

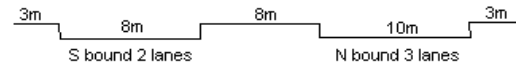
YEAR 2022

COVERAGE (B) STATION 4212

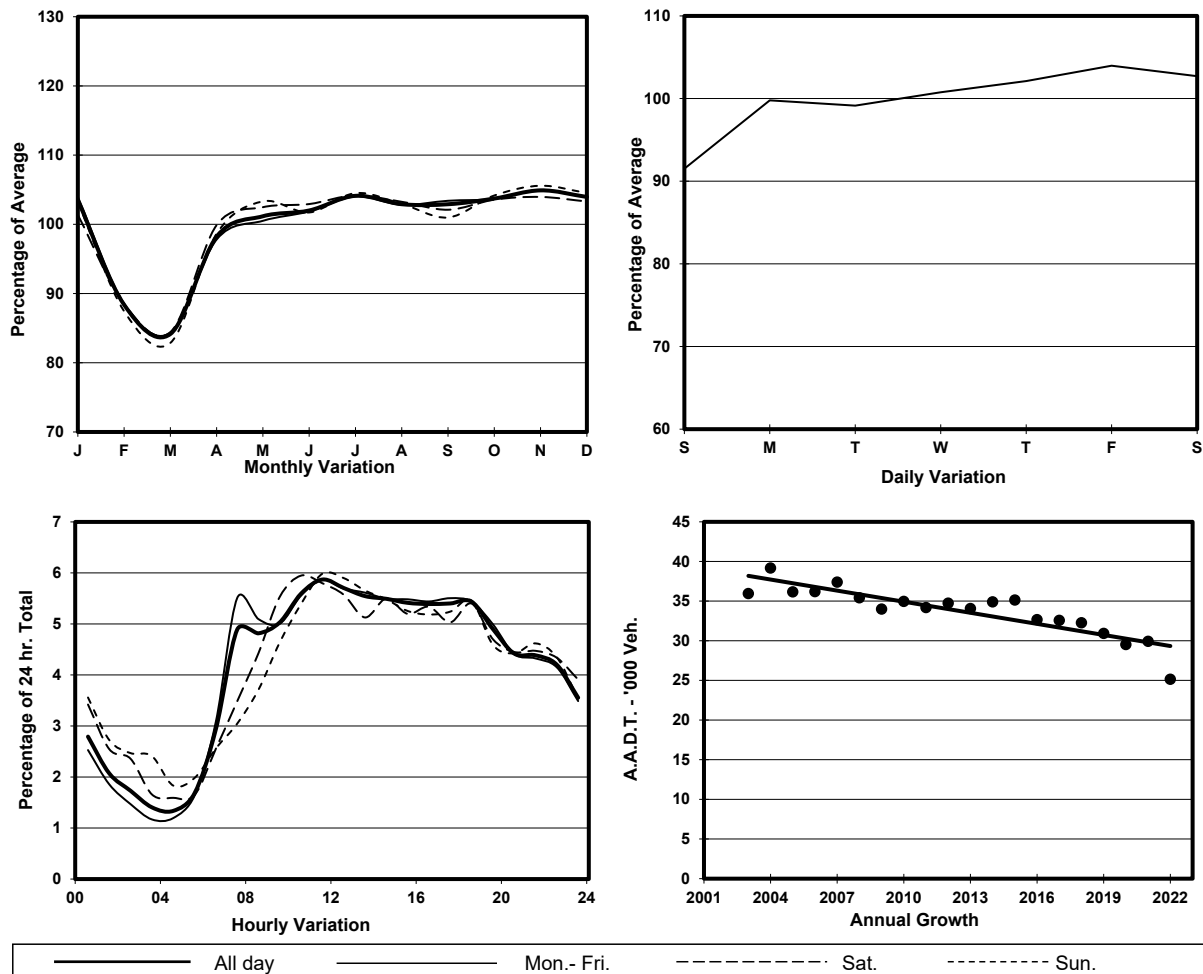
ROAD NETWORK MAJOR

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



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	10520	10390	11350	10690
R 12 / 24 - %	60.5	61.2	58.3	59.9
R 16 / 24 - %	79.2	80	76.7	77.4
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	540	600	670	530
T - % (AM)	-	16.9	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1800-1900
One-way flow at PM peak hour	510	490	580	560
T - % (PM)	-	17.3	-	-
Prop.of commercial vehicles - 16 hr.	-	12.2	-	-
NORTH BOUND				
A.A.D.T.	14620	15140	14840	12280
R 12 / 24 - %	67.5	68.8	65.4	61.8
R 16 / 24 - %	84.9	86	83	80.2
AM Peak Hour	0900-1000	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	740	810	780	540
T - % (AM)	-	13.6	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	870	920	900	690
T - % (PM)	-	13.6	-	-
Prop.of commercial vehicles - 16 hr.	-	12.9	-	-

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	6.2	27.8	24.3	1.8	5.6	19.2	2.7	2.4	0.0	10.0
	Ocp	1.0	1.5	2.2	9.5	9.3	1.4	1.0	6.4	0.0	34.2
