

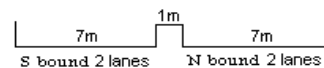
YEAR 2013

COVERAGE (B) STATION 4213

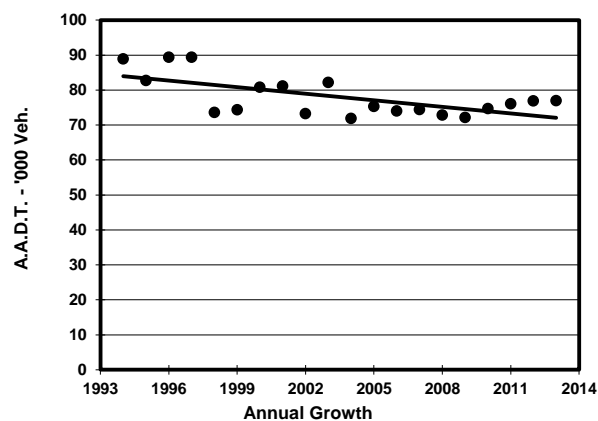
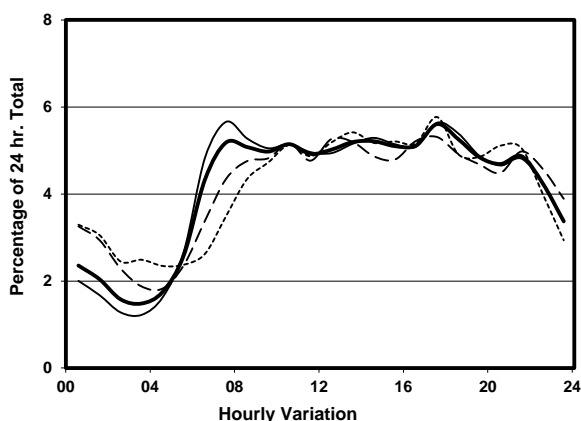
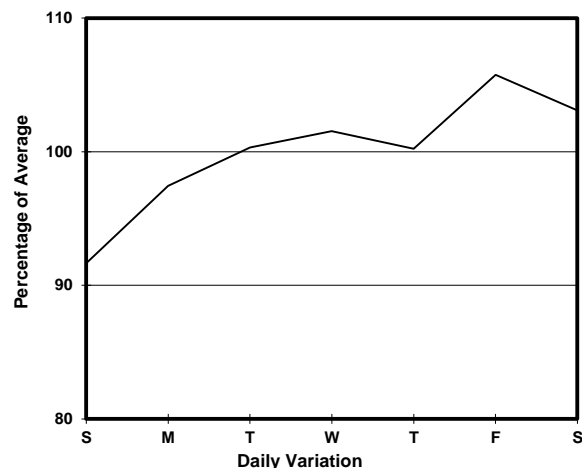
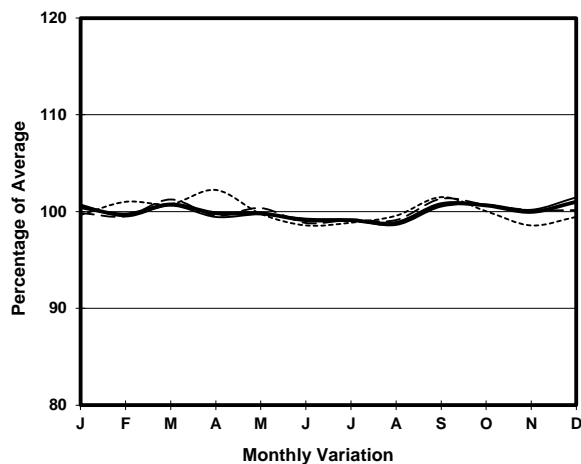
ROAD NETWORK MAJOR

