

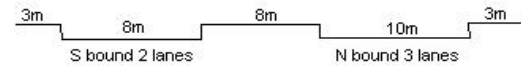
YEAR 2021

COVERAGE (B) STATION 4212

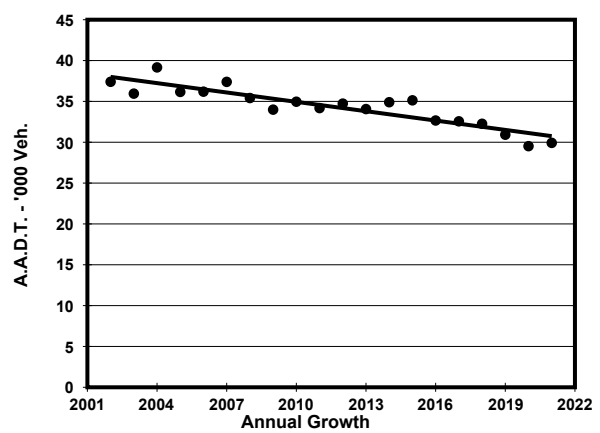
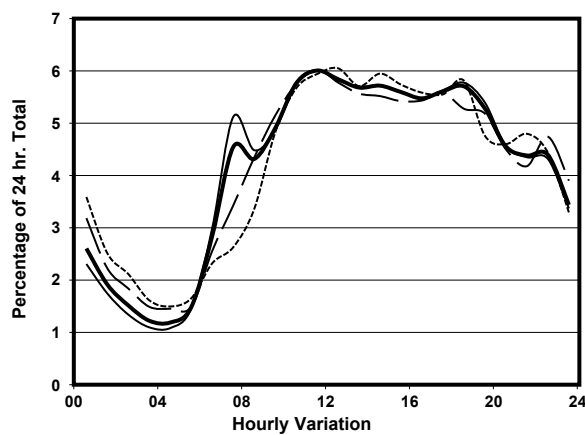
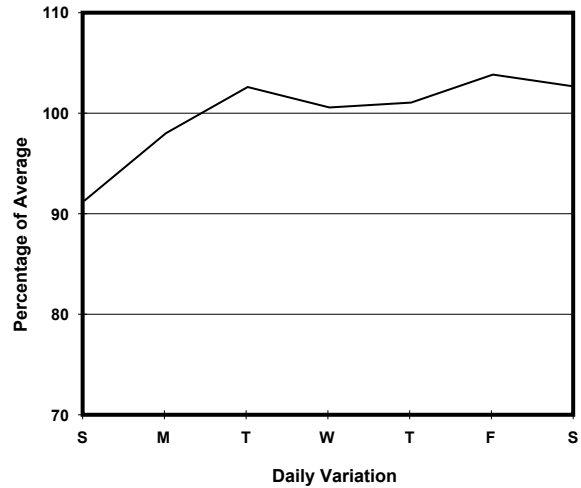
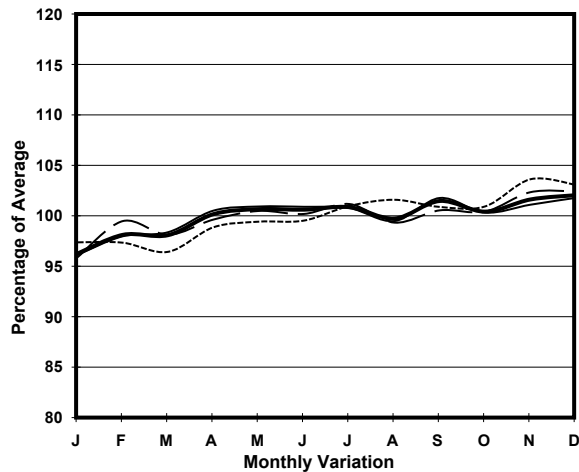
ROAD NETWORK MAJOR

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



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

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	11890	11690	12660	12500
R 12 / 24 - %	62.1	62.2	60.2	63.4
R 16 / 24 - %	81.5	81.9	79.7	81.1
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	610	710	700	650
T - % (AM)	-	16.2	-	-
PM Peak Hour	1700-1800	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	610	590	670	710
T - % (PM)	-	12.5	-	-
Prop.of commercial vehicles - 16 hr.	-	13.5	-	-
NORTH BOUND				
A.A.D.T.	18030	18630	18330	15260
R 12 / 24 - %	67.2	68.3	65.4	62.3
R 16 / 24 - %	85.3	86.3	83.4	81.6
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	920	970	890	690
T - % (AM)	-	12.2	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	1100	1160	1080	920
T - % (PM)	-	13.8	-	-
Prop.of commercial vehicles - 16 hr.	-	14.2	-	-

