

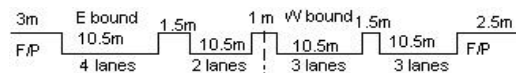
YEAR 2020

COVERAGE (B) STATION 4216

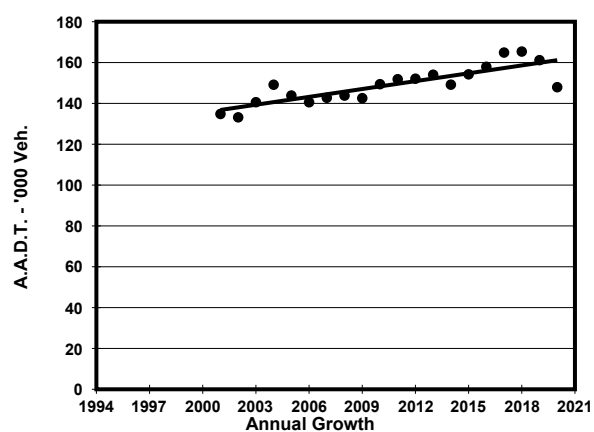
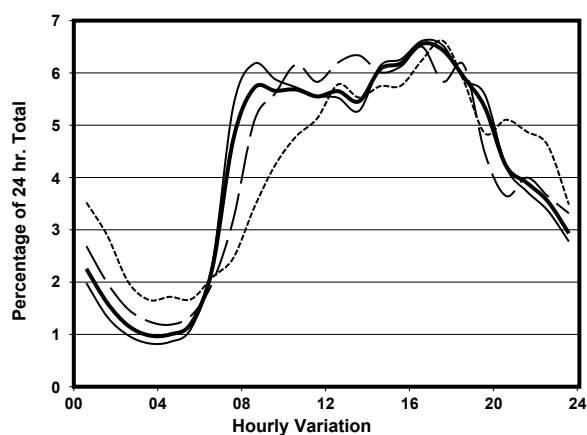
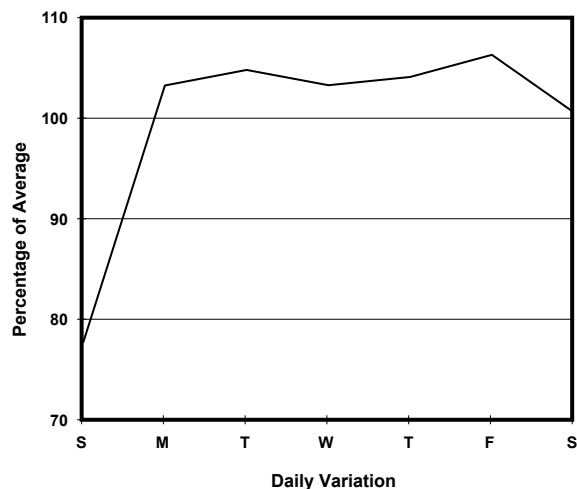
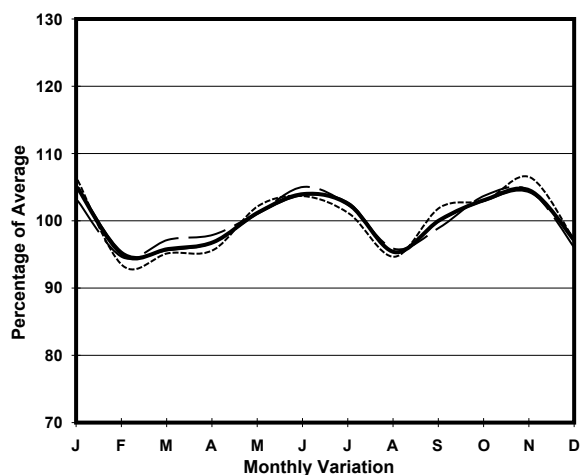
ROAD NETWORK MAJOR

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



— 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.	71240	75250	72990	55350
R 12 / 24 - %	70.7	72.1	71.1	61
R 16 / 24 - %	86.7	88	84.9	80.1
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	4430	5050	4380	2510
T - % (AM)	-	12.5	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1700-1800
One-way flow at PM peak hour	4660	5000	4800	3750
T - % (PM)	-	9.6	-	-
Prop.of commercial vehicles - 16 hr.	-	11	-	-
<b>WEST BOUND</b>				
A.A.D.T.	76690	80890	77610	61080
R 12 / 24 - %	68.5	69.8	67.1	62
R 16 / 24 - %	86.5	87.6	84.6	81.8
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	4100	4600	4070	2430
T - % (AM)	-	9.1	-	-
PM Peak Hour	1600-1700	1700-1800	1600-1700	1600-1700
One-way flow at PM peak hour	5040	5330	4990	4020
T - % (PM)	-	10.1	-	-
Prop.of commercial vehicles - 16 hr.	-	11.1	-	-

