

YEAR 2003

COVER AGE (B) STATION 4213

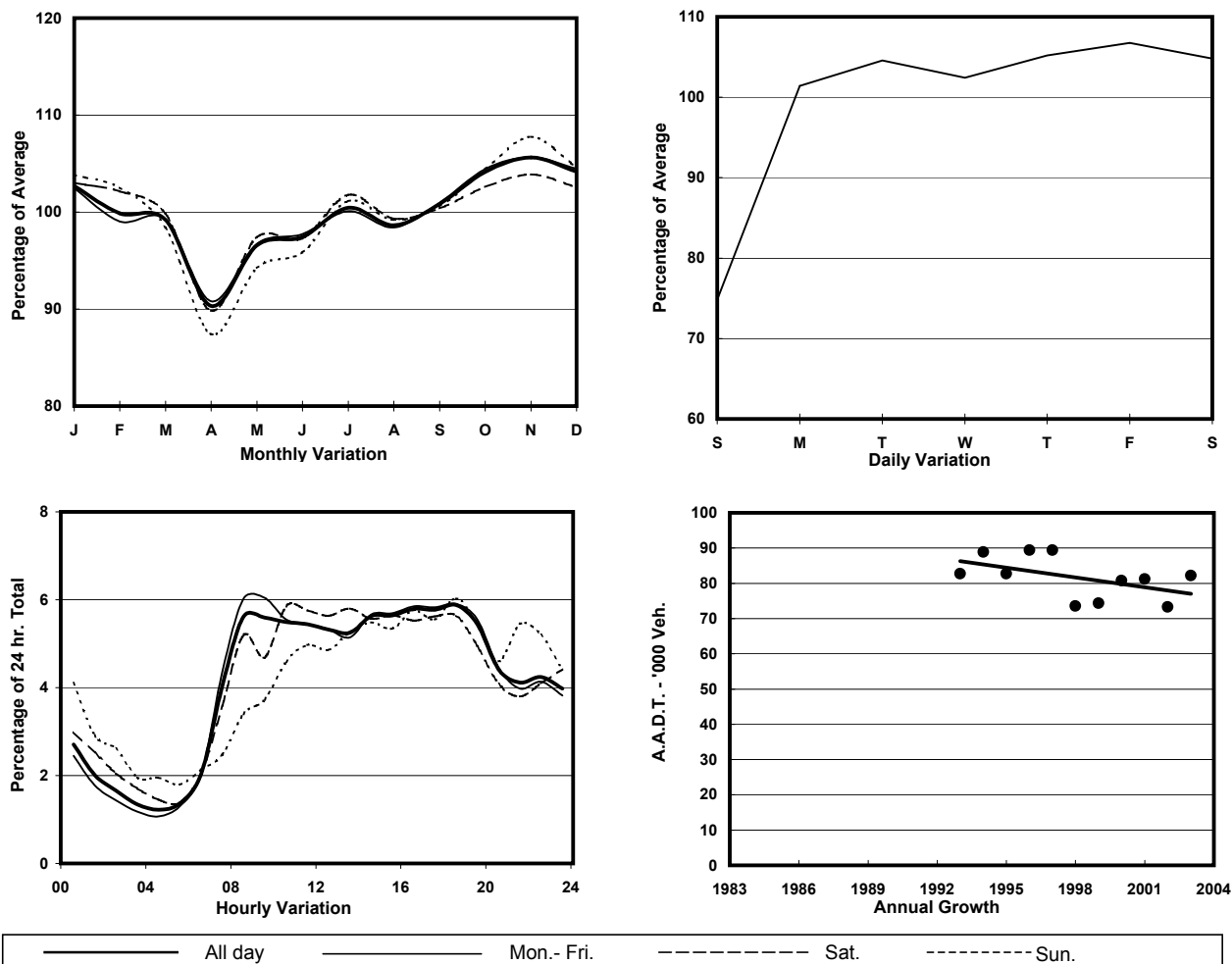
ROAD NETWORK MAJOR

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.	30160	32410	31850	20270
R 12 / 24 - %	67.8	68.7	66.6	63.1
R 16 / 24 - %	85	85.6	82.4	84.4
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1970	2290	1970	750
T - % (AM)	-	13.3	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	1750	1870	1810	1290
T - % (PM)	-	7.4	-	-
Prop.of commercial vehicles - 16 hr.	-	14.4	-	-
NORTH BOUND				
A.A.D.T.	52050	54350	55790	41810
R 12 / 24 - %	64.1	65.8	63.3	54.7
R 16 / 24 - %	82.9	84.6	80.9	75.1
AM Peak Hour	0900-1000	0900-1000	0800-0900	0900-1000
One-way flow at AM peak hour	2790	3220	2610	1570
T - % (AM)	-	14.2	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1800-1900
One-way flow at PM peak hour	3150	3340	3240	2470
T - % (PM)	-	9.9	-	-
Prop.of commercial vehicles - 16 hr.	-	11.6	-	-

