

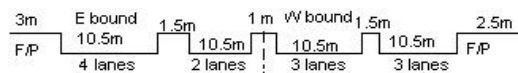
YEAR 2019

COVERAGE (B) STATION 4216

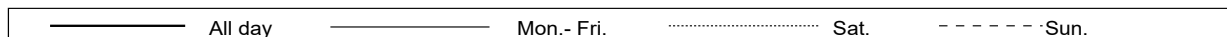
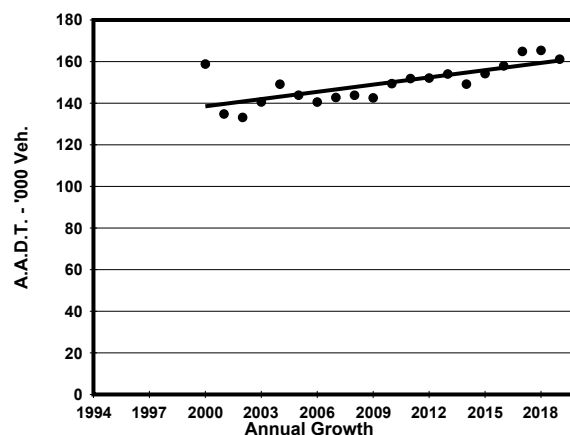
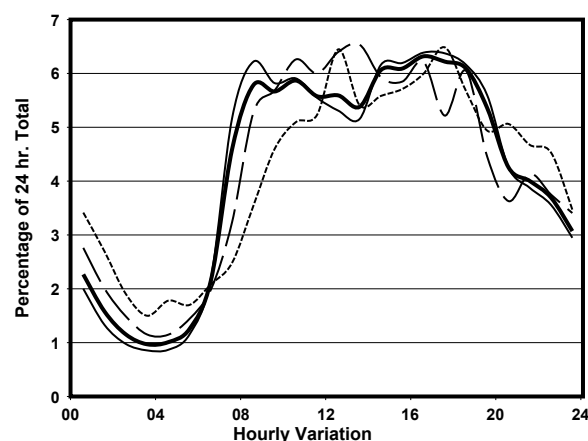
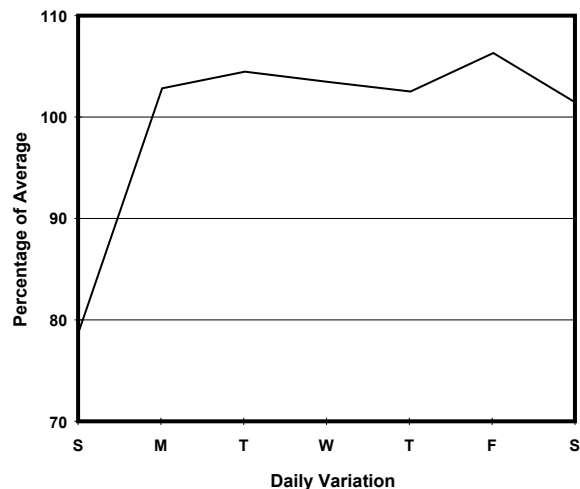
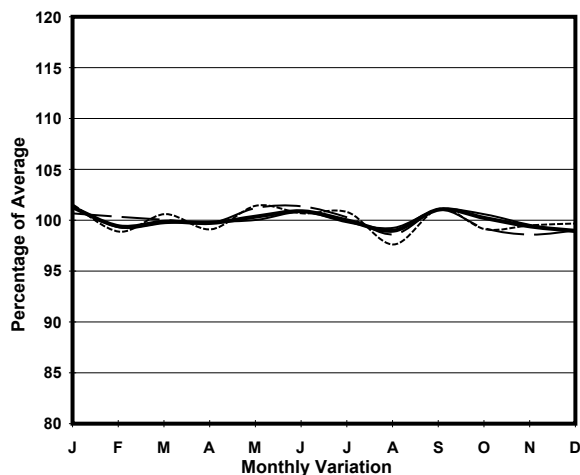
ROAD NETWORK MAJOR

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.	77130	81070	80350	60450
R 12 / 24 - %	70.7	72.1	71	60.9
R 16 / 24 - %	86.7	88	84.9	80
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	4840	5500	4710	2710
T - % (AM)	-	11.5	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1700-1800
One-way flow at PM peak hour	4960	5300	5160	4170
T - % (PM)	-	13.3	-	-
Prop.of commercial vehicles - 16 hr.	-	11.8	-	-
WEST BOUND				
A.A.D.T.	84040	88370	84850	68310
R 12 / 24 - %	67.9	68.8	66.4	63.4
R 16 / 24 - %	86.4	87.4	84.3	82.7
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	4490	5040	4680	3210
T - % (AM)	-	11.4	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	5390	5840	5110	4240
T - % (PM)	-	11	-	-
Prop.of commercial vehicles - 16 hr.	-	11.9	-	-

