

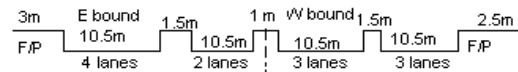
YEAR 2012

COVERAGE (B) STATION 4216

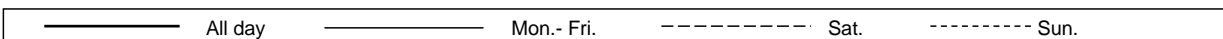
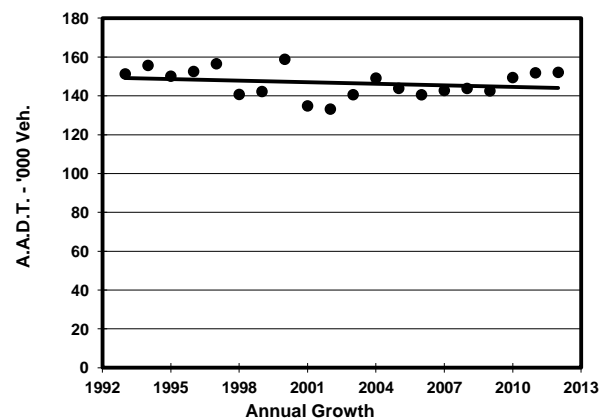
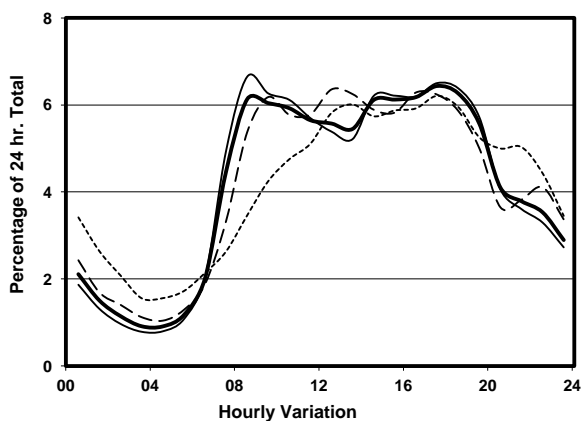
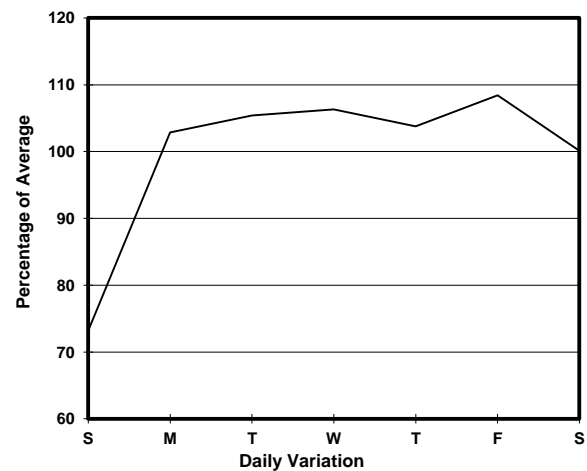
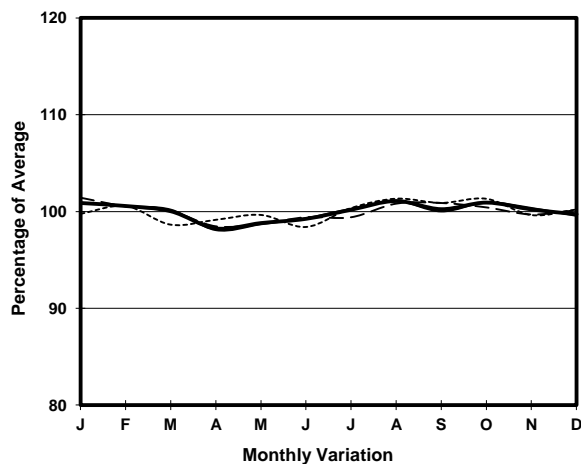
ROAD NETWORK MAJOR

