YEAR 2011 **LINK** CHATHAM RD N & MA TAU WAI RD (from SAN LAU ST to CHI KIANG ST)

COVERAGE (B) STATION 4212
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

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.	13680	13830	14210	12960
R 12 / 24 - %	59.3	58.5	62.6	59.9
R 16 / 24 - %	78.9	78.4	80	80
AM Peak Hour	0900-1000	0900-1000	0900-1000	0700-0800
One-way flow at AM peak hour	680	670	800	630
T - % (AM)	-	20	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	730	730	790	710
T - % (PM)	-	16.4	-	-
Prop.of commercial vehicles - 16 hr.	-	17.1	-	-
NORTH BOUND				
A.A.D.T.	20500	21270	21000	17110
R 12 / 24 - %	66.6	67.3	65.8	63
R 16 / 24 - %	83.3	83.6	83.1	81.8
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1110	1160	1110	940
T - % (AM)	-	19	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	1270	1360	1170	980
T - % (PM)	-	16	-	-
Prop.of commercial vehicles - 16 hr.	-	16.8	-	-

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	6.4	10.6	29.2	3.0	13.1	14.9	1.2	5.8	0.0	15.9
	Ocp	1.0	1.4	1.8	8.7	12.5	1.7	2.0	10.5	0.0	39.6
0800-0900	Pro	5.6	28.9	17.0	0.9	14.4	13.6	1.5	5.0	0.0	13.1
	Ocp	1.1	1.4	1.7	3.3	11.3	1.5	2.0	18.7	0.0	48.7
0900-1000	Pro	4.4	20.1	20.4	0.7	11.9	24.0	1.7	2.9	0.0	14.0
	Ocp	1.1	1.2	1.4	2.0	7.9	1.6	1.4	11.0	0.0	26.4
1000-1100	Pro	2.6	22.4	22.1	1.4	7.5	25.9	3.3	2.6	0.0	12.4
	Ocp	1.3	1.4	1.6	2.3	7.1	1.6	1.9	12.0	0.0	21.1
1100-1200	Pro	3.0	21.2	29.2	1.7	5.5	23.7	3.8	1.9	0.0	10.0
	Ocp	1.1	1.4	1.7	4.8	8.1	1.6	1.7	17.9	0.0	21.6
1200-1300	Pro	3.1	22.2	27.9	2.6	4.3	22.9	3.3	3.1	0.0	10.6
	Ocp	1.0	1.5	1.8	4.8	9.4	1.6	1.7	13.8	0.0	22.3
1300-1400	Pro	2.7	22.5	24.8	0.2	4.1	30.0	1.4	3.2	0.0	11.1
	Ocp	1.0	1.4	1.9	4.0	6.3	1.5	1.5	10.1	0.0	22.6
1400-1500	Pro	4.2	25.8	25.0	0.5	6.8	21.1	2.1	2.6	0.0	11.9
	Ocp	1.0	1.5	1.8	3.0	7.4	1.6	1.6	8.3	0.0	22.7
1500-1600	Pro	3.4	26.7	21.4	1.3	5.5	27.1	2.7	1.7	0.0	10.4
	Ocp	1.1	1.4	1.6	3.0	8.1	1.5	1.6	30.4	0.0	23.5
1600-1700	Pro	4.6	28.4	18.5	0.9	5.3	24.9	2.1	3.7	0.0	11.7
	Ocp	1.1	1.6	1.9	2.8	9.7	1.6	1.4	11.8	0.0	27.2
1700-1800	Pro	3.7	32.4	18.7	0.9	12.2	15.9	2.2	2.6	0.0	11.4
Peak hour	Ocp	1.1	1.6	1.8	2.5	10.0	1.7	1.8	22.7	0.0	38.8
1800-1900	Pro	4.3	30.4	24.1	0.0	14.2	11.1	0.8	4.3	0.0	10.9
	Ocp	1.1	1.5	2.0	0.0	11.8	1.6	1.0	24.4	0.0	50.4
1900-2000	Pro	3.6	33.1	26.7	0.2	13.1	7.6	0.9	2.7	0.0	12.2
	Ocp	1.1	1.6	2.0	12.0	10.8	1.5	1.8	7.1	0.0	42.4
2000-2100	Pro	2.8	29.9	30.9	0.3	11.8	8.3	1.3	2.8	0.1	12.0
	Ocp	1.1	1.6	1.8	1.0	9.2	1.6	1.4	3.7	10.0	29.6
2100-2200	Pro	1.9	31.2	33.0	0.5	10.1	6.1	1.3	2.7	0.0	13.2
	Ocp	1.0	1.7	1.7	1.5	10.9	1.7	1.8	2.4	0.0	27.8
2200-2300	Pro	2.4	31.3	39.4	0.3	11.1	1.9	0.5	0.3	0.0	12.9
	Ocp	1.0	1.9	1.9	2.0	10.5	1.6	1.0	1.0	0.0	27.8
16 hours	Pro	3.6	26.3	25.2	0.9	9.4	17.7	1.9	3.0	0.1	12.0
	Ocp	1.1	1.5	1.8	4.3	9.9	1.6	1.7	14.1	10.0	31.4

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