

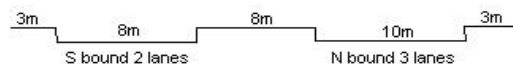
YEAR 2019

COVERAGE (B) STATION 4212

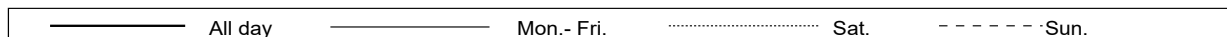
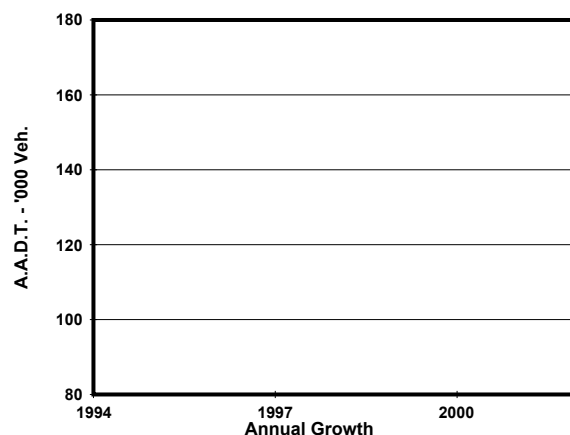
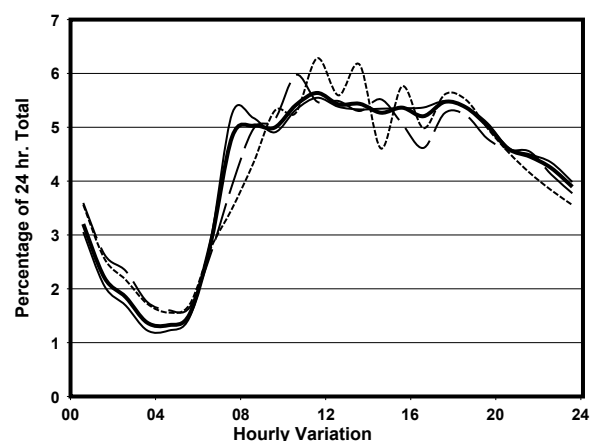
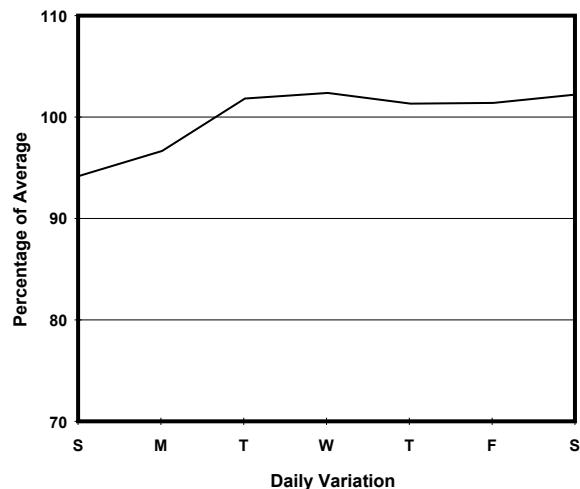
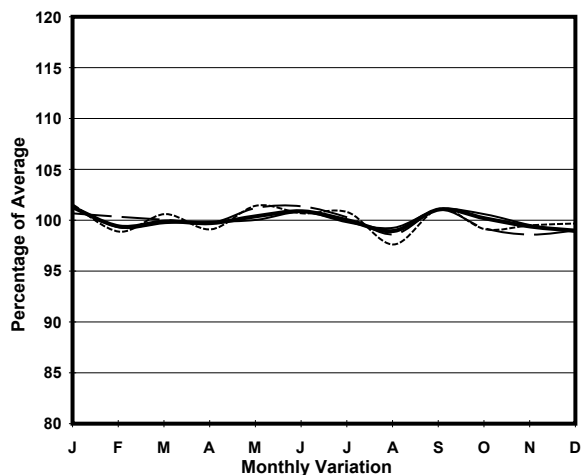
ROAD NETWORK MAJOR

ROAD TYPE PRIMARY DISTRIBUTOR

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



## 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.	11900	11710	12900	12080
R 12 / 24 - %	61.5	61.9	60.3	60.9
R 16 / 24 - %	79.4	79.9	78	78.7
AM Peak Hour	0800-0900	0700-0800	0800-0900	0900-1000
One-way flow at AM peak hour	660	730	730	610
T - % (AM)	-	15.4	-	-
PM Peak Hour	1800-1900	1700-1800	1800-1900	1800-1900
One-way flow at PM peak hour	580	560	650	680
T - % (PM)	-	16.2	-	-
Prop.of commercial vehicles - 16 hr.	-	14.3	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	19020	19530	18780	17120
R 12 / 24 - %	64.7	65	63.1	64.3
R 16 / 24 - %	83.2	83.9	81.4	81.6
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	950	960	910	940
T - % (AM)	-	16.3	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	1110	1150	1070	980
T - % (PM)	-	16.7	-	-
Prop.of commercial vehicles - 16 hr.	-	16.5	-	-

