

YEAR 2013

COVERAGE (B) STATION 6219

ROAD NETWORK MAJOR

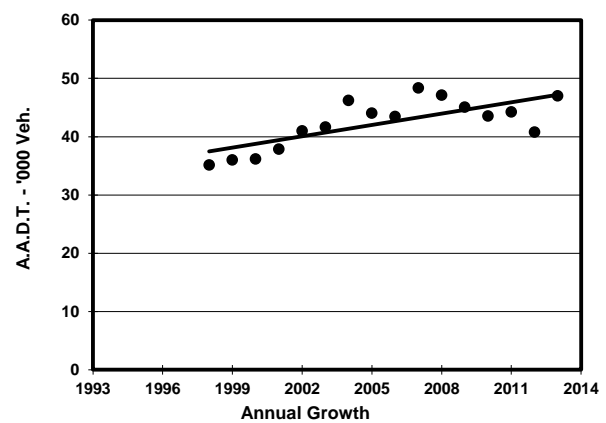
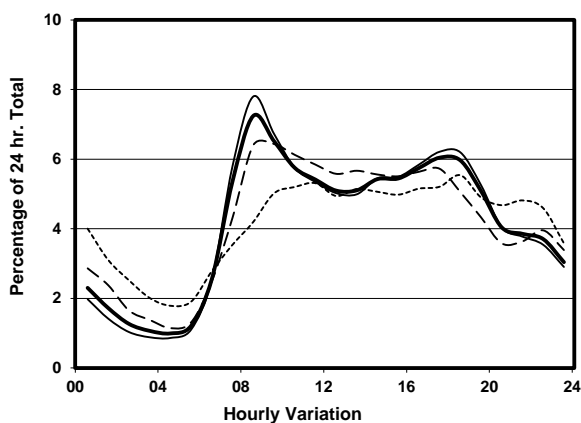
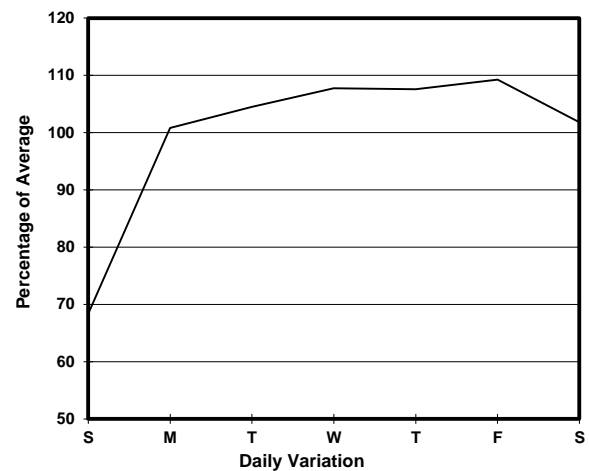
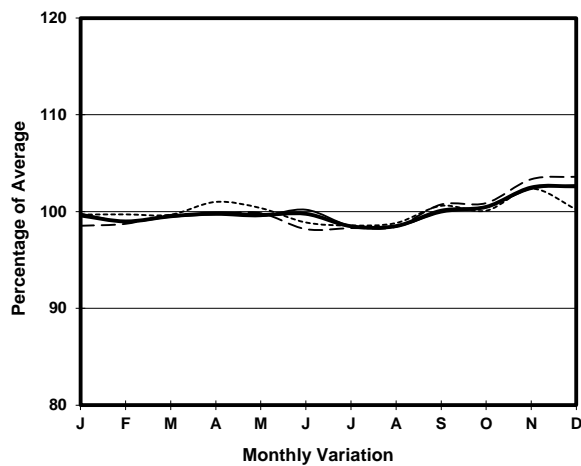
ROAD TYPE DISTRICT DISTRIBUTOR

LINK KWAI TSING RD & TSING YI S BRIDGE (from TSING YI RD to KWAI TAI RD INT)

8.8m
E bound 2 lanes

10m
W bound 3 lanes

1. TRAFFIC FLOW VARIATION AND GROWTH



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

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	24040	25770	25030	17370
R 12 / 24 - %	69.7	71	68.7	61.5
R 16 / 24 - %	85.8	87.1	83.7	79.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1800	2080	1730	950
T - % (AM)	-	27.9	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1800-1900
One-way flow at PM peak hour	1460	1600	1450	960
T - % (PM)	-	34.2	-	-
Prop.of commercial vehicles - 16 hr.	-	29.4	-	-
WEST BOUND				
A.A.D.T.	22960	24920	23660	15300
R 12 / 24 - %	68.5	70.3	67	56.8
R 16 / 24 - %	85.8	87.4	83	77.2
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	1610	1880	1480	690
T - % (AM)	-	29	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	1410	1610	1360	850
T - % (PM)	-	24.3	-	-
Prop.of commercial vehicles - 16 hr.	-	33.2	-	-

