

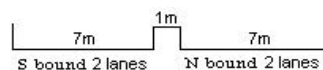
YEAR 2020

COVERAGE (B) STATION 4213

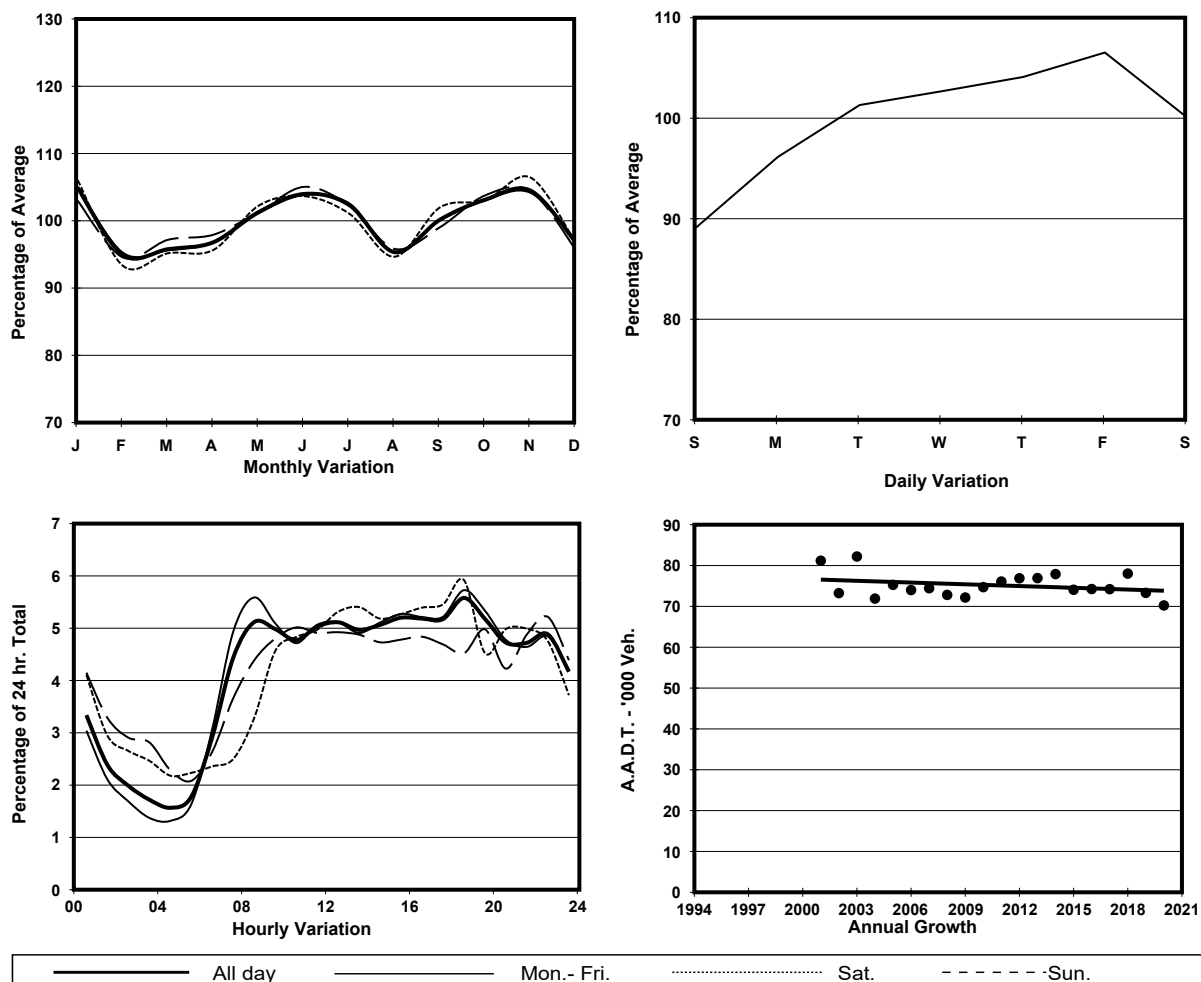
ROAD NETWORK MAJOR

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.	25350	25640	25450	24720
R 12 / 24 - %	59	59.8	54.2	59.9
R 16 / 24 - %	77.5	78.7	72.4	76.8
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	1400	1580	1500	1250
T - % (AM)	-	8.2	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	1350	1380	1060	1510
T - % (PM)	-	6.2	-	-
Prop.of commercial vehicles - 16 hr.	-	9.4	-	-
NORTH BOUND				
A.A.D.T.	44880	46490	45270	38330
R 12 / 24 - %	61.5	63.2	57.2	56.9
R 16 / 24 - %	81.6	83.1	77.2	77.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2320	2670	1900	1630
T - % (AM)	-	8.3	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	2570	2750	2490	2220
T - % (PM)	-	4.6	-	-
Prop.of commercial vehicles - 16 hr.	-	8.2	-	-

