

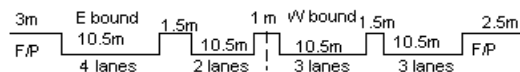
YEAR 2009

COVERAGE (B) STATION 4216

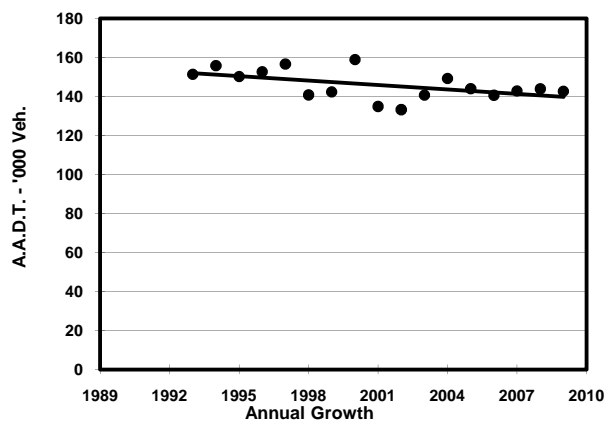
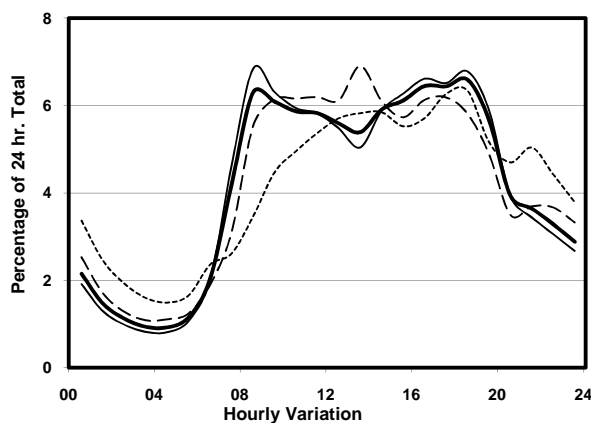
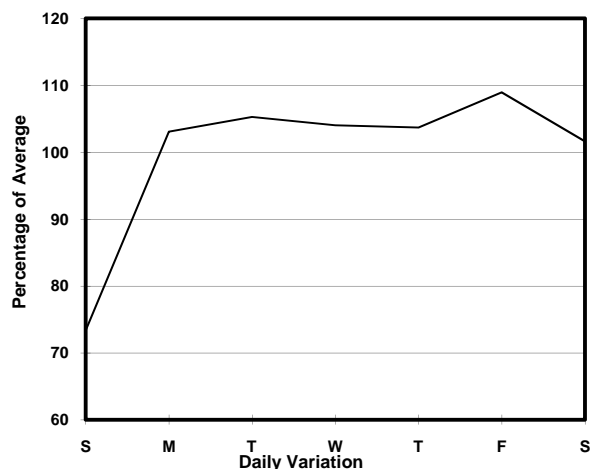
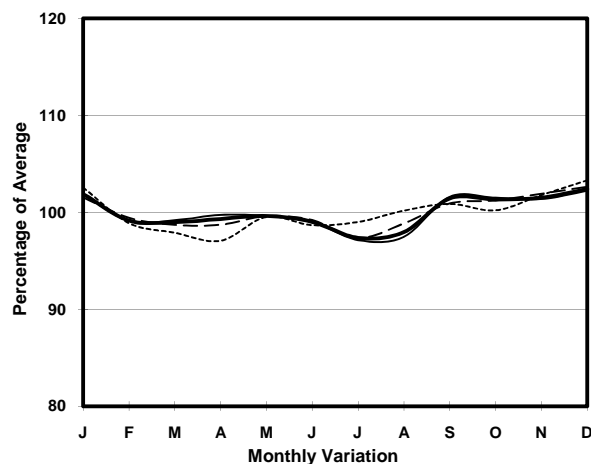
ROAD NETWORK MAJOR

ROAD TYPE URBAN TRUNK ROAD

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



## 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.	71200	75410	73990	54540
R 12 / 24 - %	70.7	72.1	69.6	62.2
R 16 / 24 - %	86.8	87.9	85.4	81.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	4780	5530	4610	2380
T - % (AM)	-	11.4	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	4550	4880	4350	3530
T - % (PM)	-	13.3	-	-
Prop.of commercial vehicles - 16 hr.	-	14.1	-	-
<b>WEST BOUND</b>				
A.A.D.T.	71360	76420	73000	51570
R 12 / 24 - %	70.8	72	70.6	61.9
R 16 / 24 - %	87.8	88.9	86.2	81.5
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	4370	4850	4420	2360
T - % (AM)	-	15	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	4850	5410	4850	3280
T - % (PM)	-	11.7	-	-
Prop.of commercial vehicles - 16 hr.	-	14.4	-	-

