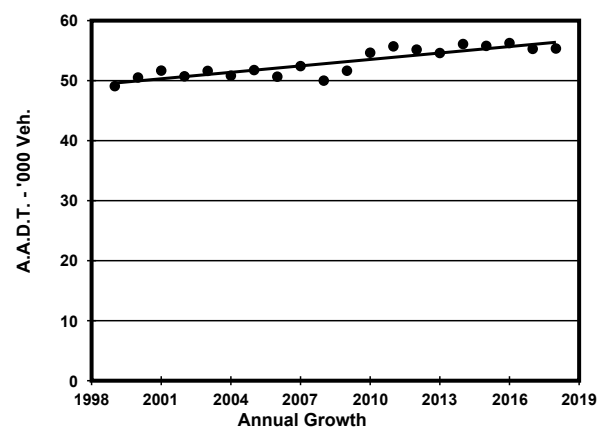
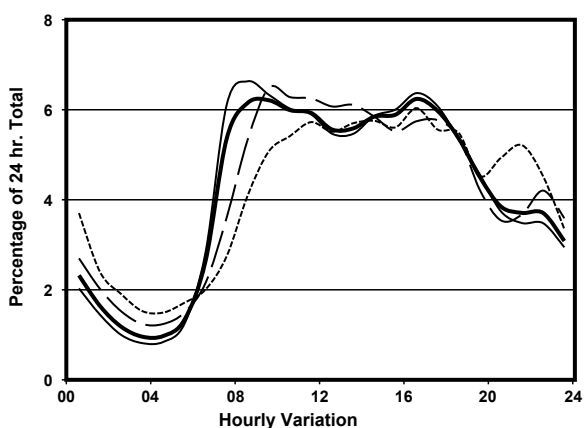
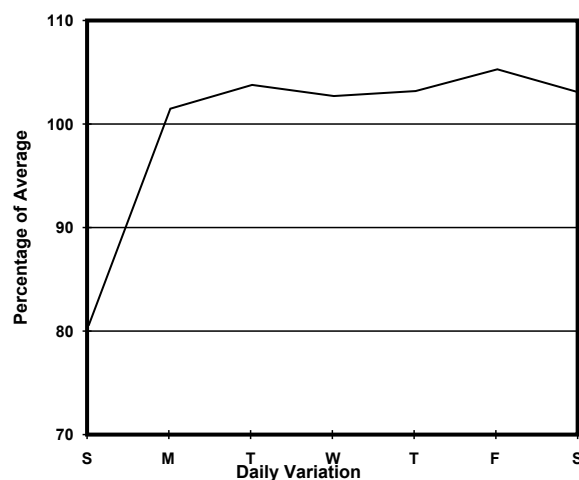
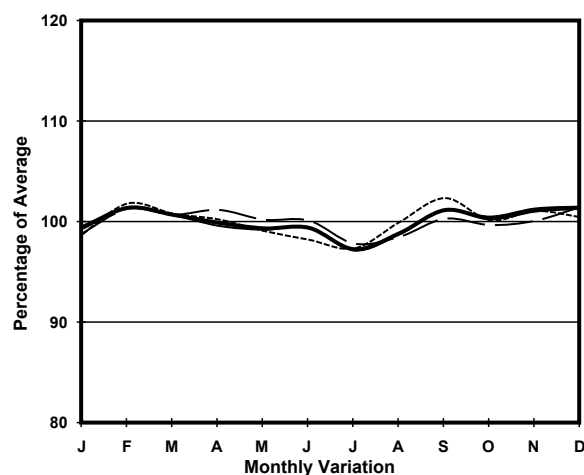


YEAR 2018  
 COVERAGE (B) STATION 2215  
 ROAD NETWORK MAJOR  
 ROAD TYPE EXPRESSWAY

LINK ISLAND EASTERN CORRIDOR (from MONG LUNG ST to  
 WING TAI RD INT)



## 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.	27310	28470	28390	22460
R 12 / 24 - %	68.3	70.1	66.1	59.9
R 16 / 24 - %	85.8	87.1	83.5	81.1
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1690	1830	1730	1070
T - % (AM)	-	16.1	-	-
PM Peak Hour	1600-1700	1600-1700	1700-1800	1600-1700
One-way flow at PM peak hour	1750	1860	1710	1380
T - % (PM)	-	10.6	-	-
Prop.of commercial vehicles - 16 hr.	-	12.2	-	-
<b>WEST BOUND</b>				
A.A.D.T.	28040	29290	29260	22600
R 12 / 24 - %	71.8	73.1	70.6	65.5
R 16 / 24 - %	85.9	86.6	84.5	82.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1920	2180	2010	1220
T - % (AM)	-	8.8	-	-
PM Peak Hour	1600-1700	1700-1800	1600-1700	1600-1700
One-way flow at PM peak hour	1710	1830	1640	1340
T - % (PM)	-	8.8	-	-
Prop.of commercial vehicles - 16 hr.	-	11.7	-	-

