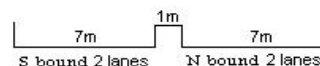
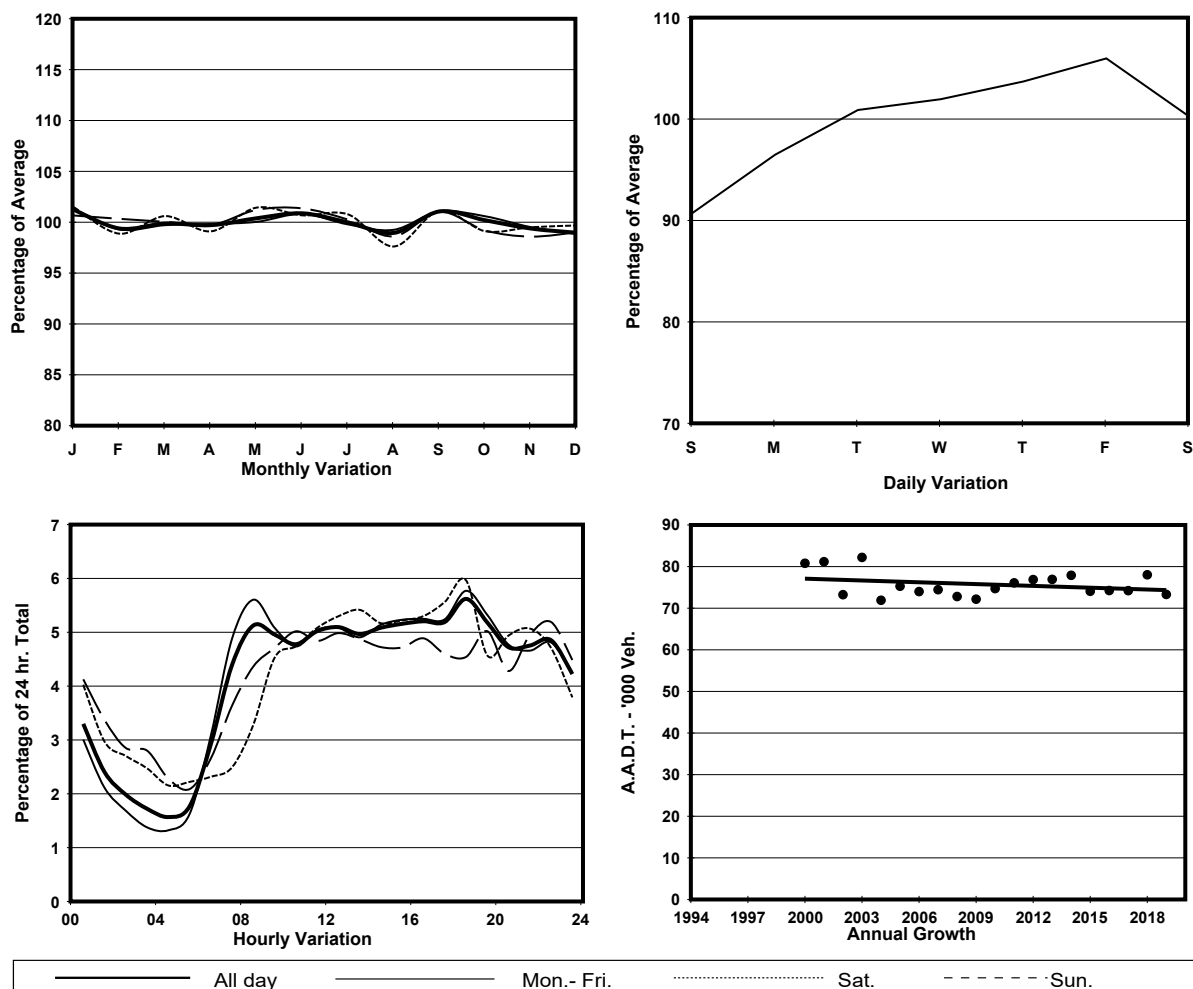


YEAR 2019
 COVERAGE (B) STATION 4213
 ROAD NETWORK MAJOR
 ROAD TYPE URBAN TRUNK ROAD

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.
SOUTH BOUND				
A.A.D.T.	26460	26670	26600	26200
R 12 / 24 - %	59	59.8	54	59.8
R 16 / 24 - %	77.5	78.6	72.3	76.7
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	1440	1620	1550	1350
T - % (AM)	-	12.2	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	1410	1440	1110	1580
T - % (PM)	-	5.9	-	-
Prop.of commercial vehicles - 16 hr.	-	9	-	-
NORTH BOUND				
A.A.D.T.	46850	48350	47210	40620
R 12 / 24 - %	61.5	63.2	57	56.9
R 16 / 24 - %	81.6	83.1	77.1	77.8
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2420	2780	1930	1680
T - % (AM)	-	12.7	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	2710	2890	2660	2410
T - % (PM)	-	4.9	-	-
Prop.of commercial vehicles - 16 hr.	-	9.6	-	-

