

YEAR 2004

COVERAGE (B) STATION 4213

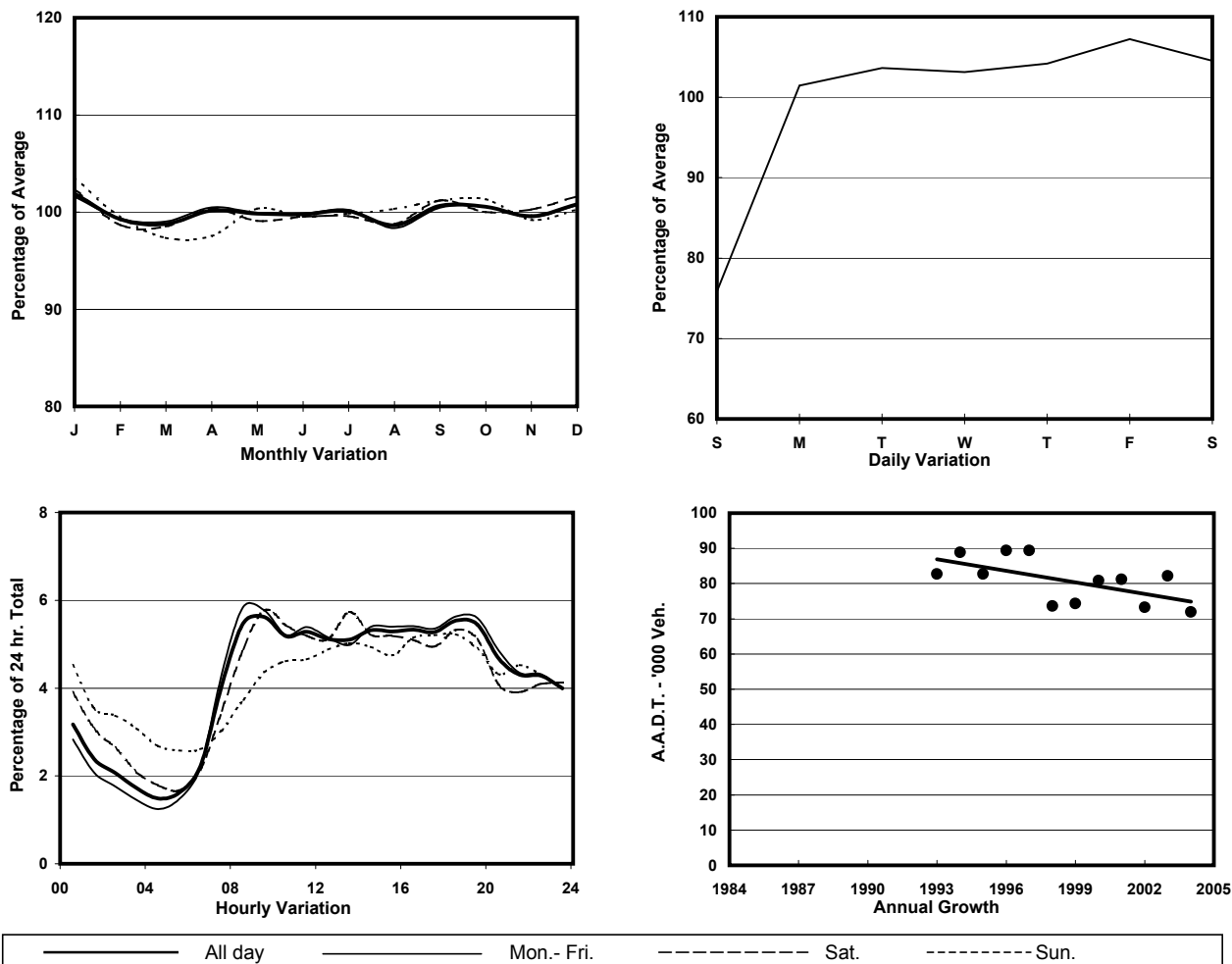
ROAD NETWORK MAJOR

ROAD TYPE URBAN TRUNK ROAD

LINK EAST KOWLOON CORRIDOR <FO> (from MA TAU KOK RD to CHATHAM RD N)



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	28440	29670	30030	23270
R 12 / 24 - %	64.4	65.6	62.7	59
R 16 / 24 - %	82.2	83.7	79.3	76.4
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1820	2070	1920	1080
T - % (AM)	-	8.1	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	1550	1610	1670	1300
T - % (PM)	-	10.1	-	-
Prop.of commercial vehicles - 16 hr.	-	15.3	-	-
NORTH BOUND				
A.A.D.T.	43470	46020	46090	32080
R 12 / 24 - %	61.4	62.8	60.5	53.1
R 16 / 24 - %	80.7	82.5	78.1	71.6
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	2340	2560	2480	1330
T - % (AM)	-	13.3	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	2490	2680	2540	1680
T - % (PM)	-	12.3	-	-
Prop.of commercial vehicles - 16 hr.	-	10.9	-	-

