

YEAR 2012

COVERAGE (B) STATION 4213

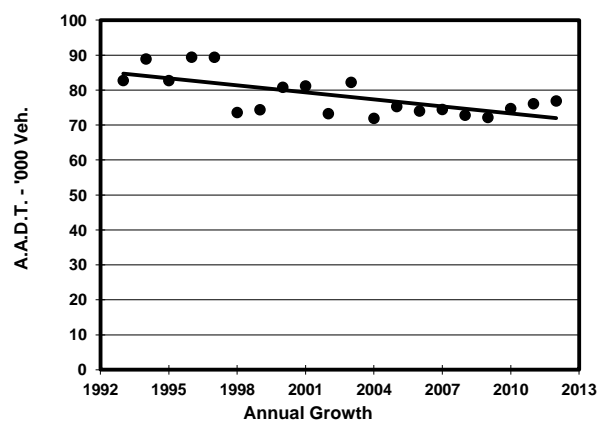
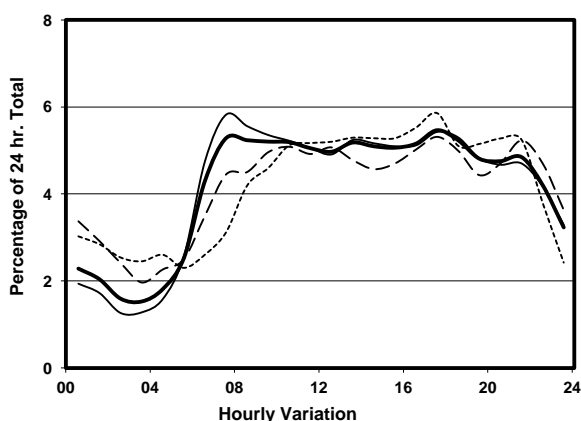
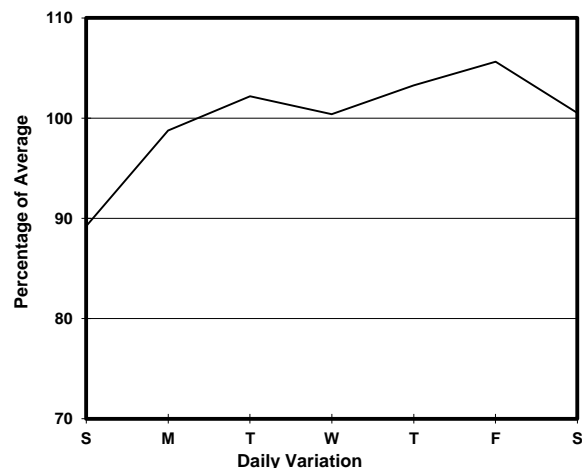
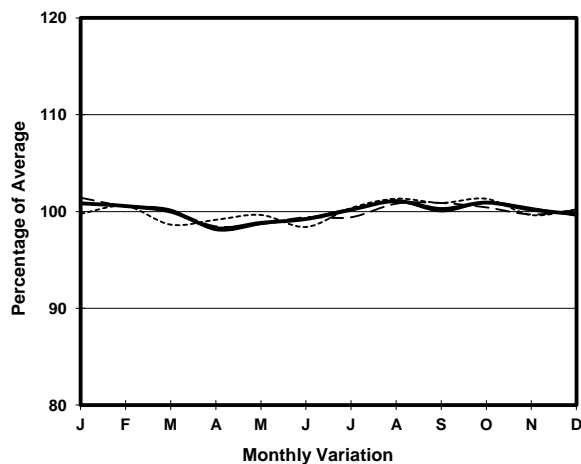
ROAD NETWORK MAJOR

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.
<b>SOUTH BOUND</b>				
A.A.D.T.	29050	29600	29160	27370
R 12 / 24 - %	59.9	60.5	56	60.9
R 16 / 24 - %	77.6	78.3	73.9	78.3
AM Peak Hour	0700-0800	0700-0800	0700-0800	0900-1000
One-way flow at AM peak hour	1690	1870	1540	1340
T - % (AM)	-	27.3	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	1460	1430	1490	1620
T - % (PM)	-	14.8	-	-
Prop.of commercial vehicles - 16 hr.	-	15.1	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	47830	49320	48580	41580
R 12 / 24 - %	63.5	64.9	59.8	59
R 16 / 24 - %	82.6	83.6	79.6	79.8
AM Peak Hour	0900-1000	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	2420	2730	2330	1830
T - % (AM)	-	19.1	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1700-1800
One-way flow at PM peak hour	2740	2850	2720	2420
T - % (PM)	-	8.3	-	-
Prop.of commercial vehicles - 16 hr.	-	9.8	-	-

