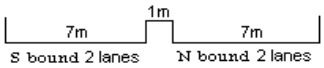
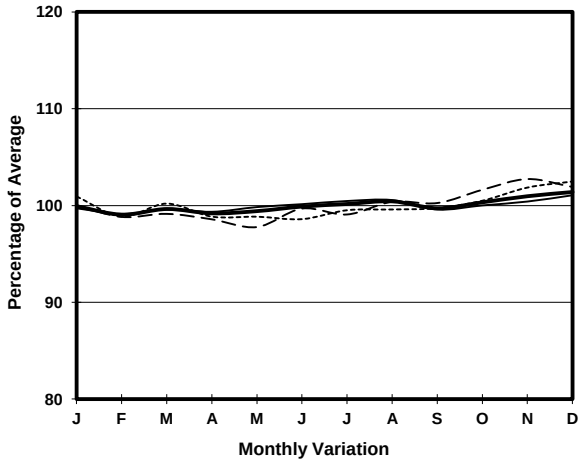
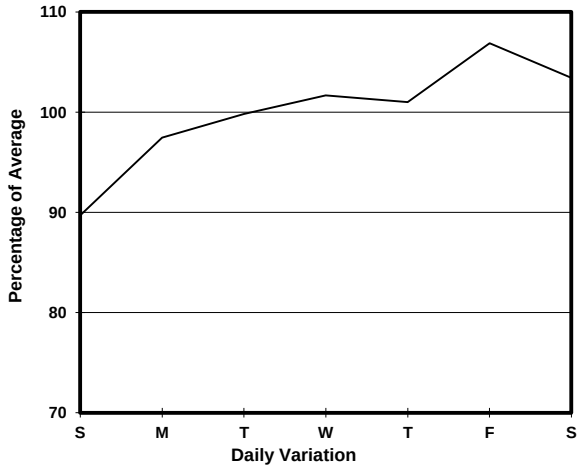
YEAR 2011 **LINK** EAST KOWLOON CORRIDOR <FO> (from MA TAU KOK RD to CHATHAM RD N)

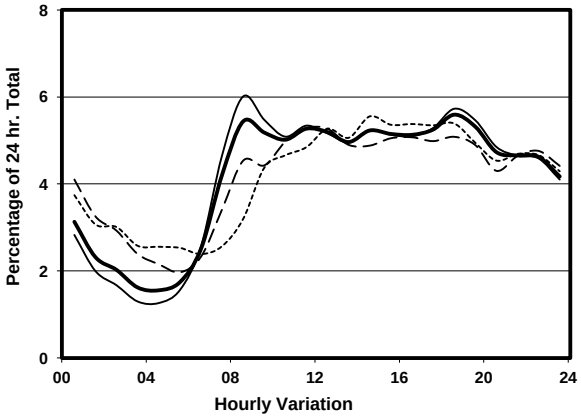
COVERAGE (B) STATION 4213
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD

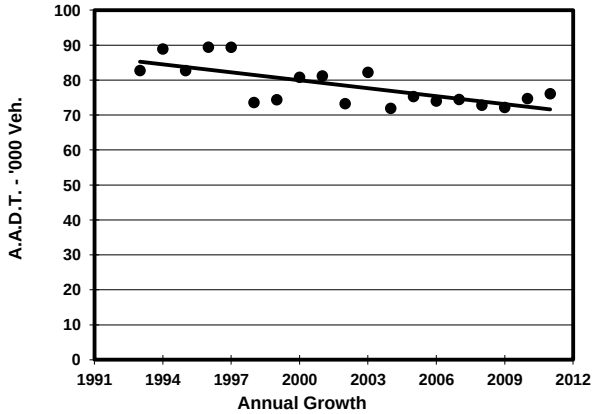


1. TRAFFIC FLOW VARIATION AND GROWTH









All day — Mon.- Fri. — Sat. — Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	28960	29280	29850	27560
R 12 / 24 - %	60.6	61.8	56.2	58.7
R 16 / 24 - %	79.2	80.9	74.3	75.7
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	1740	1920	1620	1350
T - % (AM)	-	14.9	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	1520	1550	1500	1480
T - % (PM)	-	9.2	-	-
Prop.of commercial vehicles - 16 hr.	-	12.5	-	-
NORTH BOUND				
A.A.D.T.	47130	48270	49300	40960
R 12 / 24 - %	62.2	64	58.9	55.9
R 16 / 24 - %	82	83.8	77.7	76
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2410	2740	2210	1650
T - % (AM)	-	10.3	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	2730	2900	2900	2320
T - % (PM)	-	8.2	-	-
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 Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	6.6	24.0	27.5	1.7	0.0	21.2	8.9	6.8	0.0	3.3
	Ocp	1.1	1.3	2.1	3.7	0.0	1.4	1.2	7.3	0.0	25.5
0800-0900	Pro	5.7	38.8	28.6	0.8	0.0	13.8	6.3	3.3	0.0	2.7
Peak hour	Ocp	1.1	1.3	2.2	2.0	0.0	1.7	1.3	7.4	0.0	37.1
0900-1000	Pro	3.1	39.4	16.1	1.2	0.0	23.6	9.0	3.9	0.0	3.8
	Ocp	1.1	1.3	2.2	3.0	0.0	1.5	1.2	11.4	0.0	18.7
1000-1100	Pro	3.3	27.7	25.7	1.8	0.0	27.1	9.4	1.8	0.0	3.2
	Ocp	1.1	1.4	2.1	2.6	0.0	1.5	1.3	12.3	0.0	17.8
1100-1200	Pro	3.4	23.1	25.5	1.7	0.0	32.3	7.8	4.1	0.0	2.1
	Ocp	1.0	1.4	2.1	4.2	0.0	1.5	1.2	12.5	0.0	21.4
1200-1300	Pro	2.9	30.8	29.3	1.1	0.0	24.4	7.8	2.0	0.0	1.6
	Ocp	1.0	1.4	2.0	1.7	0.0	1.4	1.2	6.7	0.0	27.4
1300-1400	Pro	3.6	29.9	25.2	1.3	0.0	25.3	9.9	3.0	0.0	1.7
	Ocp	1.1	1.4	2.2	6.3	0.0	1.5	1.4	6.9	0.0	35.7
1400-1500	Pro	3.7	27.4	25.2	1.1	0.0	29.5	9.2	2.4	0.0	1.6
	Ocp	1.0	1.5	2.4	2.2	0.0	1.4	1.3	5.9	0.0	32.9
1500-1600	Pro	3.2	33.2	23.0	1.5	0.0	29.4	5.3	2.7	0.0	1.6
	Ocp	1.0	1.4	2.0	2.3	0.0	1.4	1.2	6.1	0.0	27.4
1600-1700	Pro	3.5	30.9	27.4	0.9	0.0	26.6	6.9	1.6	0.0	2.1
	Ocp	1.1	1.5	1.8	2.6	0.0	1.4	1.2	7.3	0.0	22.5
1700-1800	Pro	6.5	31.9	24.7	0.9	0.0	24.0	5.8	3.6	0.0	2.7
	Ocp	1.1	1.4	2.2	1.4	0.0	1.4	1.2	5.5	0.0	32.3
1800-1900	Pro	8.1	39.7	26.5	0.3	0.0	16.9	2.8	3.1	0.0	2.5
	Ocp	1.1	1.3	2.2	1.7	0.0	1.5	1.3	12.2	0.0	48.8
1900-2000	Pro	5.8	46.0	30.0	0.3	0.0	11.3	1.6	2.9	0.1	2.1
	Ocp	1.1	1.4	2.4	2.0	0.0	1.6	1.3	14.0	1.0	37.5
2000-2100	Pro	5.3	39.9	37.3	0.4	0.0	8.8	2.6	3.6	0.0	2.1
	Ocp	1.1	1.5	2.4	4.8	0.0	1.5	1.3	9.9	0.0	29.7
2100-2200	Pro	5.1	40.0	38.5	0.0	0.0	9.2	2.2	3.0	0.0	2.0
	Ocp	1.2	1.4	2.3	0.0	0.0	1.3	1.2	10.2	0.0	30.5
2200-2300	Pro	4.5	36.8	47.1	0.2	0.0	5.8	1.7	2.2	0.0	1.8
	Ocp	1.3	1.3	2.0	2.0	0.0	1.5	1.5	3.9	0.0	32.3
16 hours	Pro	4.7	34.0	28.8	0.9	0.0	20.2	5.9	3.1	0.1	2.3
	Ocp	1.1	1.4	2.2	3.0	0.0	1.5	1.3	8.9	1.0	29.6

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