3. OTHER INFORMATION AND COMMENT

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4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor	Private	Taxi	Private	PLB	Goods veh.		Non	Fr. Bus	
		Cycle	Car		LB		Light	M & H	Fr. Bus	SD	DD
0700-0800	Pro	5.1	16.4	32.8	2.4	0.0	22.3	9.6	7.0	0.0	4.5
	Ocp	1.0	1.5	2.0	3.8	0.0	1.5	1.2	4.7	0.0	27.6
0800-0900 Peak hour	Pro	2.4	51.0	25.0	2.2	0.0	8.7	4.9	2.2	0.1	3.6
	Ocp	1.1	1.5	2.0	2.5	0.0	1.5	1.2	10.1	19.0	40.5
0900-1000	Pro	2.9	31.4	29.4	0.9	0.0	21.0	8.0	3.4	0.1	3.0
	Ocp	1.0	1.4	1.9	2.4	0.0	1.6	1.2	6.6	9.3	29.4
1000-1100	Pro	2.7	26.7	25.7	1.2	0.0	27.9	11.2	1.7	0.1	2.9
	Ocp	1.0	1.4	1.9	2.2	0.0	1.4	1.3	10.8	2.0	23.1
1100-1200	Pro	3.9	28.7	29.7	1.4	0.0	24.5	8.1	1.5	0.0	2.2
	Ocp	1.0	1.5	1.9	3.3	0.0	1.5	1.2	5.8	0.0	23.3
1200-1300	Pro	2.5	29.4	23.3	0.5	0.0	30.4	10.1	1.8	0.0	2.0
	Ocp	1.1	1.5	2.0	1.0	0.0	1.6	1.3	13.1	0.0	25.7
1300-1400	Pro	4.5	26.8	23.6	1.7	0.0	24.4	13.1	3.8	0.0	1.9
	Ocp	1.1	1.4	1.9	2.8	0.0	1.6	1.2	12.2	0.0	32.7
1400-1500	Pro	4.4	28.3	19.9	1.7	0.0	32.7	9.7	1.6	0.0	1.6
	Ocp	1.0	1.5	2.2	1.5	0.0	1.3	1.2	7.1	0.0	27.5
1500-1600	Pro	2.8	38.5	19.2	0.7	0.0	25.0	8.8	3.1	0.0	2.0
	Ocp	1.0	1.3	2.0	3.8	0.0	1.3	1.1	17.9	0.0	25.2
1600-1700	Pro	4.8	27.2	26.4	1.3	0.0	25.9	9.7	2.5	0.1	2.1
	Ocp	1.0	1.2	1.8	2.3	0.0	1.6	1.3	3.2	6.0	29.4
1700-1800	Pro	6.6	36.2	18.8	0.6	0.0	27.0	5.8	2.0	0.1	3.1
	Ocp	1.1	1.4	2.1	1.6	0.0	1.3	1.2	11.2	13.0	32.2
1800-1900	Pro	8.2	35.2	23.4	1.0	0.0	22.0	4.2	3.4	0.1	2.5
	Ocp	1.1	1.3	2.1	4.9	0.0	1.3	1.1	10.4	26.0	53.0
1900-2000	Pro	4.0	47.7	26.2	0.6	0.0	13.3	3.2	2.3	0.1	2.6
	Ocp	1.1	1.3	2.0	1.8	0.0	1.7	1.3	3.1	20.5	39.6
2000-2100	Pro	4.1	45.0	30.1	0.1	0.0	11.5	5.1	1.4	0.1	2.6
	Ocp	1.2	1.5	1.9	3.0	0.0	1.1	1.0	4.5	30.0	32.2
2100-2200	Pro	5.6	39.6	37.5	0.2	0.0	9.5	2.6	2.3	0.0	2.8
	Ocp	1.2	1.3	1.8	1.0	0.0	1.3	1.2	4.2	0.0	32.1
2200-2300	Pro	5.4	45.4	37.0	0.4	0.0	7.0	1.6	1.2	0.0	2.0
	Ocp	1.3	1.5	1.8	1.0	0.0	1.2	1.1	6.2	0.0	28.0
16 hours	Pro	4.4	34.9	26.3	1.1	0.0	21.0	7.2	2.5	0.1	2.6
	Ocp	1.1	1.4	1.9	2.7	0.0	1.4	1.2	8.4	15.1	32.0

Legend

Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)
Ocp. Average occupancy of vehicles
M&H Medium and Heavy