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.	28860	28980	29930	28060
R 12 / 24 - %	59.3	59.5	57.3	60.4
R 16 / 24 - %	77.3	77.8	75	77
AM Peak Hour	0700-0800	0700-0800	0700-0800	0900-1000
One-way flow at AM peak hour	1640	1770	1590	1400
T - % (AM)	-	23.3	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	1470	1430	1570	1610
T - % (PM)	-	12.9	-	-
Prop.of commercial vehicles - 16 hr.	-	13.1	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	48070	49100	49690	42810
R 12 / 24 - %	63.3	64.6	60.7	58.8
R 16 / 24 - %	82.4	83.4	80.1	79.4
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	2350	2650	2280	1950
T - % (AM)	-	17	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1700-1800
One-way flow at PM peak hour	2850	2980	2810	2480
T - % (PM)	-	8.7	-	-
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	5.5	26.2	28.0	2.7	0.0	17.4	8.7	7.6	0.1	4.0
	Ocp	1.1	1.4	2.0	4.5	0.0	1.4	1.1	5.5	1.0	23.1
0800-0900	Pro	5.0	44.8	22.8	1.0	0.0	14.0	6.1	3.8	0.0	2.5
	Ocp	1.1	1.4	2.3	2.8	0.0	1.5	1.3	11.2	0.0	34.9
0900-1000	Pro	3.2	36.9	25.5	0.8	0.0	20.2	5.6	4.0	0.0	3.9
	Ocp	1.1	1.3	2.1	3.3	0.0	1.6	1.2	6.7	0.0	20.6
1000-1100	Pro	3.2	28.6	25.7	1.0	0.0	28.1	7.8	2.7	0.0	3.0
	Ocp	1.1	1.3	2.2	2.1	0.0	1.4	1.2	7.9	0.0	16.6
1100-1200	Pro	3.3	32.8	25.9	0.6	0.0	26.5	5.8	2.5	0.0	2.7
	Ocp	1.1	1.3	2.1	2.2	0.0	1.3	1.2	8.4	0.0	17.8
1200-1300	Pro	3.2	35.1	25.4	1.0	0.0	24.2	6.0	2.8	0.0	2.3
	Ocp	1.1	1.4	2.2	3.2	0.0	1.3	1.3	13.0	0.0	19.6
1300-1400	Pro	2.7	30.8	26.3	1.7	0.0	25.4	7.2	3.7	0.0	2.1
	Ocp	1.0	1.5	2.2	2.5	0.0	1.5	1.3	6.3	0.0	23.4
1400-1500	Pro	3.2	33.2	21.3	0.7	0.0	28.1	9.3	2.3	0.0	1.9
	Ocp	1.1	1.5	2.1	1.7	0.0	1.5	1.2	10.3	0.0	25.2
1500-1600	Pro	3.5	35.0	24.8	1.3	0.0	24.9	6.1	2.6	0.0	1.8
	Ocp	1.1	1.3	2.1	3.2	0.0	1.5	1.2	10.5	0.0	27.5
1600-1700	Pro	3.9	34.2	24.7	0.9	0.0	27.2	5.5	1.4	0.0	2.4
	Ocp	1.0	1.4	2.0	2.3	0.0	1.5	1.3	7.9	0.0	25.4
1700-1800	Pro	5.8	39.5	24.1	1.1	0.0	19.6	3.5	3.5	0.0	3.0
	Ocp	1.1	1.4	2.2	2.0	0.0	1.4	1.1	6.8	0.0	28.4
1800-1900	Pro	6.7	44.8	28.6	0.3	0.0	12.7	1.8	2.9	0.0	2.2
	Ocp	1.2	1.5	2.3	1.3	0.0	1.4	1.1	16.7	0.0	51.4
1900-2000	Pro	4.6	47.0	31.5	0.1	0.0	8.5	1.4	4.8	0.0	2.1
	Ocp	1.2	1.3	2.2	1.0	0.0	1.4	1.1	15.5	0.0	34.4
2000-2100	Pro	3.8	46.1	35.0	0.3	0.0	6.2	1.3	5.0	0.0	2.4
	Ocp	1.2	1.4	2.3	1.3	0.0	1.3	1.0	10.3	0.0	20.0
2100-2200	Pro	4.6	42.9	37.4	0.6	0.0	6.0	1.6	4.5	0.0	2.4
	Ocp	1.2	1.4	2.2	4.6	0.0	1.3	1.2	3.3	0.0	25.4
2200-2300	Pro	4.5	39.6	41.1	0.8	0.0	6.5	1.6	3.1	0.0	2.7
	Ocp	1.2	1.5	2.2	1.3	0.0	1.6	1.3	4.4	0.0	21.0
16 hours	Pro	4.2	37.7	27.8	0.9	0.0	18.5	4.9	3.5	0.1	2.6
	Ocp	1.1	1.4	2.2	2.8	0.0	1.4	1.2	9.1	1.0	25.8

**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