3. OTHER INFORMATION AND COMMENT

Coverage (B) Station 4213
Year 2003

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor	Private	Taxi	Private	PLB	Goods veh.		Non	Fr. Bus	
		Cycle	Car		LB		Light	M & H	Fr. Bus	SD	DD
0700-0800	Pro	5.2	21.3	24.1	2.8	0.0	24.4	12.9	5.3	0.1	3.9
	Ocp	1.1	1.4	2.0	6.3	0.0	1.5	1.2	6.6	18.0	24.3
0800-0900	Pro	6.6	38.5	26.7	1.3	0.0	14.8	6.7	3.0	0.1	2.4
	Ocp	1.1	1.4	2.1	3.0	0.0	1.5	1.2	9.5	38.0	44.9
0900-1000 Peak hour	Pro	4.1	28.6	26.7	1.6	0.0	24.7	9.8	2.4	0.1	2.2
	Ocp	1.0	1.3	2.0	1.6	0.0	1.7	1.3	12.9	28.0	33.1
1000-1100	Pro	2.1	29.6	20.2	2.4	0.0	30.8	11.3	1.2	0.0	2.4
	Ocp	1.0	1.3	1.9	1.8	0.0	1.6	1.2	2.8	0.0	19.1
1100-1200	Pro	3.5	24.2	19.7	1.7	0.0	34.5	12.8	2.0	0.0	1.6
	Ocp	1.1	1.4	1.9	2.8	0.0	1.6	1.2	10.9	0.0	23.4
1200-1300	Pro	2.4	23.9	20.0	1.0	0.0	36.4	13.2	1.4	0.0	1.6
	Ocp	1.0	1.6	1.9	1.4	0.0	1.5	1.2	10.0	0.0	24.2
1300-1400	Pro	3.4	24.6	22.5	2.1	0.0	30.8	12.8	2.2	0.0	1.7
	Ocp	1.0	1.5	2.0	2.4	0.0	1.7	1.2	11.8	0.0	31.6
1400-1500	Pro	4.2	27.4	18.9	1.7	0.0	30.3	14.2	1.9	0.0	1.4
	Ocp	1.1	1.4	2.1	1.8	0.0	1.6	1.2	11.1	0.0	23.3
1500-1600	Pro	3.2	30.3	23.2	1.4	0.0	28.4	9.9	2.0	0.0	1.6
	Ocp	1.1	1.4	1.9	5.1	0.0	1.5	1.2	18.4	0.0	26.7
1600-1700	Pro	3.3	30.7	23.2	1.6	0.0	28.3	8.7	1.7	0.1	2.5
	Ocp	1.1	1.4	1.8	1.9	0.0	1.5	1.3	11.3	9.0	28.7
1700-1800	Pro	7.6	32.5	27.0	1.6	0.0	20.9	6.6	0.9	0.1	2.8
	Ocp	1.1	1.5	2.0	1.6	0.0	1.6	1.2	3.4	6.0	33.3
1800-1900	Pro	9.0	43.6	23.3	0.5	0.0	15.7	4.7	1.2	0.1	2.0
	Ocp	1.2	1.5	2.5	2.0	0.0	1.5	1.2	8.0	30.0	46.7
1900-2000	Pro	3.1	47.6	26.5	0.4	0.0	14.8	3.6	1.7	0.1	2.2
	Ocp	1.1	1.4	2.2	1.8	0.0	1.6	1.2	6.5	11.0	28.0
2000-2100	Pro	4.5	44.7	31.8	0.2	0.0	11.2	4.6	1.1	0.0	1.9
	Ocp	1.2	1.6	2.0	1.0	0.0	1.5	1.2	1.1	0.0	28.6
2100-2200	Pro	5.6	47.0	31.1	0.6	0.0	8.6	3.5	1.5	0.0	2.0
	Ocp	1.2	1.6	2.0	3.2	0.0	1.5	1.3	1.8	0.0	25.2
2200-2300	Pro	4.7	47.4	35.2	0.4	0.0	7.3	1.6	1.0	0.0	2.4
	Ocp	1.1	1.7	1.9	6.7	0.0	1.4	1.0	3.7	0.0	35.9
16 hours	Pro	4.5	33.6	24.7	1.3	0.0	23.0	8.7	1.9	0.1	2.1
	Ocp	1.1	1.5	2.0	2.8	0.0	1.6	1.2	9.1	20.0	30.3

Legend

Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)
Ocp. Average occupancy of vehicles
M&H Medium and Heavy