## 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 Peak hour	Pro	5.1	22.0	30.8	2.0	0.0	16.9	11.9	8.0	0.1	3.4
	Ocp	1.0	1.3	2.1	8.0	0.0	1.3	1.2	8.1	1.0	24.9
0800-0900	Pro	3.8	41.1	25.4	0.9	0.0	16.6	6.5	2.7	0.0	3.0
	Ocp	1.1	1.3	2.1	1.7	0.0	1.6	1.3	11.3	0.0	38.7
0900-1000	Pro	3.6	32.3	30.5	1.1	0.0	17.8	8.3	2.8	0.0	3.6
	Ocp	1.1	1.2	2.1	1.5	0.0	1.5	1.2	8.0	0.0	21.5
1000-1100	Pro	4.2	26.3	30.9	1.6	0.0	23.8	8.6	2.3	0.0	2.3
	Ocp	1.1	1.2	2.1	2.2	0.0	1.3	1.2	10.3	0.0	17.3
1100-1200	Pro	3.2	27.7	22.9	2.4	0.0	30.5	8.6	2.8	0.0	1.9
	Ocp	1.0	1.2	2.1	3.8	0.0	1.4	1.2	9.9	0.0	25.2
1200-1300	Pro	2.3	28.5	22.6	0.8	0.0	32.3	9.5	2.5	0.1	1.6
	Ocp	1.1	1.2	2.2	3.3	0.0	1.3	1.2	9.3	1.0	27.3
1300-1400	Pro	2.8	28.1	26.0	1.3	0.0	27.7	10.1	2.5	0.0	1.5
	Ocp	1.1	1.3	2.1	2.6	0.0	1.5	1.2	10.2	0.0	25.9
1400-1500	Pro	3.2	30.8	24.5	1.3	0.0	29.6	7.1	1.7	0.0	1.8
	Ocp	1.1	1.4	2.3	2.5	0.0	1.5	1.2	10.5	0.0	21.4
1500-1600	Pro	4.1	33.1	22.7	1.5	0.0	25.0	8.6	2.8	0.0	2.2
	Ocp	1.1	1.2	2.3	2.4	0.0	1.4	1.3	9.7	0.0	23.7
1600-1700	Pro	4.4	30.4	25.9	0.7	0.0	25.0	7.6	3.1	0.0	2.8
	Ocp	1.0	1.3	2.1	2.6	0.0	1.5	1.3	7.6	0.0	21.3
1700-1800	Pro	6.1	34.9	27.6	0.5	0.0	20.5	3.9	3.5	0.0	2.9
	Ocp	1.1	1.3	2.2	3.0	0.0	1.4	1.2	11.3	0.0	28.3
1800-1900	Pro	8.6	42.0	27.8	0.8	0.0	13.4	2.3	2.8	0.0	2.3
	Ocp	1.1	1.3	2.2	2.0	0.0	1.4	1.1	12.7	0.0	48.9
1900-2000	Pro	4.3	51.7	26.6	0.4	0.0	9.6	1.0	4.0	0.0	2.4
	Ocp	1.1	1.3	2.2	1.3	0.0	1.2	1.4	12.1	0.0	39.1
2000-2100	Pro	3.3	45.9	34.8	0.2	0.0	8.8	1.2	3.0	0.0	2.9
	Ocp	1.2	1.3	2.1	1.0	0.0	1.4	1.3	6.9	0.0	23.1
2100-2200	Pro	3.2	38.3	42.8	0.3	0.0	7.7	1.5	3.4	0.0	2.7
	Ocp	1.0	1.4	2.0	1.7	0.0	1.3	1.3	4.1	0.0	20.3
2200-2300	Pro	2.8	42.7	43.4	0.1	0.0	4.3	1.6	2.5	0.0	2.7
	Ocp	1.2	1.3	2.0	1.0	0.0	1.2	1.2	6.7	0.0	24.8
16 hours	Pro	4.1	34.8	28.8	1.0	0.0	19.5	6.2	3.1	0.1	2.5
	Ocp	1.1	1.3	2.1	3.1	0.0	1.4	1.2	9.3	1.0	27.2

**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