

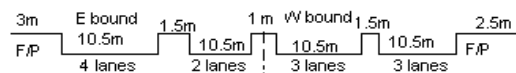
YEAR 2013

COVERAGE (B) STATION 4216

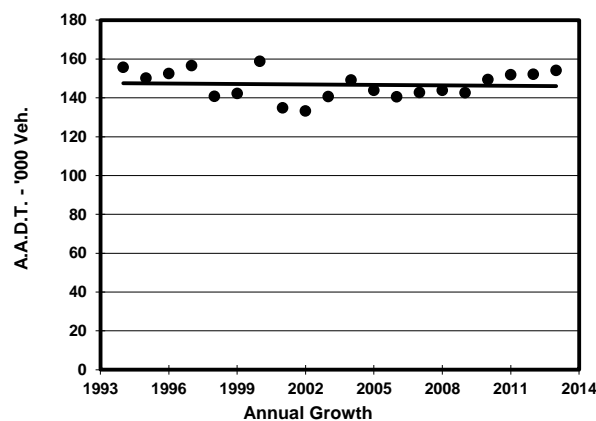
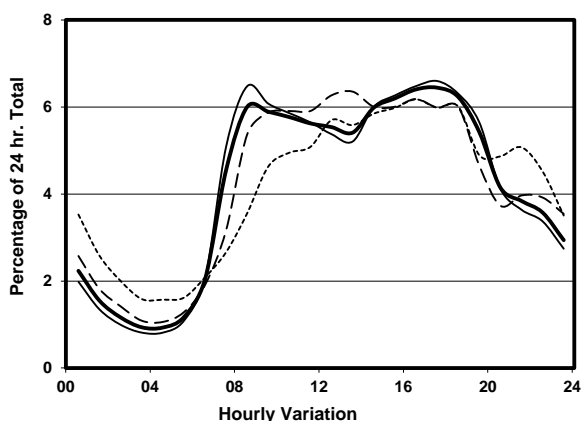
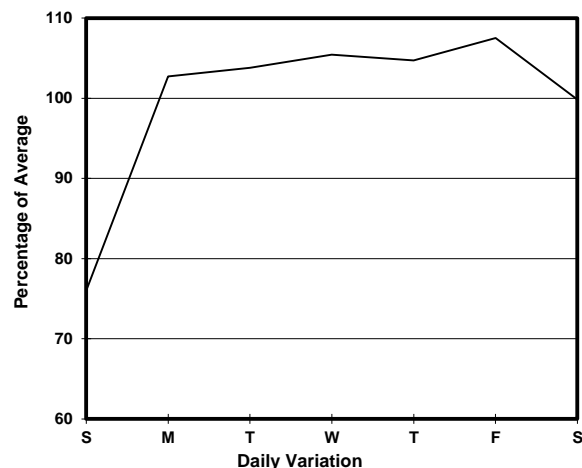
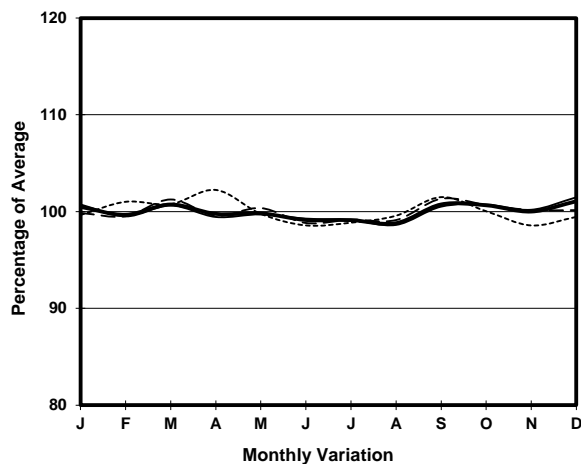
ROAD NETWORK MAJOR

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.	76100	80880	76940	58500
R 12 / 24 - %	70.7	72.1	69.8	62.1
R 16 / 24 - %	86.7	87.9	84.9	80.5
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	4970	5720	4730	2850
T - % (AM)	-	12.8	-	-
PM Peak Hour	1600-1700	1700-1800	1600-1700	1600-1700
One-way flow at PM peak hour	4770	5140	4700	3680
T - % (PM)	-	12.7	-	-
Prop.of commercial vehicles - 16 hr.	-	11.9	-	-
WEST BOUND				
A.A.D.T.	77940	82750	78850	60170
R 12 / 24 - %	69.4	70.6	68.3	62.2
R 16 / 24 - %	87.4	88.4	85.7	82.5
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	4480	4950	4410	2650
T - % (AM)	-	14.8	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	5210	5660	4980	3660
T - % (PM)	-	10.9	-	-
Prop.of commercial vehicles - 16 hr.	-	11.3	-	-

