

YEAR

2023

LINK CHEONG WAN RD & GILLIES AVE S (from HUNG HOM
STATION to WUHU ST)

COVERAGE (B) STATION

4207

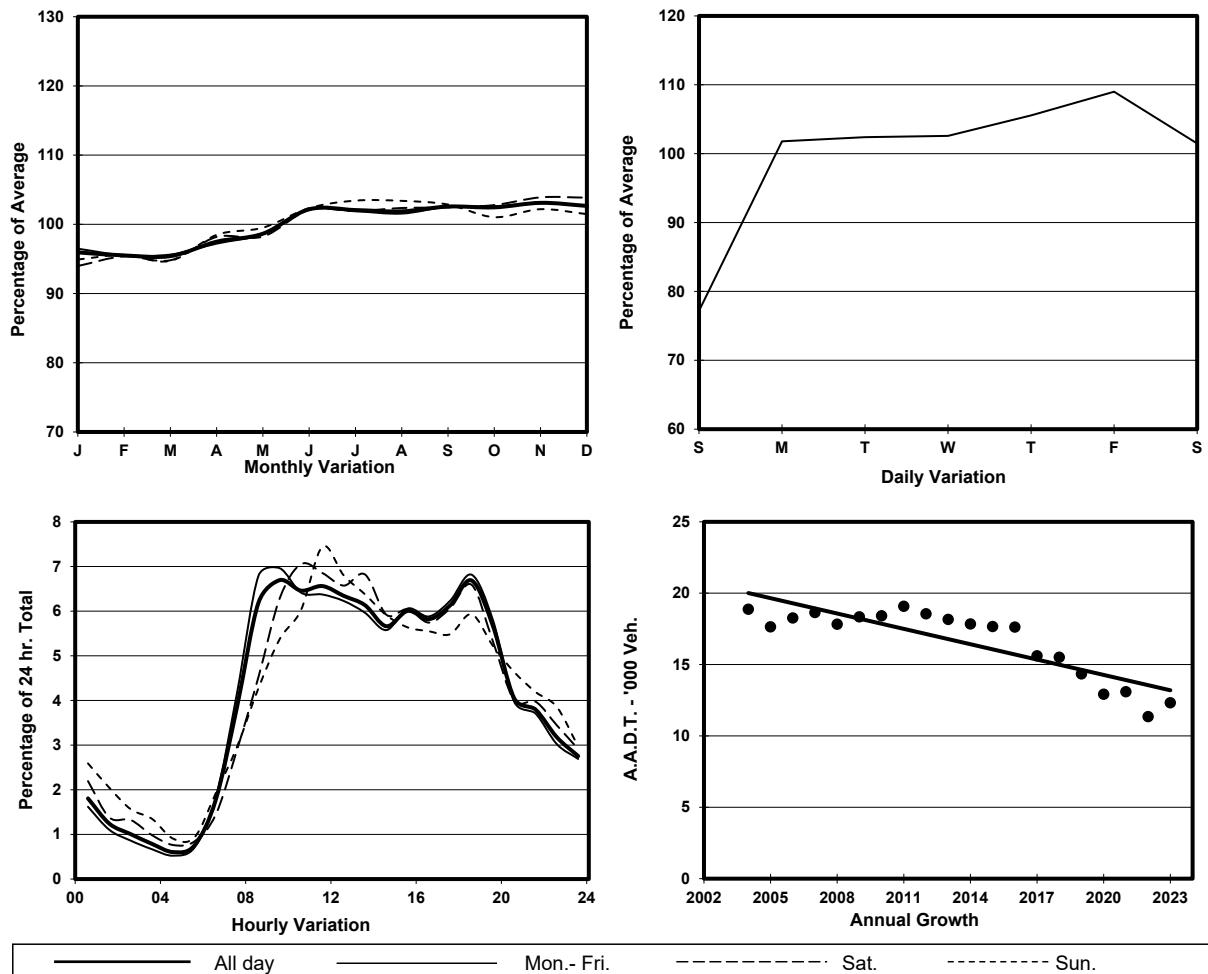
ROAD NETWORK

MAJOR

ROAD TYPE

DISTRICT DISTRIBUTOR

1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	5740	6160	6010	3930
R 12 / 24 - %	74.3	75.3	73.8	66.8
R 16 / 24 - %	90.8	91.7	89.5	85.7
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	340	390	320	180
T - % (AM)	-	13.8	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	430	470	430	260
T - % (PM)	-	10.7	-	-
Prop.of commercial vehicles - 16 hr.	-	11.9	-	-
NORTH BOUND				
A.A.D.T.	6580	6830	6740	5750
R 12 / 24 - %	71.1	71.8	69.3	68.5
R 16 / 24 - %	87.9	88.5	87	85.7
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	490	530	490	350
T - % (AM)	-	7.9	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	390	410	410	310
T - % (PM)	-	7.7	-	-
Prop.of commercial vehicles - 16 hr.	-	6	-	-

