

YEAR 2019

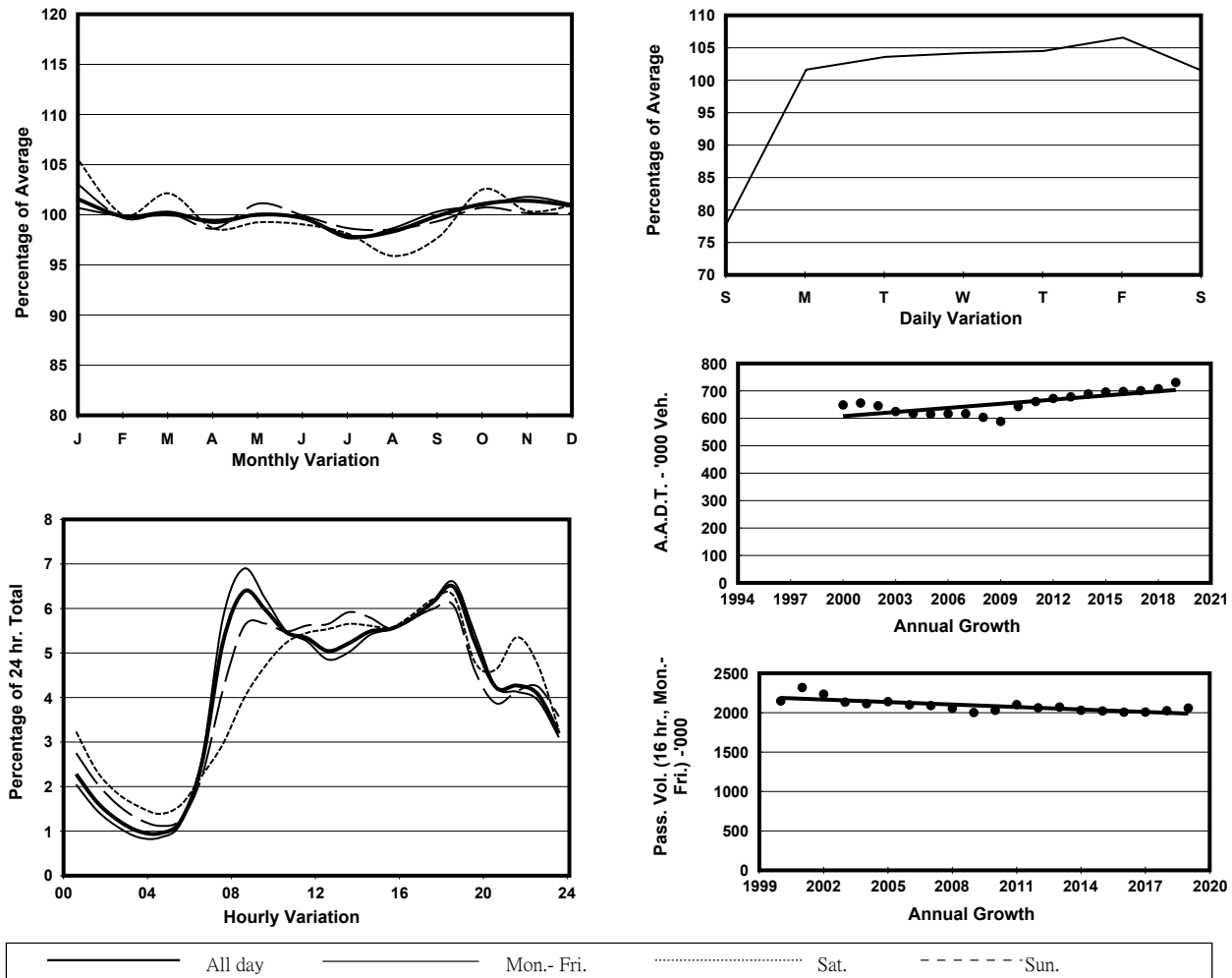
Location

Kowloon External Cordon(Kolwoon Urban Area Boundary)

Stations on Cordon/Screenline

4201, 5017, 5021, 5022, 5023, 5024, 5026, 5030, 5037, 5038, 6203, 6204 and 6214

## 1. TRAFFIC FLOW VARIATION AND GROWTH



## 2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
<b>SOUTH BOUND</b>				
A.A.D.T.	365820	386210	373140	287420
R 12 / 24 - %	71.2	72.2	70.2	66
R 16 / 24 - %	86.5	87.2	85.1	83.7
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	26060	29520	24230	14890
T - % (AM)	-	12.4	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	23230	24550	22510	19320
T - % (PM)	-	9.5	-	-
Prop.of commercial vehicles - 16 hr.	-	13.6	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	364970	383670	377300	289730
R 12 / 24 - %	65	65.8	64.3	60.1
R 16 / 24 - %	85.3	86.3	83.2	81.4
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	20590	23570	18590	12240
T - % (AM)	-	15.5	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	24120	26210	22920	17640
T - % (PM)	-	10.2	-	-
Prop.of commercial vehicles - 16 hr.	-	14.4	-	-