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	6.0	15.3	26.5	2.3	6.7	11.8	21.4	6.3	0.0	3.8
	Ocp	1.0	1.5	2.0	6.3	12.6	1.4	1.1	11.3	0.0	48.9
0800-0900 Peak hour	Pro	2.8	22.2	25.7	0.4	5.6	14.8	21.7	3.9	0.0	2.9
	Ocp	1.1	1.3	1.8	4.5	14.0	1.7	1.1	18.2	0.0	52.0
0900-1000	Pro	1.2	22.9	18.0	0.5	6.7	20.8	24.2	2.7	0.0	3.1
	Ocp	1.1	1.4	1.8	2.0	12.9	1.6	1.2	6.0	0.0	19.8
1000-1100	Pro	1.9	17.8	16.1	3.0	6.1	22.8	28.3	0.9	0.0	3.2
	Ocp	1.0	1.4	1.8	1.6	12.5	1.4	1.2	1.8	0.0	18.8
1100-1200	Pro	1.9	15.1	12.2	0.8	6.3	24.9	34.6	1.1	0.0	3.0
	Ocp	1.0	1.4	1.8	1.8	9.3	1.5	1.2	2.3	0.0	17.5
1200-1300	Pro	1.8	15.9	9.5	1.0	5.6	24.0	36.0	2.7	0.0	3.5
	Ocp	1.0	1.4	1.9	3.0	12.2	1.5	1.2	7.3	0.0	17.8
1300-1400	Pro	1.6	15.7	13.1	1.4	5.9	26.9	30.9	1.1	0.0	3.4
	Ocp	1.1	1.5	1.7	2.1	10.3	1.6	1.2	1.4	0.0	20.4
1400-1500	Pro	2.7	18.9	12.1	1.0	4.9	23.8	32.5	1.1	0.0	3.1
	Ocp	1.0	1.6	1.8	1.3	11.0	1.6	1.2	2.1	0.0	19.4
1500-1600	Pro	1.5	19.4	11.7	1.5	3.8	24.6	32.1	2.0	0.0	3.4
	Ocp	1.0	1.5	1.9	5.8	9.9	1.4	1.2	11.1	0.0	22.9
1600-1700	Pro	2.0	17.1	18.8	1.4	5.0	19.8	29.7	3.0	0.0	3.2
	Ocp	1.0	1.5	1.8	3.7	12.1	1.6	1.2	8.3	0.0	29.4
1700-1800	Pro	3.0	22.5	15.5	1.8	5.7	18.2	25.6	4.8	0.0	3.0
	Ocp	1.0	1.5	2.3	3.5	12.9	1.6	1.2	12.4	0.0	42.3
1800-1900	Pro	4.9	31.4	16.1	0.4	6.9	15.5	18.1	3.4	0.0	3.4
	Ocp	1.1	1.5	2.1	1.3	15.5	1.7	1.2	10.7	0.0	41.0
1900-2000	Pro	2.9	34.9	21.5	0.6	8.2	9.7	12.2	6.2	0.0	3.8
	Ocp	1.1	1.4	2.1	2.5	13.9	1.7	1.2	14.0	0.0	42.3
2000-2100	Pro	3.6	32.6	24.9	0.0	10.5	7.4	12.4	4.2	0.0	4.4
	Ocp	1.2	1.5	2.0	0.0	10.1	1.6	1.1	13.3	0.0	31.2
2100-2200	Pro	3.5	32.9	28.7	0.0	10.6	5.2	12.6	1.7	0.0	4.7
	Ocp	1.1	1.5	2.0	0.0	12.1	1.9	1.2	10.9	0.0	28.7
2200-2300	Pro	4.4	26.9	33.3	0.0	8.5	6.4	14.1	0.8	0.0	5.7
	Ocp	1.2	1.5	2.0	0.0	10.7	1.8	1.1	1.7	0.0	27.3
16 hours	Pro	2.8	22.1	18.5	1.1	6.4	17.9	24.7	3.0	0.0	3.5
	Ocp	1.1	1.5	1.9	3.4	12.2	1.6	1.2	11.0	0.0	31.0

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