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	2.7	13.4	43.7	2.7	11.6	12.5	2.7	4.5	0.0	6.5
	Ocp	1.3	1.5	1.4	10.7	10.3	1.1	1.7	13.6	0.0	9.8
0800-0900	Pro	1.5	33.2	29.2	3.5	11.4	10.4	0.0	5.9	0.0	5.0
	Ocp	1.3	1.3	1.8	4.1	13.3	1.4	0.0	13.2	0.0	14.0
0900-1000 Peak hour	Pro	1.6	24.1	40.4	2.1	8.9	13.1	1.6	3.7	0.0	4.6
	Ocp	1.0	1.2	1.6	1.8	14.2	1.6	1.3	3.6	0.0	11.8
1000-1100	Pro	3.3	20.6	46.3	1.4	6.1	16.8	0.5	1.9	0.1	3.2
	Ocp	1.1	1.6	1.7	2.3	12.4	1.5	1.0	1.3	1.0	13.1
1100-1200	Pro	5.4	25.0	35.7	4.2	6.5	17.2	0.6	1.8	0.3	3.4
	Ocp	1.0	1.3	1.6	1.7	8.5	1.6	1.0	2.3	4.0	14.6
1200-1300	Pro	3.2	29.6	39.8	3.2	3.2	14.4	0.9	2.3	0.0	3.2
	Ocp	1.0	1.5	1.6	3.3	10.6	1.7	1.0	6.8	0.0	12.6
1300-1400	Pro	2.4	24.7	37.6	4.1	8.2	15.9	0.6	2.4	0.1	4.0
	Ocp	1.0	1.5	2.1	2.4	11.3	1.6	2.0	5.8	11.0	12.4
1400-1500	Pro	4.4	27.5	32.6	0.0	5.0	22.5	0.6	2.5	0.0	4.9
	Ocp	1.0	1.6	2.0	0.0	14.9	1.5	2.0	3.0	0.0	12.3
1500-1600	Pro	3.6	35.6	32.7	2.2	6.5	10.2	0.7	3.6	0.0	4.9
	Ocp	1.0	1.7	1.9	4.3	14.0	1.6	1.0	7.4	0.0	14.2
1600-1700	Pro	5.1	32.2	23.8	0.6	7.7	14.1	2.6	9.0	0.2	4.7
	Ocp	1.0	1.6	1.8	1.0	12.6	1.4	1.3	2.8	2.0	10.7
1700-1800	Pro	3.1	34.4	36.3	0.6	6.1	12.3	0.6	1.8	0.2	4.6
	Ocp	1.0	1.5	2.0	1.0	14.8	1.3	1.0	1.0	14.0	11.9
1800-1900	Pro	3.4	44.6	29.1	0.0	6.3	7.3	0.0	4.8	0.1	4.4
	Ocp	1.0	1.3	2.0	0.0	16.5	1.2	0.0	2.8	14.0	16.5
1900-2000	Pro	5.3	50.9	26.8	0.0	5.3	4.7	0.0	2.6	0.3	4.2
	Ocp	1.0	1.6	2.1	0.0	16.0	1.3	0.0	1.2	10.0	10.3
2000-2100	Pro	8.1	32.2	42.1	0.0	8.1	1.8	0.0	0.9	0.0	6.9
	Ocp	1.0	1.4	1.5	0.0	8.4	1.5	0.0	1.0	0.0	7.8
2100-2200	Pro	6.6	36.8	38.7	0.0	8.5	1.9	1.9	0.0	0.0	5.7
	Ocp	1.0	1.7	1.7	0.0	12.1	2.0	3.5	0.0	0.0	6.3
2200-2300	Pro	3.8	44.4	30.5	0.0	8.9	2.5	0.0	1.3	0.6	7.9
	Ocp	1.0	1.6	2.3	0.0	12.3	1.5	0.0	1.0	8.5	4.9
16 hours	Pro	3.8	31.7	35.2	1.7	7.2	11.8	0.8	3.2	0.1	4.6
	Ocp	1.0	1.5	1.8	3.3	12.7	1.5	1.6	5.4	7.9	11.6

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