

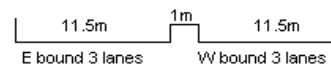
YEAR 2012

COVERAGE (B) STATION 4219

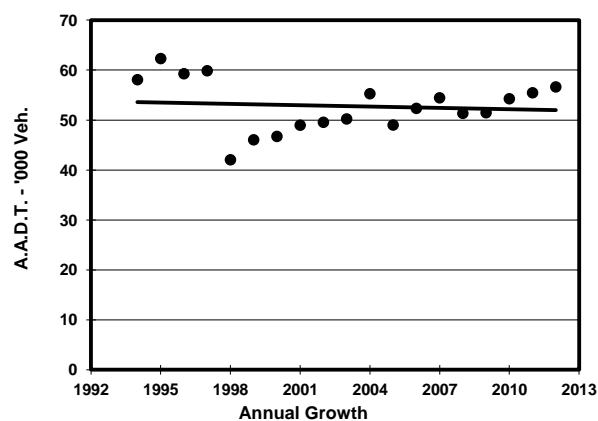
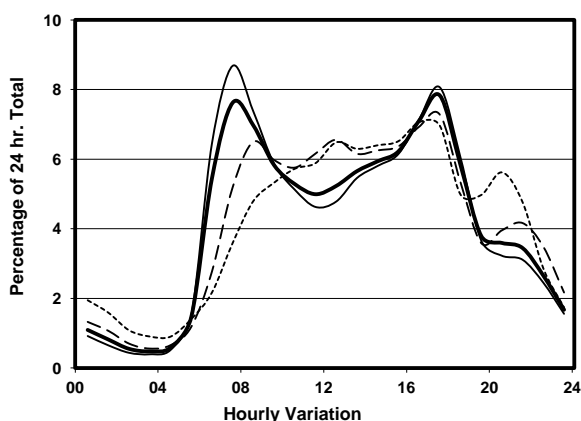
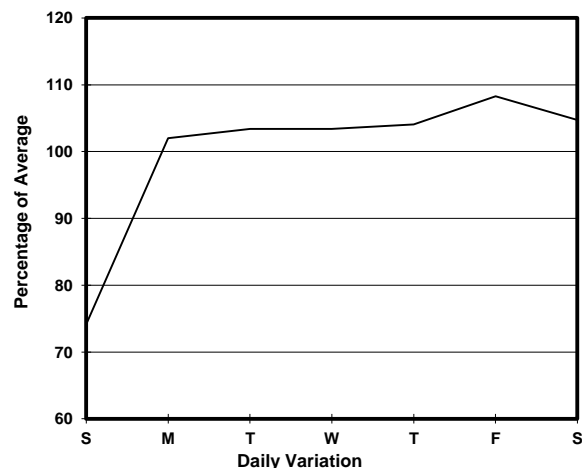
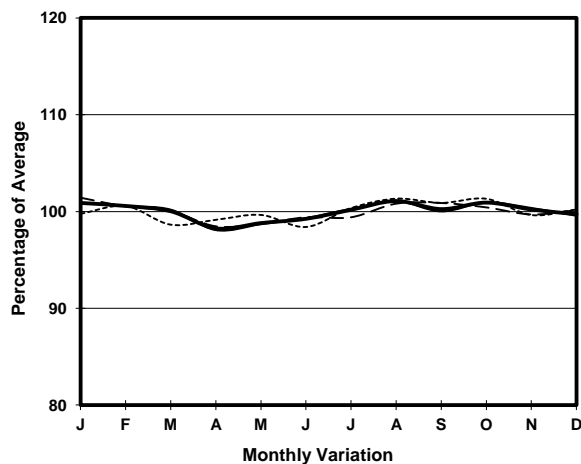
ROAD NETWORK MAJOR

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.	29980	31740	31370	22790
R 12 / 24 - %	74.1	75	73.4	68.8
R 16 / 24 - %	87.8	87.5	89.6	87.9
AM Peak Hour	0700-0800	0700-0800	0800-0900	0900-1000
One-way flow at AM peak hour	2330	2880	2120	1140
T - % (AM)	-	14.6	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1600-1700
One-way flow at PM peak hour	2220	2350	2380	1660
T - % (PM)	-	10.5	-	-
Prop.of commercial vehicles - 16 hr.	-	9.6	-	-
WEST BOUND				
A.A.D.T.	26650	28110	28770	19760
R 12 / 24 - %	74.9	75.2	75.5	71.5
R 16 / 24 - %	88	87.6	89.6	88.6
AM Peak Hour	0700-0800	0700-0800	0800-0900	0900-1000
One-way flow at AM peak hour	1990	2320	1790	1120
T - % (AM)	-	14.6	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1600-1700
One-way flow at PM peak hour	2220	2480	2020	1350
T - % (PM)	-	11.4	-	-
Prop.of commercial vehicles - 16 hr.	-	9.4	-	-

