

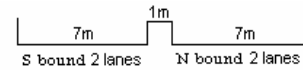
YEAR 2007

COVERAGE (B) STATION 4213

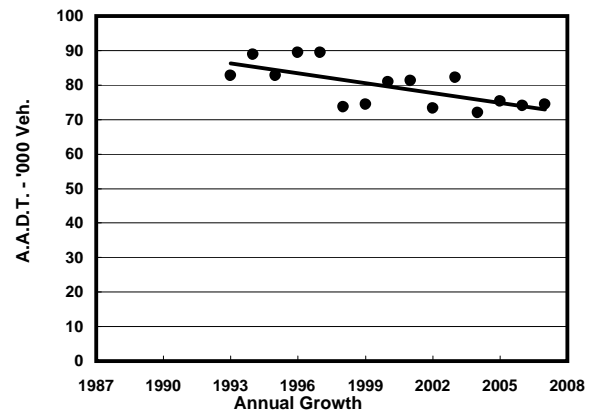
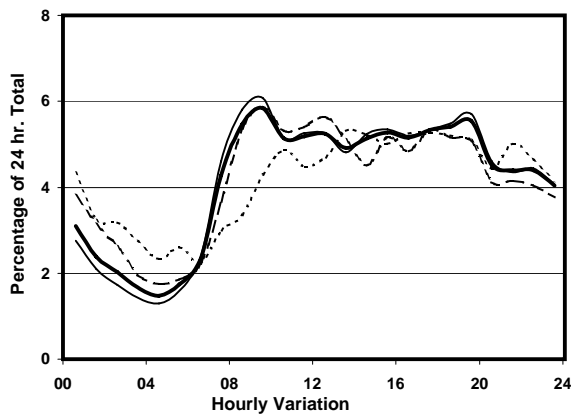
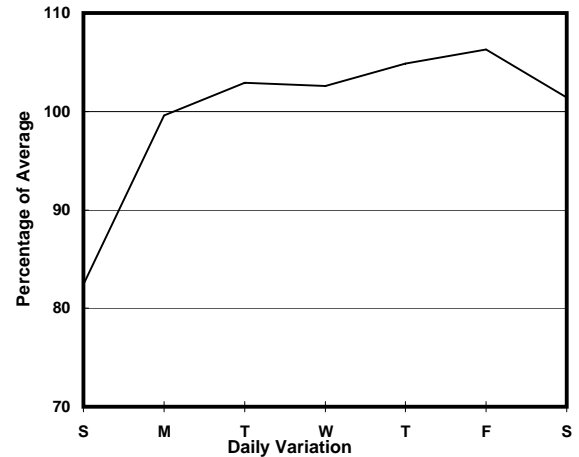
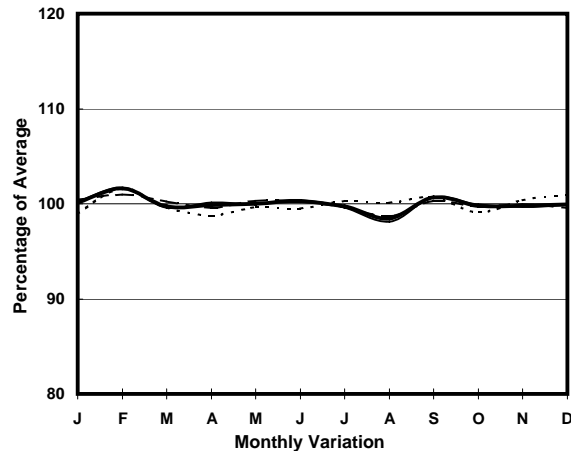
ROAD NETWORK MAJOR

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



— All day    — Mon.- Fri.    - - - - - Sat.    - - - - - Sun.

### 2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
<b>SOUTH BOUND</b>				
A.A.D.T.	28880	30060	29400	24400
R 12 / 24 - %	63.2	64.2	61.6	59.2
R 16 / 24 - %	81.4	82.6	78.7	76.6
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	1830	2020	1870	1150
T - % (AM)	-	9.6	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	1450	1490	1390	1400
T - % (PM)	-	12.6	-	-
Prop.of commercial vehicles - 16 hr.	-	13.2	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	45570	47540	46830	37540
R 12 / 24 - %	61.8	63.2	61.3	53.9
R 16 / 24 - %	81.2	82.7	78.9	74.2
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	2650	2920	2630	1510
T - % (AM)	-	11.6	-	-
PM Peak Hour	1600-1700	1800-1900	1700-1800	1600-1700
One-way flow at PM peak hour	2600	2770	2690	2090
T - % (PM)	-	6.3	-	-
Prop.of commercial vehicles - 16 hr.	-	10.6	-	-