3. OTHER INFORMATION AND COMMENT

Coverage (B) Station 4213
Year 2020

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	7.8	49.5	16.7	1.9	0.7	13.4	5.2	1.8	0.0	3.0
	Ocp	1.1	1.3	2.3	5.9	2.5	1.5	1.2	8.9	0.0	23.2
0800-0900	Pro	12.3	49.6	12.3	1.2	0.5	14.5	3.9	2.6	0.0	3.0
	Ocp	1.1	1.4	2.3	2.0	11.2	1.5	1.3	14.6	0.0	36.9
0900-1000	Pro	4.9	45.2	15.9	0.4	0.4	19.5	7.2	1.9	0.0	4.6
	Ocp	1.2	1.3	2.0	2.3	9.3	1.5	1.2	5.6	0.0	20.5
1000-1100	Pro	4.4	33.8	18.5	0.6	0.2	27.5	9.0	1.5	0.0	4.5
	Ocp	1.0	1.4	2.0	1.2	1.5	1.5	1.2	5.3	0.0	12.5
1100-1200	Pro	4.0	32.2	22.4	1.0	0.2	28.4	7.2	1.1	0.0	3.4
	Ocp	1.0	1.3	1.8	1.9	1.0	1.4	1.2	2.9	0.0	16.1
1200-1300	Pro	3.7	38.6	21.2	1.4	0.1	23.2	7.3	2.0	0.0	2.6
	Ocp	1.1	1.4	1.9	1.8	1.0	1.4	1.3	3.6	0.0	17.2
1300-1400	Pro	4.0	37.7	19.3	1.0	0.2	27.5	5.9	2.5	0.0	1.9
	Ocp	1.1	1.4	1.9	4.8	1.0	1.4	1.2	6.6	0.0	30.2
1400-1500	Pro	3.5	48.5	16.0	0.6	0.2	21.0	6.0	2.2	0.0	1.9
	Ocp	1.1	1.4	2.1	1.5	6.5	1.5	1.1	1.5	0.0	30.3
1500-1600	Pro	5.2	43.7	19.0	1.1	0.1	22.4	4.7	1.7	0.0	2.1
	Ocp	1.1	1.5	2.0	3.2	1.0	1.5	1.1	8.1	0.0	22.8
1600-1700	Pro	5.4	46.8	21.2	1.1	0.3	17.5	3.3	1.8	0.0	2.7
	Ocp	1.0	1.3	1.8	1.8	1.0	1.5	1.2	2.3	0.0	26.0
1700-1800	Pro	11.6	48.2	18.8	0.7	0.1	14.3	3.5	0.4	0.0	2.4
	Ocp	1.1	1.3	2.0	2.1	17.0	1.4	1.2	1.0	0.0	37.3
1800-1900 Peak hour	Pro	10.7	55.9	15.6	0.3	0.3	12.0	1.8	1.3	0.0	2.2
	Ocp	1.1	1.3	2.1	6.7	17.8	1.3	1.1	11.9	0.0	54.1
1900-2000	Pro	7.2	57.2	23.9	0.0	0.5	5.5	2.0	1.4	0.0	2.4
	Ocp	1.1	1.3	2.2	0.0	10.6	1.3	1.1	6.5	0.0	35.9
2000-2100	Pro	5.1	53.6	27.1	0.2	0.4	9.0	1.5	0.3	0.0	2.7
	Ocp	1.1	1.3	1.9	1.0	9.5	1.2	1.2	1.0	0.0	20.9
2100-2200	Pro	6.7	47.5	33.6	0.0	0.7	6.8	1.5	0.5	0.0	2.7
	Ocp	1.2	1.3	1.9	0.0	15.2	1.3	1.4	1.0	0.0	19.7
2200-2300	Pro	6.6	49.8	30.0	0.4	0.5	7.9	1.5	0.4	0.0	2.8
	Ocp	1.2	1.3	1.8	1.8	11.2	1.3	1.4	1.0	0.0	19.3
16 hours	Pro	6.5	46.2	20.7	0.7	0.3	16.9	4.4	1.5	0.0	2.8
	Ocp	1.1	1.3	2.0	2.9	8.7	1.4	1.2	6.3	0.0	25.5

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