## 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	5.5	41.9	16.8	2.3	4.3	15.5	5.3	2.1	0.1	6.2
	Ocp	1.1	1.4	1.6	7.3	12.6	1.4	1.3	25.1	19.3	47.4
0800-0900	Pro	4.3	46.4	15.5	1.1	3.5	18.3	3.6	1.4	0.1	5.8
	Ocp	1.1	1.2	2.0	4.3	13.4	1.4	1.3	22.7	26.3	51.8
0900-1000	Pro	3.0	38.2	17.3	0.7	2.9	25.0	5.9	0.9	0.1	6.2
	Ocp	1.0	1.3	1.8	2.4	10.5	1.5	1.4	5.5	18.9	31.4
1000-1100	Pro	3.1	34.3	19.0	0.9	2.9	27.8	6.8	0.4	0.1	4.8
	Ocp	1.1	1.3	1.8	2.3	7.1	1.4	1.3	1.9	19.6	24.2
1100-1200	Pro	3.5	33.3	16.2	1.4	3.5	30.2	6.8	0.7	0.1	4.4
	Ocp	1.1	1.3	1.7	2.7	6.2	1.4	1.3	2.6	7.5	21.7
1200-1300	Pro	3.2	36.9	17.0	1.6	3.2	26.4	6.4	0.8	0.1	4.6
	Ocp	1.0	1.2	1.8	4.1	6.1	1.4	1.3	6.0	14.2	24.1
1300-1400	Pro	3.2	37.2	15.8	2.2	2.8	27.8	5.7	1.1	0.1	4.1
	Ocp	1.1	1.3	1.8	7.0	8.2	1.4	1.2	7.6	19.4	26.9
1400-1500	Pro	3.6	38.4	16.3	1.7	2.5	26.4	6.2	0.8	0.1	4.0
	Ocp	1.0	1.4	1.8	1.5	7.9	1.4	1.3	3.6	15.4	26.7
1500-1600	Pro	3.6	35.4	16.8	0.9	2.4	29.7	6.3	0.4	0.1	4.4
	Ocp	1.1	1.3	1.7	1.5	8.3	1.4	1.3	6.7	8.1	24.0
1600-1700 Peak hour	Pro	3.7	40.2	17.8	0.9	2.7	24.4	4.9	0.8	0.1	4.5
	Ocp	1.0	1.4	1.7	2.4	10.3	1.4	1.3	3.1	18.6	28.9
1700-1800	Pro	5.3	41.4	14.7	1.1	3.6	22.9	4.3	0.7	0.1	5.9
	Ocp	1.1	1.4	1.8	2.1	13.0	1.4	1.3	9.8	18.4	41.3
1800-1900	Pro	5.9	49.5	13.5	0.4	3.8	15.8	3.8	0.8	0.1	6.4
	Ocp	1.1	1.3	1.7	1.5	16.4	1.3	1.3	18.7	19.8	51.5
1900-2000	Pro	3.9	52.9	18.2	0.1	3.0	12.6	2.4	0.9	0.1	6.0
	Ocp	1.1	1.3	2.0	1.5	14.1	1.3	1.3	10.9	22.0	35.1
2000-2100	Pro	4.0	50.8	22.3	0.1	5.1	9.0	1.8	0.3	0.1	6.4
	Ocp	1.2	1.3	1.9	1.5	9.5	1.3	1.3	2.2	10.7	25.2
2100-2200	Pro	4.4	46.0	25.5	0.2	4.7	9.6	2.0	0.4	0.1	7.1
	Ocp	1.0	1.4	1.8	3.0	10.0	1.3	1.4	1.0	3.3	27.2
2200-2300	Pro	5.6	44.4	26.4	0.4	4.5	8.8	1.9	0.4	0.1	7.5
	Ocp	1.1	1.3	1.7	1.2	8.8	1.2	1.2	3.0	6.8	25.2
16 hours	Pro	4.1	41.5	17.6	1.0	3.4	21.4	4.8	0.8	0.1	5.4
	Ocp	1.1	1.3	1.8	3.8	10.4	1.4	1.3	11.7	16.3	33.4

**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