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	5.6	37.1	17.9	2.7	5.2	17.2	5.2	2.7	0.1	6.2
	Ocp	1.0	1.4	2.2	8.5	12.9	1.4	1.3	16.5	11.3	51.2
0800-0900	Pro	4.3	44.2	17.1	1.1	3.8	18.1	3.4	1.7	0.1	6.3
	Ocp	1.0	1.3	2.0	6.4	14.1	1.5	1.4	25.6	27.5	60.2
0900-1000	Pro	3.3	42.1	12.3	0.8	3.8	22.8	6.9	1.5	0.1	6.5
	Ocp	1.0	1.3	1.8	2.5	11.1	1.5	1.3	5.5	18.3	38.5
1000-1100	Pro	2.7	34.5	19.7	0.8	2.9	25.5	7.9	0.7	0.1	5.1
	Ocp	1.0	1.3	2.0	1.9	8.0	1.3	1.2	5.3	10.5	26.7
1100-1200	Pro	2.7	34.5	16.4	1.1	3.3	28.5	7.7	0.9	0.1	4.8
	Ocp	1.1	1.3	1.9	2.1	8.5	1.3	1.4	9.4	23.0	25.9
1200-1300	Pro	3.4	36.8	16.0	1.4	3.3	26.9	6.3	1.0	0.1	4.9
	Ocp	1.0	1.2	1.9	2.4	6.6	1.3	1.2	6.5	20.3	25.7
1300-1400	Pro	2.8	34.5	18.5	0.8	2.9	28.2	6.5	0.8	0.1	4.9
	Ocp	1.1	1.3	1.9	2.9	9.7	1.3	1.3	13.4	11.0	24.3
1400-1500	Pro	2.8	36.7	17.6	0.8	2.3	28.0	6.5	1.2	0.1	4.1
	Ocp	1.0	1.4	1.7	2.2	8.4	1.4	1.2	8.9	24.2	26.3
1500-1600	Pro	2.9	36.1	17.7	2.2	2.4	26.3	6.7	1.1	0.1	4.6
	Ocp	1.0	1.3	1.9	5.2	8.8	1.3	1.4	9.1	26.0	30.9
1600-1700 Peak hour	Pro	3.6	36.2	18.1	2.1	2.4	24.9	5.2	2.2	0.1	5.2
	Ocp	1.1	1.4	1.7	4.1	10.5	1.4	1.3	8.5	25.8	37.0
1700-1800	Pro	6.1	44.9	15.4	2.2	3.6	17.3	3.7	1.6	0.1	5.2
	Ocp	1.1	1.3	1.9	2.9	13.1	1.5	1.4	6.8	40.3	51.7
1800-1900	Pro	5.7	54.3	14.0	0.4	4.4	10.4	3.4	1.6	0.1	5.8
	Ocp	1.1	1.4	2.0	1.9	15.9	1.3	1.3	20.8	22.5	68.3
1900-2000	Pro	1.7	57.6	17.6	0.2	3.9	9.7	2.1	1.4	0.1	5.8
	Ocp	1.1	1.4	2.1	1.2	13.9	1.4	1.3	12.8	31.0	47.5
2000-2100	Pro	3.2	49.9	24.3	0.1	4.8	8.6	1.4	0.7	0.1	7.0
	Ocp	1.1	1.4	1.7	2.0	11.2	1.3	1.2	8.3	9.7	31.4
2100-2200	Pro	3.2	47.3	27.8	0.0	5.6	7.2	1.9	0.7	0.0	6.3
	Ocp	1.1	1.4	2.0	0.0	10.3	1.3	1.2	8.9	0.0	35.5
2200-2300	Pro	1.8	44.0	33.5	0.5	5.9	4.6	2.2	1.0	0.1	6.5
	Ocp	1.0	1.3	2.0	3.6	11.4	1.3	1.2	6.9	1.0	28.7
16 hours	Pro	3.5	41.7	18.4	1.1	3.7	19.7	5.0	1.3	0.1	5.5
	Ocp	1.1	1.3	1.9	4.2	11.3	1.4	1.3	12.0	19.0	39.7

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