## 3. OTHER INFORMATION AND COMMENT

**Kowloon External Cordon**  
**Year 2019**

**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	4.3	46.5	16.0	1.7	1.5	15.3	8.1	3.2	0.1	3.3
	Ocp	1.1	1.3	2.0	8.0	13.0	1.4	1.1	16.1	15.0	54.3
0800-0900 Peak Hour	Pro	3.4	51.4	12.7	1.0	1.3	16.6	8.1	2.5	0.1	3.0
	Ocp	1.1	1.3	2.1	5.0	13.4	1.5	1.3	19.1	1.0	58.1
0900-1000	Pro	2.5	43.2	14.8	0.7	1.4	22.1	10.2	2.0	0.1	3.0
	Ocp	1.1	1.3	2.0	2.5	11.1	1.4	1.2	10.0	4.8	33.9
1000-1100	Pro	1.9	39.0	14.7	0.7	1.2	25.3	12.4	1.6	0.0	3.1
	Ocp	1.1	1.3	2.0	2.2	9.7	1.4	1.2	10.8	0.0	27.7
1100-1200	Pro	1.9	40.3	14.3	1.2	1.3	24.7	11.9	1.4	0.1	3.0
	Ocp	1.1	1.3	2.0	3.0	10.0	1.4	1.2	9.4	2.9	27.8
1200-1300	Pro	1.9	42.4	14.0	1.5	1.2	22.6	11.6	1.7	0.1	3.0
	Ocp	1.1	1.3	2.0	4.9	9.4	1.4	1.2	8.8	20.0	29.2
1300-1400	Pro	2.0	39.2	14.0	1.0	1.3	25.2	12.7	1.7	0.1	3.0
	Ocp	1.1	1.4	2.1	2.9	10.8	1.4	1.2	9.5	4.6	32.7
1400-1500	Pro	1.8	41.6	12.2	0.9	1.2	24.7	13.2	1.7	0.1	2.8
	Ocp	1.1	1.4	2.0	2.4	10.9	1.4	1.2	9.5	2.1	32.1
1500-1600	Pro	2.2	41.9	13.2	1.5	1.0	24.1	11.5	1.9	0.1	2.8
	Ocp	1.0	1.4	1.9	5.4	11.6	1.4	1.2	15.1	2.5	33.4
1600-1700	Pro	2.6	43.3	14.7	1.5	1.2	21.1	10.0	2.6	0.1	3.0
	Ocp	1.1	1.3	1.8	3.6	11.8	1.4	1.2	9.8	1.0	37.7
1700-1800	Pro	4.9	49.3	12.7	1.1	1.3	18.5	6.9	2.3	0.1	3.1
	Ocp	1.1	1.3	1.9	3.2	14.8	1.4	1.2	9.0	2.1	52.4
1800-1900	Pro	4.2	59.5	12.5	0.2	1.5	12.3	5.1	2.0	0.0	2.8
	Ocp	1.1	1.3	2.1	2.3	14.9	1.3	1.1	17.5	0.0	68.1
1900-2000	Pro	3.1	62.6	13.9	0.1	1.9	9.0	3.8	2.1	0.1	3.5
	Ocp	1.1	1.3	2.0	2.5	11.0	1.3	1.1	12.3	3.7	52.0
2000-2100	Pro	2.7	57.0	20.4	0.2	2.0	8.0	3.9	1.7	0.1	4.2
	Ocp	1.2	1.3	1.9	1.4	9.3	1.3	1.1	7.5	1.0	35.3
2100-2200	Pro	2.9	51.9	26.0	0.1	1.9	8.4	3.5	1.0	0.1	4.2
	Ocp	1.1	1.3	1.9	2.0	9.0	1.3	1.1	8.7	10.2	36.4
2200-2300	Pro	2.5	56.5	24.8	0.2	2.1	6.2	2.7	1.1	0.1	4.0
	Ocp	1.1	1.4	1.9	2.8	9.3	1.3	1.1	8.7	1.0	37.9
16 hours	Pro	2.9	47.7	15.2	0.9	1.4	18.1	8.6	2.0	0.1	3.2
	Ocp	1.1	1.3	2.0	4.2	11.4	1.4	1.2	12.3	4.1	41.5

**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