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



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	75920	81060	76690	57190
R 12 / 24 - %	70.5	72.1	68.7	61.7
R 16 / 24 - %	86.9	88	85.2	81
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	4940	5780	4890	2540
T - % (AM)	-	12.4	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1800-1900
One-way flow at PM peak hour	4780	5160	4700	3490
T - % (PM)	-	14	-	-
Prop.of commercial vehicles - 16 hr.	-	12.8	-	-
WEST BOUND				
A.A.D.T.	76170	81500	77860	55640
R 12 / 24 - %	70.2	71.4	69.7	61.8
R 16 / 24 - %	87.8	88.9	86.3	81.9
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	4530	5050	4670	2250
T - % (AM)	-	16.3	-	-
PM Peak Hour	1700-1800	1800-1900	1600-1700	1700-1800
One-way flow at PM peak hour	5010	5480	5020	3570
T - % (PM)	-	12.4	-	-
Prop.of commercial vehicles - 16 hr.	-	13.2	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	4.2	24.3	21.2	2.6	7.8	21.0	5.6	5.6	0.2	7.5
	Ocp	1.1	1.5	2.0	6.8	11.3	1.5	1.3	21.6	11.1	51.6
0800-0900 Peak hour	Pro	4.1	40.1	19.9	0.9	5.8	16.3	4.8	2.4	0.1	5.7
	Ocp	1.1	1.3	1.8	3.2	13.3	1.5	1.4	25.6	6.9	59.6
0900-1000	Pro	2.4	31.0	20.0	0.9	5.2	25.7	7.8	1.0	0.1	6.0
	Ocp	1.1	1.3	1.9	2.6	10.3	1.5	1.4	12.3	3.8	28.7
1000-1100	Pro	2.2	29.5	15.7	0.9	4.4	33.5	7.9	0.8	0.1	5.0
	Ocp	1.0	1.4	1.9	2.5	8.0	1.4	1.4	5.1	5.6	24.0
1100-1200	Pro	2.0	28.7	16.4	1.1	4.6	34.0	8.0	0.8	0.1	4.3
	Ocp	1.0	1.3	2.0	2.3	7.9	1.5	1.5	6.8	7.7	24.3
1200-1300	Pro	2.6	33.3	16.2	1.1	5.2	28.7	7.3	1.0	0.1	4.5
	Ocp	1.1	1.4	2.1	4.7	7.1	1.5	1.4	12.3	3.6	25.0
1300-1400	Pro	2.8	29.8	17.5	0.4	4.9	30.1	8.0	1.3	0.2	5.0
	Ocp	1.1	1.4	1.9	1.7	7.8	1.5	1.5	9.3	3.9	29.4
1400-1500	Pro	2.9	32.8	15.9	1.0	4.6	30.2	7.0	1.3	0.1	4.3
	Ocp	1.0	1.4	2.0	1.9	7.5	1.5	1.4	4.4	4.3	25.7
1500-1600	Pro	3.2	27.6	16.2	1.6	3.6	33.9	8.1	1.5	0.1	4.1
	Ocp	1.1	1.4	2.0	3.8	9.5	1.5	1.4	21.5	4.5	27.8
1600-1700	Pro	2.7	30.6	17.5	1.5	3.6	29.9	7.2	2.2	0.1	4.8
	Ocp	1.1	1.4	1.8	4.5	10.7	1.5	1.5	11.2	5.6	35.6
1700-1800	Pro	3.4	36.1	16.8	1.7	3.9	24.9	5.2	2.2	0.1	5.7
	Ocp	1.1	1.5	2.0	2.4	12.7	1.6	1.4	7.0	7.8	43.2
1800-1900	Pro	4.7	43.2	15.3	0.5	5.6	19.2	4.5	1.6	0.1	5.3
	Ocp	1.1	1.4	2.2	1.7	14.9	1.5	1.4	24.0	18.7	62.0
1900-2000	Pro	3.3	51.2	18.0	0.5	4.6	14.0	2.5	1.3	0.1	4.5
	Ocp	1.1	1.4	2.2	2.2	14.7	1.5	1.6	15.2	14.5	51.2
2000-2100	Pro	3.3	43.5	26.2	0.1	7.4	9.9	2.6	1.0	0.1	5.7
	Ocp	1.1	1.5	2.0	1.0	11.4	1.5	1.5	15.5	6.9	34.6
2100-2200	Pro	3.4	39.1	29.8	0.1	9.2	7.8	2.6	0.6	0.2	7.2
	Ocp	1.1	1.6	2.0	4.5	10.3	1.5	1.5	13.7	9.2	32.5
2200-2300	Pro	3.0	42.3	27.2	0.1	9.0	7.3	3.5	1.0	0.1	6.5
	Ocp	1.0	1.6	2.3	1.0	10.4	1.4	1.3	7.2	11.3	36.5
16 hours	Pro	3.1	35.2	18.8	1.0	5.3	23.7	5.9	1.6	0.1	5.3
	Ocp	1.1	1.4	2.0	3.5	10.7	1.5	1.4	15.6	7.8	38.3

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