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 Peak hour	Pro	3.6	45.2	17.7	3.4	1.9	13.5	4.2	6.6	0.0	3.9
	Ocp	1.1	1.2	2.2	4.2	10.2	1.4	1.3	16.3	0.0	66.7
0800-0900	Pro	3.9	56.3	13.9	0.7	1.1	15.9	3.5	2.3	0.0	2.4
	Ocp	1.1	1.3	2.1	3.6	9.9	1.5	1.2	31.8	0.0	72.7
0900-1000	Pro	2.8	50.6	14.6	0.6	0.7	20.9	6.6	1.2	0.0	2.0
	Ocp	1.1	1.2	2.1	1.5	12.7	1.5	1.2	3.3	0.0	40.6
1000-1100	Pro	2.2	42.8	16.0	1.0	1.0	26.2	8.4	0.3	0.0	2.0
	Ocp	1.2	1.4	2.2	1.2	8.4	1.5	1.3	7.7	0.0	37.2
1100-1200	Pro	4.1	46.4	13.6	0.8	0.8	24.0	7.5	0.3	0.0	2.4
	Ocp	1.1	1.3	2.2	1.3	9.3	1.5	1.3	1.0	0.0	35.4
1200-1300	Pro	2.2	49.3	11.7	3.0	0.9	21.3	6.8	2.5	0.0	2.3
	Ocp	1.1	1.5	2.0	3.1	16.2	1.4	1.4	15.1	0.0	36.2
1300-1400	Pro	2.1	44.3	13.1	1.5	1.5	24.0	9.1	1.3	0.0	3.1
	Ocp	1.0	1.5	2.1	2.9	12.0	1.4	1.3	7.6	0.0	40.8
1400-1500	Pro	3.2	45.3	13.2	0.7	1.6	23.2	9.2	1.6	0.0	2.0
	Ocp	1.1	1.3	2.1	1.5	6.6	1.5	1.2	3.1	0.0	36.8
1500-1600	Pro	1.7	49.8	11.9	1.7	1.0	21.9	7.7	1.8	0.0	2.4
	Ocp	1.1	1.3	2.0	6.2	6.1	1.4	1.2	12.6	0.0	41.2
1600-1700	Pro	2.7	48.8	12.0	1.5	1.1	22.2	7.5	1.7	0.0	2.5
	Ocp	1.1	1.4	2.1	2.9	9.7	1.5	1.3	1.8	0.0	46.4
1700-1800	Pro	4.1	49.9	11.9	0.9	1.3	21.0	6.2	2.2	0.0	2.6
	Ocp	1.2	1.5	2.4	3.1	13.4	1.4	1.2	14.1	0.0	56.3
1800-1900	Pro	4.7	64.8	10.3	0.3	1.4	12.8	2.1	1.3	0.0	2.2
	Ocp	1.2	1.5	2.5	1.8	13.6	1.4	1.1	19.5	0.0	71.2
1900-2000	Pro	2.6	74.0	10.3	0.1	1.6	6.2	1.2	1.3	0.0	2.8
	Ocp	1.1	1.3	2.8	1.0	10.5	1.3	1.2	26.1	0.0	66.3
2000-2100	Pro	3.1	67.2	15.1	0.0	1.8	7.8	1.1	0.3	0.0	3.6
	Ocp	1.1	1.5	2.4	0.0	11.2	1.4	1.1	25.5	0.0	45.3
2100-2200	Pro	3.0	66.1	15.9	0.4	1.5	6.8	0.9	1.1	0.0	4.2
	Ocp	1.1	1.4	2.4	2.5	12.8	1.6	1.2	1.0	0.0	44.0
2200-2300	Pro	4.3	63.8	20.6	0.0	2.1	3.2	1.5	0.4	0.0	4.1
	Ocp	1.3	1.5	2.4	0.0	8.7	1.3	1.3	1.0	0.0	48.6
16 hours	Pro	3.2	54.2	13.5	1.0	1.3	17.4	5.2	1.6	0.0	2.6
	Ocp	1.1	1.4	2.2	3.2	10.7	1.5	1.2	15.2	0.0	51.5

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