3. OTHER INFORMATION AND COMMENT

Coverage (B) Station 4212
Year 2021

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	6.8	22.0	27.1	2.7	8.1	13.6	2.4	3.7	0.0	13.6
	Ocp	1.0	1.4	2.0	7.3	11.0	1.4	1.6	14.2	0.0	37.4
0800-0900	Pro	7.0	38.3	18.7	1.6	2.2	13.9	1.9	1.3	0.0	15.3
	Ocp	1.0	1.3	1.8	3.6	9.3	1.5	1.7	6.5	0.0	37.3
0900-1000	Pro	6.5	28.2	25.6	1.5	3.8	21.4	1.2	0.3	0.0	11.6
	Ocp	1.0	1.3	1.7	3.4	4.6	1.5	1.5	3.0	0.0	23.5
1000-1100	Pro	5.3	27.4	29.2	0.3	3.7	21.5	1.9	0.8	0.0	9.9
	Ocp	1.1	1.3	1.6	2.0	6.8	1.4	1.3	3.0	0.0	24.9
1100-1200 Peak hour	Pro	4.8	30.4	26.8	0.5	4.3	20.3	3.3	1.0	0.1	8.5
	Ocp	1.1	1.4	1.7	3.5	6.0	1.5	1.5	1.8	1.0	24.0
1200-1300	Pro	5.3	34.3	23.5	2.1	2.6	19.2	2.6	1.3	0.0	9.0
	Ocp	1.2	1.4	1.6	8.5	7.2	1.5	1.7	4.2	0.0	25.5
1300-1400	Pro	2.8	36.6	20.4	2.0	3.4	21.0	2.6	0.9	0.1	10.2
	Ocp	1.0	1.4	1.8	4.6	9.3	1.5	1.3	3.0	4.0	30.0
1400-1500	Pro	2.4	28.4	29.2	1.6	2.1	24.5	2.4	0.3	0.0	9.2
	Ocp	1.0	1.5	1.7	1.5	10.4	1.5	1.3	4.0	0.0	23.2
1500-1600	Pro	2.7	35.0	18.8	0.8	3.2	24.7	3.7	0.5	0.1	10.5
	Ocp	1.0	1.5	1.7	2.7	7.5	1.6	1.4	7.0	5.0	24.6
1600-1700	Pro	4.4	38.5	18.1	0.6	3.3	21.0	0.9	1.5	0.0	11.8
	Ocp	1.1	1.4	1.7	1.0	8.2	1.5	1.3	1.8	0.0	29.6
1700-1800	Pro	6.3	43.5	17.3	1.6	4.1	12.9	0.0	0.3	0.1	13.9
	Ocp	1.2	1.4	1.9	2.0	12.3	1.3	0.0	1.0	5.0	42.6
1800-1900	Pro	7.2	45.1	19.9	0.5	5.9	8.0	0.0	0.0	0.0	13.3
	Ocp	1.2	1.3	2.0	3.5	11.4	1.5	0.0	0.0	0.0	47.0
1900-2000	Pro	5.2	40.3	26.1	0.5	3.8	9.5	1.1	0.3	0.0	13.2
	Ocp	1.1	1.4	1.9	3.0	14.2	1.3	1.5	1.0	0.0	38.4
2000-2100	Pro	8.1	38.4	29.7	0.0	4.3	6.2	0.9	0.3	0.1	12.0
	Ocp	1.0	1.5	1.7	0.0	7.1	1.6	1.3	3.0	6.0	28.1
2100-2200	Pro	3.1	39.8	31.8	0.0	3.8	7.3	2.1	0.0	0.0	12.0
	Ocp	1.0	1.5	1.9	0.0	8.7	1.6	1.2	0.0	0.0	30.1
2200-2300	Pro	4.0	39.2	33.6	0.0	3.7	7.5	0.6	0.3	0.0	11.0
	Ocp	1.1	1.5	1.9	0.0	8.2	1.3	1.5	1.0	0.0	29.8
16 hours	Pro	5.1	35.2	24.7	1.0	3.9	16.1	1.8	0.8	0.1	11.5
	Ocp	1.1	1.4	1.8	4.4	9.0	1.5	1.4	6.1	4.2	31.7

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