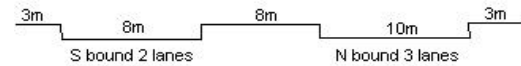


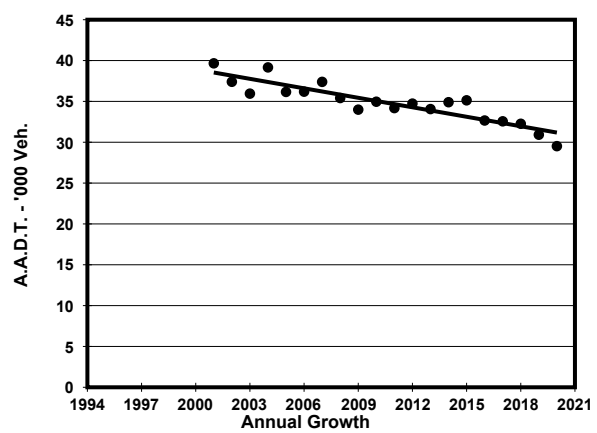
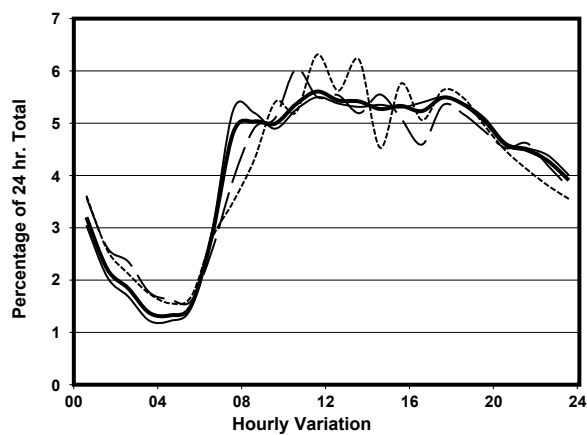
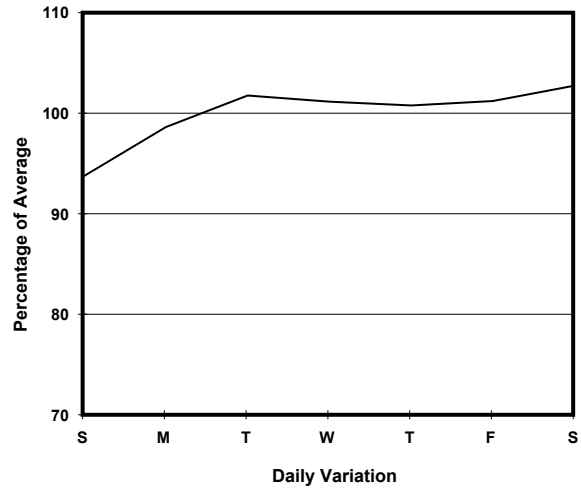
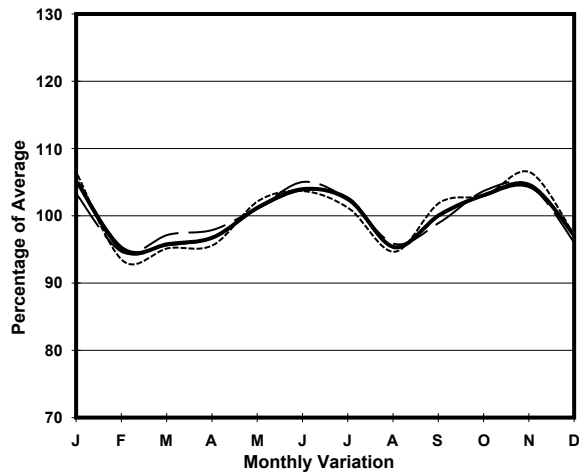
YEAR 2020

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

COVERAGE (B) STATION 4212  
ROAD NETWORK MAJOR  
ROAD TYPE PRIMARY DISTRIBUTOR



## 1. TRAFFIC FLOW VARIATION AND GROWTH



— All day    - - - - Mon. - Fri.    ..... Sat.    - . - . - Sun.