3. OTHER INFORMATION AND COMMENT

Coverage (B) Station 4216
Year 2013

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	4.6	25.3	22.5	2.7	7.3	20.5	5.6	4.8	0.1	6.7
	Ocp	1.1	1.5	2.0	8.0	11.0	1.4	1.2	20.9	12.9	52.1
0800-0900	Pro	4.1	42.9	19.2	1.0	6.0	14.9	3.1	3.2	0.1	5.6
	Ocp	1.0	1.3	1.9	6.6	14.4	1.5	1.5	20.0	21.9	60.6
0900-1000	Pro	2.5	32.5	22.8	0.8	5.1	23.5	6.0	1.2	0.1	5.5
	Ocp	1.0	1.3	1.9	1.4	10.1	1.5	1.5	13.0	4.7	33.6
1000-1100	Pro	2.6	30.7	19.3	0.6	3.9	30.9	6.3	0.7	0.1	4.9
	Ocp	1.1	1.4	1.9	2.2	8.3	1.5	1.4	4.3	6.1	24.8
1100-1200	Pro	2.1	32.4	16.3	1.0	4.8	31.5	6.4	0.7	0.1	4.7
	Ocp	1.1	1.3	2.0	1.6	7.9	1.4	1.5	8.5	5.2	26.9
1200-1300	Pro	2.7	35.2	17.9	1.6	4.5	26.1	6.0	1.2	0.1	4.8
	Ocp	1.1	1.3	2.1	3.1	7.3	1.5	1.5	8.2	5.4	24.8
1300-1400	Pro	2.1	37.2	14.7	1.0	4.9	27.6	6.4	1.4	0.1	4.7
	Ocp	1.1	1.4	2.0	3.5	8.7	1.4	1.3	12.3	6.6	29.7
1400-1500	Pro	2.4	33.3	16.1	0.7	3.6	31.5	7.0	1.1	0.1	4.1
	Ocp	1.1	1.3	2.1	1.9	8.1	1.5	1.3	6.9	6.8	28.5
1500-1600	Pro	2.6	36.2	17.3	1.3	2.8	27.5	6.9	1.2	0.1	4.1
	Ocp	1.1	1.4	1.8	7.3	10.2	1.5	1.5	16.3	7.1	33.0
1600-1700	Pro	3.1	34.6	18.7	1.8	3.6	26.2	5.3	2.2	0.1	4.5
	Ocp	1.1	1.4	1.8	3.2	10.1	1.4	1.3	12.4	13.9	38.7
1700-1800 Peak hour	Pro	4.1	38.8	16.1	1.5	3.5	24.3	4.0	1.6	0.1	6.0
	Ocp	1.1	1.4	1.8	3.2	12.2	1.5	1.4	5.3	10.0	44.7
1800-1900	Pro	5.4	49.4	14.7	0.4	5.4	15.2	2.2	1.9	0.1	5.3
	Ocp	1.1	1.4	2.1	1.4	15.2	1.4	1.4	22.5	12.7	64.1
1900-2000	Pro	3.0	55.0	17.7	0.2	6.0	9.9	1.2	1.5	0.1	5.5
	Ocp	1.1	1.5	2.1	1.0	13.9	1.4	1.3	14.3	10.7	50.9
2000-2100	Pro	3.6	48.5	23.1	0.1	6.4	9.5	1.5	1.5	0.1	5.9
	Ocp	1.2	1.4	1.9	1.0	10.7	1.5	1.4	11.2	9.4	33.9
2100-2200	Pro	3.2	42.8	29.5	0.2	7.7	8.1	1.6	0.8	0.2	6.0
	Ocp	1.1	1.4	2.0	1.0	9.7	1.3	1.3	5.4	5.8	33.6
2200-2300	Pro	3.7	41.3	31.0	0.1	9.0	5.7	1.2	1.0	0.1	7.0
	Ocp	1.1	1.4	1.9	1.0	10.1	1.3	1.6	8.1	4.1	32.9
16 hours	Pro	3.2	38.5	19.2	1.0	5.1	21.5	4.5	1.6	0.1	5.3
	Ocp	1.1	1.4	2.0	4.1	10.9	1.5	1.4	14.5	9.0	39.9

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