

YEAR

2023

LINK

FAT KWONG ST (from CHUNG HAU ST to YAN FUNG ST)

COVERAGE (B) STATION

4211

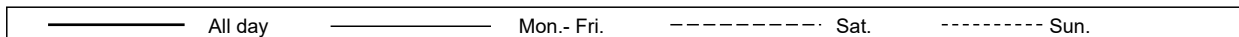
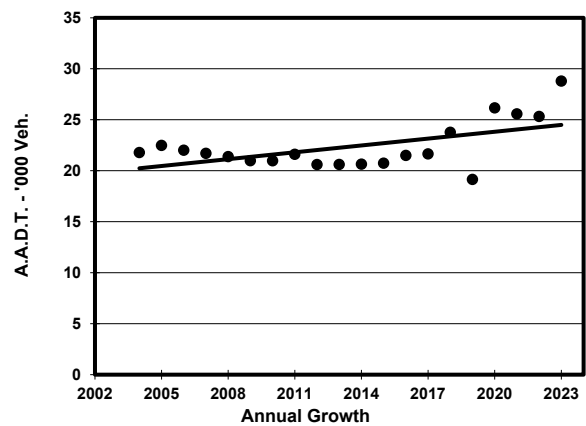
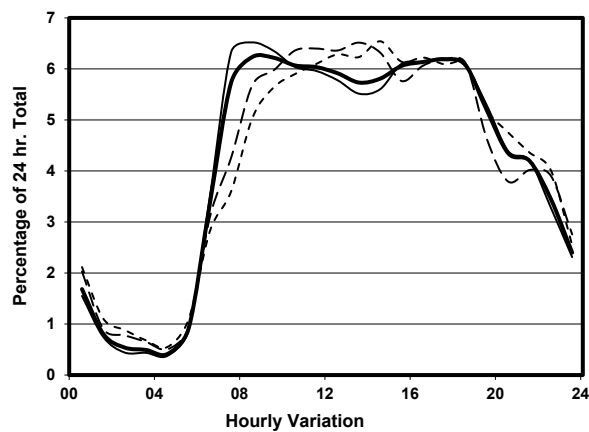
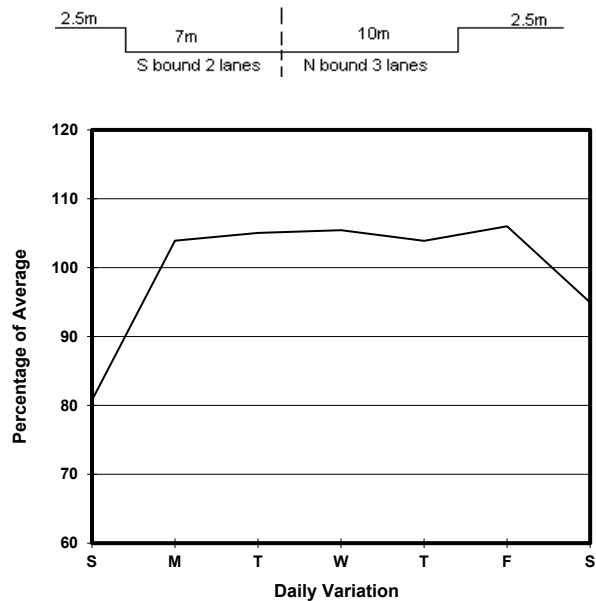
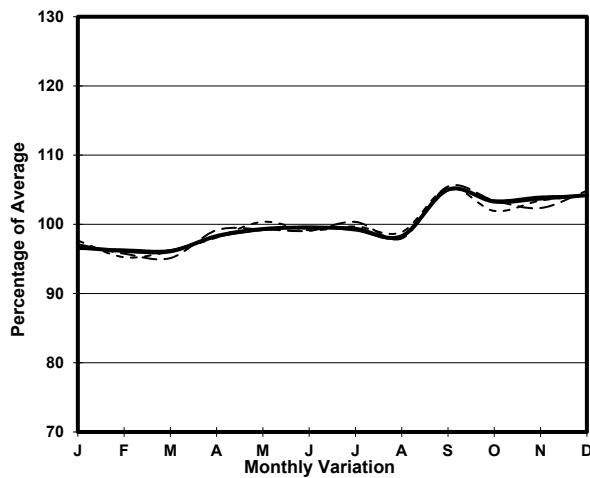
ROAD NETWORK