## 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	5.4	20.5	22.0	2.7	8.8	19.3	6.2	6.3	0.1	8.7
	Ocp	1.1	1.4	1.9	7.0	10.3	1.5	1.4	17.7	11.4	55.7
0800-0900	Pro	4.8	39.2	19.3	1.0	5.8	17.0	4.7	2.4	0.1	5.8
	Ocp	1.1	1.4	1.9	3.9	10.8	1.7	1.4	20.1	20.8	59.4
0900-1000	Pro	2.9	29.5	21.0	0.8	4.8	26.3	8.3	0.8	0.1	5.5
	Ocp	1.1	1.3	1.8	2.4	9.2	1.6	1.4	9.6	6.7	32.5
1000-1100	Pro	3.2	26.4	15.0	1.0	4.5	34.4	9.3	0.7	0.1	5.4
	Ocp	1.1	1.5	1.8	2.9	7.7	1.5	1.5	13.3	9.3	25.3
1100-1200	Pro	3.9	25.1	15.0	0.9	4.2	35.3	9.8	0.6	0.1	5.1
	Ocp	1.0	1.5	2.0	2.0	7.4	1.6	1.5	10.8	6.3	25.9
1200-1300	Pro	2.2	31.6	15.0	1.1	5.2	29.8	8.0	1.8	0.1	5.4
	Ocp	1.0	1.5	1.9	3.9	7.0	1.6	1.5	10.8	7.8	24.3
1300-1400	Pro	3.0	26.3	15.0	1.0	6.1	32.2	8.7	1.7	0.1	6.0
	Ocp	1.1	1.5	2.0	3.8	7.5	1.6	1.4	9.2	12.0	26.1
1400-1500	Pro	3.6	26.6	13.9	1.4	4.0	34.9	9.5	1.6	0.1	4.4
	Ocp	1.1	1.4	1.8	2.6	8.4	1.5	1.4	5.2	11.5	26.1
1500-1600	Pro	2.4	29.5	14.5	1.6	3.7	32.2	10.0	1.6	0.1	4.6
	Ocp	1.0	1.4	1.8	4.0	8.7	1.5	1.4	7.8	9.0	30.0
1600-1700	Pro	2.9	30.3	16.0	1.9	4.2	29.9	6.5	2.9	0.1	5.4
	Ocp	1.1	1.5	1.7	3.4	10.7	1.6	1.5	8.8	10.4	33.9
1700-1800	Pro	4.3	31.7	16.2	1.7	4.8	27.4	5.5	2.1	0.1	6.2
	Ocp	1.1	1.4	1.8	3.5	12.2	1.6	1.4	8.4	11.7	43.3
1800-1900	Pro	6.1	41.9	14.3	0.7	7.5	17.1	3.7	2.3	0.1	6.3
	Ocp	1.1	1.5	1.9	3.2	14.8	1.5	1.3	23.0	14.2	63.5
1900-2000	Pro	3.8	49.9	16.5	0.5	7.5	11.9	2.3	1.4	0.1	6.1
	Ocp	1.1	1.4	2.0	2.0	12.9	1.4	1.5	17.5	9.7	45.8
2000-2100	Pro	3.7	42.1	23.3	0.2	9.4	9.7	2.7	1.2	0.1	7.6
	Ocp	1.1	1.5	1.7	2.3	12.2	1.6	1.5	12.1	7.6	32.0
2100-2200	Pro	4.5	41.3	25.5	0.4	10.5	6.9	2.5	0.5	0.1	7.7
	Ocp	1.2	1.7	1.9	1.7	9.4	1.5	1.5	6.6	15.0	30.2
2200-2300	Pro	4.2	43.0	24.2	0.2	10.5	7.9	1.6	0.4	0.1	8.0
	Ocp	1.1	1.6	1.7	2.0	11.8	1.6	1.5	18.4	7.3	31.3
16 hours	Pro	3.8	33.2	17.4	1.1	5.9	24.3	6.5	1.8	0.1	5.9
	Ocp	1.1	1.5	1.8	3.6	10.5	1.6	1.4	13.5	10.6	38.2

**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