## 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	3.8	25.8	22.7	3.2	9.1	16.7	1.3	4.1	0.0	13.4
	Ocp	1.0	1.3	1.9	10.1	11.0	1.5	1.0	16.3	0.0	41.9
0800-0900	Pro	7.4	37.7	16.6	1.2	8.7	14.0	0.7	2.3	0.0	11.4
	Ocp	1.1	1.3	2.0	5.0	8.4	1.7	1.7	13.9	0.0	52.3
0900-1000	Pro	4.0	29.6	23.7	1.6	6.9	18.7	1.6	2.6	0.0	11.3
	Ocp	1.0	1.3	1.7	1.3	7.6	1.5	1.5	6.9	0.0	28.3
1000-1100	Pro	3.7	25.5	27.6	1.1	5.8	22.6	1.9	0.8	0.0	11.1
	Ocp	1.0	1.4	1.6	1.5	6.3	1.6	1.1	10.3	0.0	25.6
1100-1200 Peak hour	Pro	2.7	27.5	25.4	0.8	5.1	23.8	2.4	2.7	0.0	9.7
	Ocp	1.0	1.4	2.0	1.7	6.5	1.5	1.7	16.3	0.0	28.5
1200-1300	Pro	3.9	29.1	24.4	2.1	4.5	21.8	1.6	2.9	0.0	9.8
	Ocp	1.0	1.4	1.8	5.0	7.1	1.4	1.3	14.1	0.0	28.9
1300-1400	Pro	3.8	30.5	19.9	2.7	3.0	24.8	3.5	1.4	0.0	10.5
	Ocp	1.1	1.6	1.9	3.8	7.8	1.5	1.3	9.0	0.0	24.3
1400-1500	Pro	5.0	29.4	19.7	1.9	3.6	24.4	3.1	1.1	0.0	11.7
	Ocp	1.1	1.3	1.8	2.1	9.2	1.5	1.5	11.3	0.0	29.0
1500-1600	Pro	3.7	35.2	16.3	2.4	3.2	24.7	1.1	2.4	0.0	11.2
	Ocp	1.0	1.4	1.9	6.1	8.9	1.5	2.0	13.9	0.0	27.8
1600-1700	Pro	7.2	30.4	23.2	1.6	3.2	17.6	2.1	2.7	0.1	11.9
	Ocp	1.0	1.4	1.8	2.7	8.3	1.4	1.4	12.8	1.0	29.6
1700-1800	Pro	7.8	36.6	20.1	1.3	4.5	13.3	1.8	2.8	0.0	12.0
	Ocp	1.2	1.4	1.6	5.4	10.7	1.5	1.1	14.4	0.0	45.2
1800-1900	Pro	5.7	43.1	18.6	0.5	5.9	10.2	0.8	1.3	0.0	13.8
	Ocp	1.0	1.4	2.3	1.5	12.7	1.5	1.0	16.2	0.0	51.9
1900-2000	Pro	4.8	42.9	23.3	0.0	6.2	7.4	0.9	1.4	0.0	13.1
	Ocp	1.1	1.5	2.0	0.0	7.2	1.2	1.7	9.2	0.0	39.5
2000-2100	Pro	4.0	32.0	34.7	0.3	6.1	7.4	0.6	2.5	0.0	12.4
	Ocp	1.1	1.5	2.1	1.0	8.6	1.5	1.0	8.0	0.0	27.3
2100-2200	Pro	3.6	36.4	30.3	0.4	6.1	6.1	1.1	1.8	0.0	14.2
	Ocp	1.2	1.5	2.0	1.0	7.2	1.5	1.3	8.4	0.0	30.1
2200-2300	Pro	2.4	44.1	26.2	0.0	4.1	7.6	1.0	1.0	0.0	13.6
	Ocp	1.1	1.4	2.1	0.0	6.5	1.2	1.3	2.0	0.0	37.2
16 hours	Pro	4.7	33.4	23.0	1.3	5.4	16.7	1.6	2.1	0.1	11.9
	Ocp	1.1	1.4	1.9	4.4	8.5	1.5	1.4	12.4	1.0	34.9

**Legend: Pro.** Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)\*

**Ocp.** Average occupancy of vehicles including both driver and passengers\*

**M&H** Medium and Heavy

\* All traffic data are collected from combined bounds