MAJOR

ROAD TYPE

DISTRICT DISTRIBUTOR

## 1. TRAFFIC FLOW VARIATION AND GROWTH



## 2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
<b>SOUTH BOUND</b>				
A.A.D.T.	15500	16400	15070	12620
R 12 / 24 - %	71.2	71.5	71.2	69.3
R 16 / 24 - %	89.1	89.4	88.2	87.9
AM Peak Hour	0900-1000	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	920	1030	890	720
T - % (AM)	-	7.2	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1600-1700
One-way flow at PM peak hour	1000	1070	950	790
T - % (PM)	-	3.8	-	-
Prop.of commercial vehicles - 16 hr.	-	5.4	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	13290	14060	12870	10890
R 12 / 24 - %	73.4	73.9	72.9	70.6
R 16 / 24 - %	89.8	90.1	88.6	88.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	890	1010	780	610
T - % (AM)	-	5.5	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1800-1900
One-way flow at PM peak hour	810	860	800	680
T - % (PM)	-	7.3	-	-
Prop.of commercial vehicles - 16 hr.	-	5.4	-	-

## 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	4.4	23.3	36.8	4.4	10.6	14.2	1.5	1.8	0.0	3.2
	Ocp	1.0	1.5	2.0	5.2	11.5	1.3	1.0	4.2	0.0	22.5
0800-0900 Peak hour	Pro	3.7	50.7	23.4	4.2	5.2	6.7	0.7	3.2	0.0	2.0
	Ocp	1.0	1.4	1.9	6.4	10.2	1.4	1.3	3.9	0.0	20.7
0900-1000	Pro	1.1	42.7	23.5	1.6	5.5	19.0	2.9	2.1	0.0	1.7
	Ocp	1.0	1.4	1.9	3.5	11.8	1.6	1.6	1.1	0.0	10.0
1000-1100	Pro	3.1	40.7	24.1	0.7	7.1	18.3	3.1	1.0	0.0	2.0
	Ocp	1.0	1.4	1.8	2.0	9.6	1.4	1.2	1.3	0.0	12.1
1100-1200	Pro	4.8	37.4	23.8	1.5	5.5	20.1	4.0	0.7	0.0	2.2
	Ocp	1.0	1.6	1.7	4.0	10.7	1.5	1.2	1.0	0.0	12.4
1200-1300	Pro	5.2	34.1	24.1	5.8	6.1	18.9	3.0	1.2	0.0	1.6
	Ocp	1.1	1.5	1.7	5.3	10.3	1.5	1.2	15.5	0.0	12.0
1300-1400	Pro	2.3	42.0	28.4	1.3	4.8	18.1	1.3	0.0	0.0	1.9
	Ocp	1.0	1.5	1.9	4.0	12.0	1.4	1.3	0.0	0.0	12.8
1400-1500	Pro	4.0	48.2	21.8	1.0	3.7	16.1	1.3	1.7	0.0	2.2
	Ocp	1.0	1.7	1.9	1.7	14.5	1.4	1.5	7.0	0.0	11.3
1500-1600	Pro	3.2	39.1	22.5	6.1	4.2	16.0	1.9	4.8	0.0	2.2
	Ocp	1.0	1.5	2.1	8.7	15.5	1.4	1.2	14.3	0.0	12.9
1600-1700	Pro	5.6	40.0	25.8	3.6	3.6	14.6	2.0	2.6	0.0	2.1
	Ocp	1.1	1.7	2.0	6.1	16.5	1.5	1.0	2.8	0.0	22.7
1700-1800	Pro	8.1	50.1	22.1	3.3	4.5	8.4	0.9	0.6	0.0	2.2
	Ocp	1.1	1.4	2.0	3.0	15.2	1.1	1.3	10.0	0.0	25.5
1800-1900	Pro	8.2	52.5	22.3	0.3	3.3	10.3	1.3	0.3	0.0	1.6
	Ocp	1.0	1.4	2.0	3.0	16.8	1.3	1.2	5.0	0.0	27.2
1900-2000	Pro	9.0	58.6	19.3	0.3	4.5	4.8	0.3	0.7	0.0	2.5
	Ocp	1.0	1.5	1.8	2.0	11.4	1.7	1.0	1.0	0.0	19.0
2000-2100	Pro	8.2	46.5	27.6	1.3	6.9	6.3	0.0	0.0	0.0	3.3
	Ocp	1.0	1.5	1.8	3.5	9.5	1.5	0.0	0.0	0.0	16.3
2100-2200	Pro	7.1	48.5	32.2	0.0	3.3	4.4	1.1	0.0	0.0	3.5
	Ocp	1.1	1.5	1.9	0.0	11.3	1.5	1.0	0.0	0.0	9.0
2200-2300	Pro	9.6	40.7	31.6	1.7	5.1	6.8	0.6	0.6	0.0	3.4
	Ocp	1.1	1.4	2.1	2.7	9.1	1.3	1.0	1.0	0.0	10.5
16 hours	Pro	5.2	43.7	25.0	2.4	5.2	13.1	1.7	1.5	0.0	2.2
	Ocp	1.0	1.5	1.9	5.4	12.0	1.4	1.3	6.5	0.0	16.4

**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