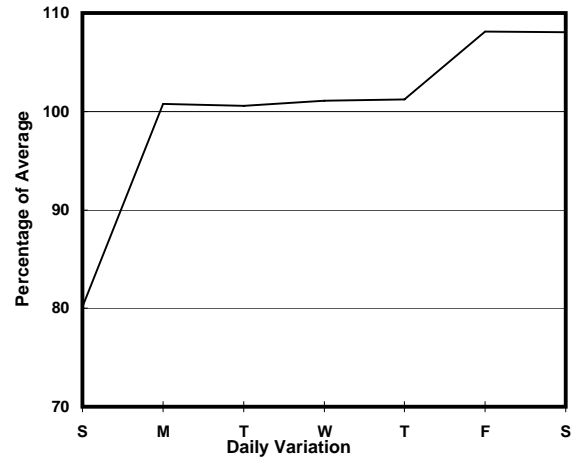
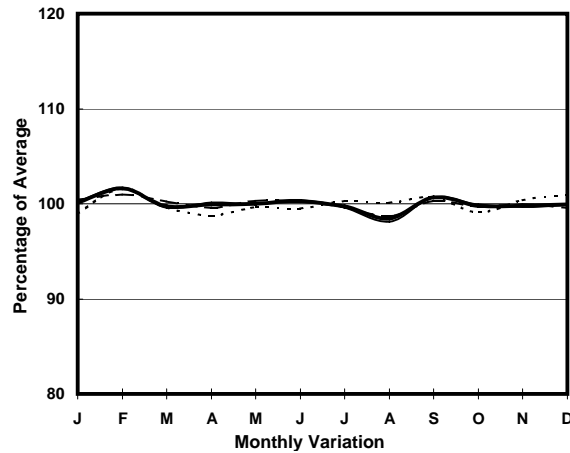
ROAD NETWORK MAJOR

ROAD TYPE EXPRESSWAY

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



## 1. TRAFFIC FLOW VARIATION AND GROWTH



— All day    — Mon.- Fri.    - - - - - Sat.    - - - - - Sun.

## 2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
<b>EAST BOUND</b>				
A.A.D.T.	29090	30100	32050	23280
R 12 / 24 - %	71.5	73.2	69.6	63.3
R 16 / 24 - %	88.1	89.1	86.2	84.5
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2220	2560	2100	1020
T - % (AM)	-	13.6	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2140	2220	2190	1830
T - % (PM)	-	6.8	-	-
Prop.of commercial vehicles - 16 hr.	-	10.9	-	-
<b>WEST BOUND</b>				
A.A.D.T.	25360	26230	27440	20850
R 12 / 24 - %	60.5	61.3	60.6	55.4
R 16 / 24 - %	85.6	87.4	83.5	76.8
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1400	1700	870	500
T - % (AM)	-	10.5	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	1660	1760	1810	1350
T - % (PM)	-	6.5	-	-
Prop.of commercial vehicles - 16 hr.	-	10.6	-	-

## 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	3.6	37.4	20.0	2.4	3.2	14.7	7.1	7.3	0.0	4.2
	Ocp	1.2	1.4	1.7	8.0	11.0	1.6	1.2	24.3	0.0	69.1
0800-0900	Pro	4.8	55.0	12.2	1.1	1.5	13.7	5.6	3.3	0.0	2.7
	Ocp	1.1	1.4	2.0	5.7	10.3	1.9	1.5	38.2	0.0	66.2
0900-1000 Peak hour	Pro	2.2	50.5	11.4	1.0	0.9	24.4	6.8	0.9	0.0	2.0
	Ocp	1.0	1.4	1.9	3.1	7.5	1.7	1.3	21.7	0.0	38.9
1000-1100	Pro	2.8	37.8	12.6	1.7	1.1	31.8	9.4	1.0	0.0	1.8
	Ocp	1.1	1.3	1.9	2.7	7.1	1.6	1.4	10.1	0.0	31.9
1100-1200	Pro	2.9	39.9	12.4	1.5	2.0	29.0	9.4	0.6	0.0	2.3
	Ocp	1.3	1.5	1.9	2.0	8.2	1.7	1.6	9.0	0.0	33.9
1200-1300	Pro	2.7	45.9	10.7	1.3	1.6	24.7	8.5	2.2	0.0	2.4
	Ocp	1.2	1.4	1.8	5.9	8.9	1.7	1.6	16.1	0.0	36.1
1300-1400	Pro	2.3	44.1	11.0	1.6	1.3	27.8	9.0	0.9	0.0	2.0
	Ocp	1.3	1.5	2.2	3.7	10.6	1.7	1.4	1.0	0.0	45.8
1400-1500	Pro	1.5	40.3	8.4	1.5	1.1	33.6	10.6	1.0	0.0	2.1
	Ocp	1.1	1.4	2.0	2.9	8.6	1.6	1.4	6.9	0.0	35.6
1500-1600	Pro	2.5	46.7	9.5	1.4	1.0	26.7	8.5	1.7	0.0	2.1
	Ocp	1.1	1.4	2.0	3.3	11.1	1.7	1.5	12.1	0.0	37.2
1600-1700	Pro	3.4	42.6	11.2	2.3	1.4	25.4	9.2	2.6	0.0	1.9
	Ocp	1.1	1.5	2.1	5.3	10.9	1.7	1.4	6.8	0.0	39.6
1700-1800	Pro	4.6	48.2	9.1	1.0	1.5	25.8	5.4	2.3	0.0	2.1
	Ocp	1.1	1.4	1.9	2.8	12.7	1.7	1.3	11.0	0.0	54.6
1800-1900	Pro	3.8	64.0	6.6	0.5	1.9	16.5	2.4	2.1	0.0	2.2
	Ocp	1.2	1.4	2.4	1.7	13.7	1.7	1.1	18.1	0.0	71.9
1900-2000	Pro	3.1	71.2	6.0	0.6	1.4	10.9	2.1	1.7	0.2	2.7
	Ocp	1.2	1.3	2.0	2.5	13.4	1.7	1.5	21.5	1.0	66.0
2000-2100	Pro	3.6	68.5	10.1	0.0	2.2	8.5	2.4	0.8	0.1	3.9
	Ocp	1.1	1.4	2.2	0.0	11.5	1.7	1.6	13.3	1.0	51.4
2100-2200	Pro	4.6	63.0	14.1	0.4	2.7	9.3	1.5	0.6	0.0	3.6
	Ocp	1.2	1.3	2.0	2.5	12.5	2.1	2.0	6.3	0.0	45.1
2200-2300	Pro	4.5	60.2	19.6	0.2	2.8	6.5	1.7	0.6	0.0	3.9
	Ocp	1.1	1.3	2.2	1.0	8.5	1.6	1.5	1.0	0.0	46.3
16 hours	Pro	3.3	51.0	11.1	1.2	1.6	21.1	6.3	1.9	0.1	2.5
	Ocp	1.1	1.4	2.0	4.1	10.7	1.7	1.4	19.4	1.0	50.9

**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