YEAR 2011 **LINK** KWUN TONG RD (from PING SHEK EST EASTERN END to WAI YIP ST FO <K42>)

COVERAGE (B) STATION 4216
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD

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.	75490	80080	76990	58160
R 12 / 24 - %	70.4	72	68.9	61.3
R 16 / 24 - %	86.7	87.8	85.2	80.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	4820	5580	4810	2650
T - % (AM)	-	12.2	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1800-1900
One-way flow at PM peak hour	4700	5090	4530	3620
T - % (PM)	-	15.1	-	-
Prop.of commercial vehicles - 16 hr.	-	13.4	-	-
WEST BOUND				
A.A.D.T.	76350	81770	77180	55750
R 12 / 24 - %	70	71.2	69.5	61.6
R 16 / 24 - %	87.8	88.9	86	81.7
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	4500	5020	4440	2440
T - % (AM)	-	13.3	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1700-1800
One-way flow at PM peak hour	5170	5720	4850	3410
T - % (PM)	-	9.5	-	-
Prop.of commercial vehicles - 16 hr.	-	13.5	-	-

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	4.7	20.5	22.6	2.1	8.1	21.4	7.7	5.1	0.2	7.8
	Ocp	1.1	1.5	2.1	7.0	11.8	1.5	1.3	18.6	12.3	55.2
0800-0900	Pro	4.6	36.4	20.3	1.4	5.3	18.9	4.8	2.2	0.1	5.9
	Ocp	1.1	1.4	1.9	5.2	14.2	1.6	1.5	18.4	14.9	62.8
0900-1000	Pro	2.4	28.1	21.7	0.8	5.3	28.8	5.4	1.7	0.1	5.8
	Ocp	1.1	1.3	1.8	3.3	10.2	1.5	1.6	14.3	5.8	32.1
1000-1100	Pro	2.3	27.4	17.3	1.1	4.4	32.8	8.6	0.8	0.1	5.3
	Ocp	1.0	1.4	1.9	2.5	8.7	1.5	1.5	10.8	7.2	21.8
1100-1200	Pro	2.8	27.9	15.4	0.9	4.9	34.3	8.5	0.6	0.1	4.5
	Ocp	1.1	1.5	1.9	2.4	7.4	1.5	1.5	7.6	8.9	22.8
1200-1300	Pro	2.6	29.0	15.7	1.1	5.2	32.1	8.1	1.6	0.1	4.7
	Ocp	1.1	1.4	2.0	3.3	7.3	1.5	1.5	11.2	5.4	24.3
1300-1400	Pro	3.1	27.3	15.0	0.8	5.1	32.9	9.4	1.6	0.1	4.7
	Ocp	1.0	1.5	1.9	3.0	8.3	1.5	1.5	11.0	6.8	25.7
1400-1500	Pro	2.7	26.9	14.5	0.3	3.9	35.7	10.4	1.2	0.1	4.3
	Ocp	1.0	1.3	1.9	4.0	9.4	1.5	1.4	8.8	7.8	25.5
1500-1600	Pro	3.1	29.8	15.6	1.1	3.4	33.2	8.4	0.9	0.1	4.2
	Ocp	1.1	1.5	1.9	2.9	9.0	1.4	1.4	10.0	6.9	26.3
1600-1700	Pro	3.1	29.4	17.6	1.2	3.9	29.7	7.6	2.3	0.1	5.1
	Ocp	1.1	1.4	1.5	3.3	10.8	1.4	1.3	12.7	7.1	29.8
1700-1800	Pro	4.7	33.4	16.3	1.5	4.5	26.3	5.4	2.0	0.1	5.8
Peak hour	Ocp	1.1	1.5	1.8	4.8	11.4	1.5	1.4	7.8	12.9	40.2
1800-1900	Pro	4.7	46.5	15.2	0.8	6.7	15.8	3.6	2.2	0.1	4.5
	Ocp	1.1	1.4	1.5	2.6	15.0	1.5	1.5	23.5	20.8	60.2
1900-2000	Pro	3.9	50.8	17.4	0.2	5.8	12.6	2.7	1.8	0.1	4.7
	Ocp	1.1	1.5	2.1	2.0	14.4	1.4	1.4	21.7	19.8	54.9
2000-2100	Pro	2.8	42.8	23.2	0.2	9.0	10.9	3.0	1.5	0.1	6.4
	Ocp	1.2	1.6	1.6	1.5	10.8	1.6	1.5	16.6	8.3	33.2
2100-2200	Pro	4.1	38.1	28.0	0.7	10.0	8.7	3.2	0.8	0.1	6.4
	Ocp	1.1	1.4	1.7	2.1	10.3	1.5	1.3	8.3	6.2	31.2
2200-2300	Pro	4.2	36.8	31.0	0.3	11.1	6.2	2.4	0.8	0.1	7.0
	Ocp	1.2	1.5	1.9	1.8	9.9	1.4	1.2	9.7	10.1	30.2
16 hours	Pro	3.5	33.1	18.6	0.9	5.7	24.7	6.3	1.7	0.1	5.3
	Ocp	1.1	1.4	1.8	3.8	10.8	1.5	1.4	14.9	9.9	37.2

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