## 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	5.9	23.5	30.8	2.4	0.0	20.7	5.3	6.2	0.0	5.1
	Ocp	1.0	1.3	1.9	5.7	0.0	1.5	1.1	11.6	0.0	40.6
0800-0900 Peak hour	Pro	3.4	47.2	15.4	2.0	0.0	21.5	4.5	2.8	0.0	3.3
	Ocp	1.0	1.3	1.8	4.8	0.0	1.4	1.2	14.2	0.0	49.8
0900-1000	Pro	3.0	34.6	16.1	2.4	0.0	29.3	7.5	2.5	0.1	4.5
	Ocp	1.0	1.3	1.8	2.8	0.0	1.6	1.2	10.1	1.0	18.7
1000-1100	Pro	3.2	29.5	16.1	1.7	0.0	36.0	8.3	1.9	0.1	3.2
	Ocp	1.1	1.4	1.8	2.0	0.0	1.4	1.4	5.9	1.0	18.1
1100-1200	Pro	3.5	30.0	14.8	4.1	0.0	32.9	9.6	2.7	0.1	2.2
	Ocp	1.0	1.3	1.7	1.8	0.0	1.4	1.5	6.6	1.0	21.6
1200-1300	Pro	2.1	29.3	16.3	3.9	0.0	34.7	6.7	4.7	0.0	2.2
	Ocp	1.0	1.4	1.7	4.6	0.0	1.4	1.3	11.2	0.0	25.3
1300-1400	Pro	3.2	33.0	14.6	2.6	0.0	32.9	8.8	2.4	0.1	2.4
	Ocp	1.1	1.4	1.7	2.0	0.0	1.4	1.3	4.9	1.0	22.5
1400-1500	Pro	3.5	32.8	16.3	2.7	0.0	32.3	7.6	2.1	0.1	2.6
	Ocp	1.1	1.4	1.8	4.2	0.0	1.5	1.3	4.8	1.0	18.5
1500-1600	Pro	4.4	32.7	17.4	3.5	0.0	28.8	6.8	3.4	0.0	3.0
	Ocp	1.1	1.4	1.5	5.3	0.0	1.5	1.3	23.0	0.0	18.0
1600-1700	Pro	4.5	33.3	21.2	3.5	0.0	25.8	5.4	3.0	0.1	3.3
	Ocp	1.1	1.3	1.4	2.4	0.0	1.4	1.2	3.4	1.0	23.5
1700-1800	Pro	5.6	42.2	16.0	3.4	0.0	22.5	3.3	3.4	0.1	3.6
	Ocp	1.1	1.3	1.4	2.1	0.0	1.4	1.4	5.1	1.0	28.7
1800-1900	Pro	7.7	54.3	13.4	1.0	0.0	16.1	1.5	2.4	0.1	3.5
	Ocp	1.1	1.3	2.1	1.9	0.0	1.4	1.4	9.1	1.0	48.0
1900-2000	Pro	4.0	58.9	18.1	0.2	0.0	10.8	1.5	1.9	0.0	4.6
	Ocp	1.1	1.2	1.9	1.0	0.0	1.5	1.3	5.4	0.0	38.8
2000-2100	Pro	6.2	46.8	27.0	0.2	0.0	9.1	1.2	3.6	0.5	5.4
	Ocp	1.1	1.3	1.7	1.0	0.0	1.3	1.1	2.2	1.0	16.9
2100-2200	Pro	5.5	48.0	30.2	0.0	0.0	8.9	1.0	1.0	0.1	5.2
	Ocp	1.1	1.3	1.6	0.0	0.0	1.3	1.2	1.0	1.0	16.5
2200-2300	Pro	2.5	54.5	24.8	0.2	0.0	9.6	1.5	0.5	0.1	6.3
	Ocp	1.1	1.2	1.6	1.0	0.0	1.2	1.7	1.0	1.0	17.0
16 hours	Pro	4.2	38.5	18.5	2.3	0.0	24.6	5.4	2.9	0.1	3.6
	Ocp	1.1	1.3	1.7	3.3	0.0	1.4	1.3	9.1	1.0	27.1

**Legend**

**Pro.** Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)\*

**Ocp.** Average occupancy of vehicles including both driver and passengers\*

**M&H** Medium and Heavy

**\*** All traffic data are collected from combined bounds except for one way traffic