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	9.5	38.7	21.5	2.3	0.5	12.7	8.8	2.9	0.0	3.2
	Ocp	1.1	1.4	2.1	9.4	5.0	1.4	1.2	13.5	0.0	29.4
0800-0900	Pro	5.2	53.1	16.2	1.2	0.6	12.5	6.0	2.3	0.0	2.8
	Ocp	1.0	1.3	2.1	4.3	7.0	1.4	1.2	15.4	0.0	42.8
0900-1000	Pro	4.9	39.1	21.5	0.4	0.2	21.3	7.3	1.1	0.0	4.2
	Ocp	1.0	1.3	2.1	1.5	9.0	1.5	1.2	1.8	0.0	22.6
1000-1100	Pro	2.8	38.3	22.0	1.1	0.4	22.4	8.0	1.6	0.1	3.3
	Ocp	1.0	1.3	1.7	1.8	1.0	1.4	1.1	9.3	1.0	16.9
1100-1200	Pro	4.0	32.3	25.7	1.4	0.3	26.4	6.4	1.1	0.0	2.3
	Ocp	1.1	1.4	2.0	2.3	1.0	1.3	1.1	7.6	0.0	22.9
1200-1300	Pro	3.5	39.5	25.4	1.5	0.1	20.0	6.8	1.1	0.0	2.1
	Ocp	1.1	1.3	2.0	3.2	2.0	1.3	1.2	11.3	0.0	23.9
1300-1400	Pro	4.2	30.3	29.1	1.3	0.2	19.8	11.9	1.7	0.1	1.6
	Ocp	1.1	1.4	1.9	4.2	1.0	1.4	1.3	3.2	1.0	33.2
1400-1500	Pro	4.8	32.2	24.9	1.2	0.0	26.0	6.8	2.5	0.0	1.6
	Ocp	1.1	1.4	2.1	2.5	0.0	1.3	1.1	3.8	0.0	32.0
1500-1600	Pro	3.6	37.0	21.5	1.8	0.1	22.1	10.2	1.6	0.0	2.2
	Ocp	1.1	1.4	2.2	7.5	13.0	1.3	1.3	17.0	0.0	22.9
1600-1700	Pro	4.7	38.6	24.8	1.5	0.3	20.0	5.3	2.3	0.1	2.6
	Ocp	1.1	1.5	1.8	3.2	6.3	1.3	1.3	7.3	1.0	29.3
1700-1800	Pro	9.6	45.8	20.1	1.1	0.2	16.7	2.7	1.1	0.0	2.7
	Ocp	1.0	1.3	2.1	1.9	9.0	1.3	1.2	13.8	0.0	36.2
1800-1900 Peak hour	Pro	10.9	50.4	22.6	0.5	0.3	10.1	1.2	2.0	0.0	2.0
	Ocp	1.1	1.4	2.2	3.8	18.0	1.2	1.1	21.8	0.0	45.4
1900-2000	Pro	7.2	53.1	28.1	0.1	0.2	6.3	1.5	1.4	0.0	2.0
	Ocp	1.1	1.4	2.1	4.0	11.7	1.3	1.2	7.9	0.0	42.7
2000-2100	Pro	3.6	52.7	32.0	0.1	0.3	5.9	1.6	1.1	0.0	2.8
	Ocp	1.1	1.3	2.0	1.0	13.0	1.3	1.5	1.4	0.0	23.4
2100-2200	Pro	5.7	46.2	35.5	0.2	0.6	7.4	1.5	0.5	0.0	2.5
	Ocp	1.2	1.4	2.0	1.0	7.0	1.3	1.1	1.0	0.0	20.2
2200-2300	Pro	4.9	51.2	33.9	0.1	0.9	4.2	1.8	0.8	0.0	2.1
	Ocp	1.2	1.4	1.9	1.0	8.6	1.1	1.2	1.7	0.0	24.1
16 hours	Pro	5.6	42.7	25.2	1.0	0.3	15.7	5.3	1.6	0.1	2.5
	Ocp	1.1	1.4	2.0	4.2	7.5	1.3	1.2	9.8	1.0	29.2

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