## 2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
<b>SOUTH BOUND</b>				
A.A.D.T.	11360	11180	12390	11500
R 12 / 24 - %	61.3	61.8	60.1	60.7
R 16 / 24 - %	79.4	79.9	78	78.5
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	630	710	690	580
T - % (AM)	-	14.8	-	-
PM Peak Hour	1800-1900	1700-1800	1800-1900	1800-1900
One-way flow at PM peak hour	560	530	630	650
T - % (PM)	-	12.7	-	-
Prop.of commercial vehicles - 16 hr.	-	13	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	18160	18640	18040	16310
R 12 / 24 - %	64.6	64.9	63.2	64.6
R 16 / 24 - %	83.2	83.8	81.5	81.6
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	900	910	860	920
T - % (AM)	-	12.5	-	-
PM Peak Hour	1700-1800	1600-1700	1700-1800	1700-1800
One-way flow at PM peak hour	1070	1110	1040	930
T - % (PM)	-	16.4	-	-
Prop.of commercial vehicles - 16 hr.	-	14.5	-	-

## 3. OTHER INFORMATION AND COMMENT

**Coverage (B) Station 4212**  
**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	6.7	27.1	24.2	3.2	7.0	15.3	1.0	2.2	0.0	13.3
	Ocp	1.0	1.4	1.9	2.9	10.0	1.3	1.7	4.9	0.0	37.8
0800-0900	Pro	5.6	41.2	18.1	1.6	5.6	11.6	0.3	1.3	0.0	14.8
	Ocp	1.1	1.3	1.7	3.2	6.6	1.6	2.0	5.3	0.0	37.3
0900-1000	Pro	3.3	24.7	26.5	1.2	4.8	25.9	0.6	0.6	0.0	12.4
	Ocp	1.2	1.4	1.6	1.0	6.6	1.5	1.0	1.0	0.0	24.6
1000-1100	Pro	4.4	28.0	28.5	0.5	5.1	21.8	1.8	0.3	0.0	9.6
	Ocp	1.1	1.3	1.6	2.5	5.5	1.5	1.3	7.0	0.0	23.3
1100-1200 Peak hour	Pro	4.4	32.2	21.6	2.1	3.9	23.4	2.3	0.8	0.0	9.3
	Ocp	1.1	1.4	1.6	1.5	7.9	1.4	1.2	1.0	0.0	23.4
1200-1300	Pro	4.7	27.7	25.2	2.2	3.3	22.7	3.6	1.1	0.0	9.4
	Ocp	1.1	1.4	1.8	2.5	6.9	1.4	1.3	8.8	0.0	22.5
1300-1400	Pro	4.5	39.0	25.0	1.6	3.5	15.1	0.0	1.3	0.0	10.0
	Ocp	1.2	1.4	1.8	4.5	7.5	1.4	0.0	12.8	0.0	25.1
1400-1500	Pro	4.9	34.9	20.2	1.8	2.8	21.2	3.4	1.0	0.0	9.8
	Ocp	1.2	1.4	1.9	2.0	9.3	1.4	1.5	10.3	0.0	24.4
1500-1600	Pro	4.9	41.8	17.6	0.8	3.6	19.0	0.8	0.6	0.0	10.9
	Ocp	1.0	1.4	1.9	2.3	10.2	1.5	1.7	12.5	0.0	26.3
1600-1700	Pro	7.5	37.5	14.7	0.6	4.2	19.8	2.1	0.9	0.0	12.7
	Ocp	1.2	1.3	1.9	2.0	9.9	1.5	1.3	6.7	0.0	29.0
1700-1800	Pro	8.0	42.6	16.1	1.7	3.3	12.5	2.8	0.3	0.0	12.8
	Ocp	1.0	1.4	1.8	1.3	14.9	1.3	1.5	45.0	0.0	36.4
1800-1900	Pro	8.2	44.2	16.7	0.5	5.9	10.5	1.3	0.3	0.0	12.4
	Ocp	1.1	1.5	2.1	3.0	10.6	1.4	1.2	42.0	0.0	46.0
1900-2000	Pro	9.3	40.9	25.6	0.5	4.3	6.5	0.5	0.3	0.0	12.2
	Ocp	1.1	1.4	1.9	3.0	8.4	1.5	1.0	1.0	0.0	36.9
2000-2100	Pro	9.4	35.7	31.8	0.6	2.9	7.1	0.0	0.0	0.0	12.5
	Ocp	1.1	1.3	1.7	1.5	7.3	1.5	0.0	0.0	0.0	23.3
2100-2200	Pro	4.9	39.2	31.8	0.4	4.6	4.2	1.1	0.4	0.0	13.4
	Ocp	1.0	1.4	2.0	1.0	7.0	1.5	1.3	10.0	0.0	24.5
2200-2300	Pro	7.2	36.2	30.5	0.0	4.5	5.3	1.9	0.4	0.0	14.1
	Ocp	1.1	1.4	1.6	0.0	7.5	1.3	1.6	1.0	0.0	23.1
16 hours	Pro	6.1	35.9	23.2	1.2	4.3	15.4	1.5	0.7	0.0	11.7
	Ocp	1.1	1.4	1.8	2.4	8.5	1.4	1.4	8.8	0.0	29.6

**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