### 3. OTHER INFORMATION AND COMMENT

**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	7.9	17.6	31.0	0.9	0.0	24.1	8.0	6.2	0.0	4.4
	Ocp	1.1	1.4	1.7	9.1	0.0	1.4	1.2	6.0	0.0	25.8
0800-0900	Pro	5.6	38.6	27.7	0.8	0.0	16.4	6.0	2.2	0.0	2.8
	Ocp	1.2	1.5	1.9	2.7	0.0	1.4	1.3	5.2	0.0	45.0
0900-1000 Peak hour	Pro	4.7	33.5	24.9	1.1	0.0	23.5	6.3	3.3	0.1	2.6
	Ocp	1.1	1.3	2.1	4.7	0.0	1.6	1.4	12.4	1.0	29.3
1000-1100	Pro	4.8	25.0	22.8	2.1	0.0	31.3	9.4	1.7	0.0	2.9
	Ocp	1.0	1.4	1.9	1.9	0.0	1.5	1.3	17.8	0.0	17.0
1100-1200	Pro	2.5	22.2	22.0	1.6	0.0	38.7	8.5	2.8	0.0	1.7
	Ocp	1.0	1.4	1.9	2.1	0.0	1.5	1.4	6.2	0.0	27.1
1200-1300	Pro	3.9	23.8	21.0	1.7	0.0	35.0	10.6	2.3	0.0	1.6
	Ocp	1.0	1.4	1.9	2.1	0.0	1.6	1.3	12.9	0.0	28.3
1300-1400	Pro	4.0	29.6	19.3	1.7	0.0	29.5	11.4	2.9	0.0	1.7
	Ocp	1.1	1.5	2.0	3.5	0.0	1.6	1.4	13.4	0.0	29.7
1400-1500	Pro	3.0	28.5	20.2	0.4	0.0	34.1	10.3	1.7	0.0	1.8
	Ocp	1.1	1.5	1.5	2.3	0.0	1.5	1.3	11.2	0.0	28.9
1500-1600	Pro	3.9	29.5	21.0	1.4	0.0	31.0	9.4	2.0	0.0	1.7
	Ocp	1.1	1.3	2.0	3.7	0.0	1.7	1.3	15.0	0.0	19.0
1600-1700	Pro	3.3	33.8	24.0	1.8	0.0	25.0	7.4	1.9	0.0	2.8
	Ocp	1.1	1.7	1.9	2.0	0.0	1.7	1.4	6.4	0.0	22.9
1700-1800	Pro	5.6	38.4	24.6	1.2	0.0	20.3	5.7	1.8	0.0	2.4
	Ocp	1.1	1.7	2.0	3.0	0.0	1.5	1.3	6.6	0.0	29.3
1800-1900	Pro	8.5	37.8	23.9	1.0	0.0	20.8	4.5	1.1	0.0	2.5
	Ocp	1.1	1.4	2.0	3.6	0.0	1.5	1.3	9.6	0.0	48.5
1900-2000	Pro	6.5	42.3	30.4	0.5	0.1	12.5	3.5	1.8	0.0	2.4
	Ocp	1.2	1.6	2.0	1.6	17.0	1.6	1.3	4.6	0.0	43.9
2000-2100	Pro	6.3	43.0	32.1	0.6	0.2	11.0	2.5	1.8	0.0	2.5
	Ocp	1.1	1.5	2.0	3.4	17.0	1.5	1.3	1.4	0.0	34.9
2100-2200	Pro	2.9	43.4	36.4	0.1	0.1	10.4	2.0	2.4	0.1	2.2
	Ocp	1.3	1.6	2.1	6.0	17.0	1.9	1.4	4.6	1.0	36.8
2200-2300	Pro	4.2	41.4	37.5	0.6	0.2	8.9	2.1	2.6	0.1	2.4
	Ocp	1.1	1.9	2.1	1.8	17.0	1.8	1.3	23.7	1.0	25.5
16 hours	Pro	4.8	33.1	26.1	1.1	0.1	23.3	6.7	2.4	0.1	2.4
	Ocp	1.1	1.5	2.0	3.0	17.0	1.6	1.3	9.7	1.0	31.1

**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