0800-0900	Pro	7.1	38.9	16.2	1.1	4.5	16.8	3.4	1.7	0.0	10.2
	Ocp	1.0	1.3	1.9	4.8	8.0	1.4	1.2	5.0	0.0	38.3
0900-1000	Pro	5.7	24.5	28.9	0.6	5.3	23.2	0.9	1.3	0.0	9.6
	Ocp	1.0	1.4	1.7	3.5	5.9	1.5	1.7	5.5	0.0	27.1
1000-1100	Pro	3.6	26.9	27.9	0.0	3.4	26.9	2.6	0.5	0.0	8.3
	Ocp	1.1	1.5	1.7	0.0	8.6	1.3	1.3	6.0	0.0	20.7
1100-1200 Peak hour	Pro	4.6	29.1	26.3	0.5	2.6	25.3	3.1	1.0	0.0	7.6
	Ocp	1.1	1.4	1.8	1.0	7.8	1.4	1.3	1.5	0.0	20.3
1200-1300	Pro	5.6	29.7	28.0	1.7	2.9	20.4	2.9	1.0	0.0	7.7
	Ocp	1.0	1.4	1.7	4.1	9.1	1.5	1.5	8.0	0.0	18.8
1300-1400	Pro	3.9	31.8	23.3	2.3	2.8	23.5	2.8	1.0	0.0	8.5
	Ocp	1.0	1.4	1.9	4.8	7.5	1.8	1.2	5.8	0.0	22.9
1400-1500	Pro	6.0	37.5	17.9	1.4	2.4	23.6	1.4	1.1	0.0	8.8
	Ocp	1.1	1.6	1.6	1.6	7.2	1.5	1.4	1.3	0.0	23.9
1500-1600	Pro	7.0	30.8	22.3	0.6	2.9	22.3	2.6	1.8	0.0	9.7
	Ocp	1.0	1.5	1.9	1.0	9.3	1.5	1.4	4.0	0.0	25.5
1600-1700	Pro	6.3	39.9	18.1	2.2	2.4	19.6	1.7	0.7	0.0	9.2
	Ocp	1.0	1.5	1.8	2.2	12.0	1.5	1.1	3.0	0.0	29.1
1700-1800	Pro	8.8	37.6	21.2	1.7	3.7	11.0	1.7	2.8	0.0	11.5
	Ocp	1.1	1.5	1.9	1.5	11.3	1.5	1.3	3.2	0.0	36.8
1800-1900	Pro	9.7	43.5	21.1	0.0	4.1	9.2	1.0	0.3	0.0	11.2
	Ocp	1.1	1.4	2.2	0.0	12.5	1.5	1.5	1.0	0.0	43.3
1900-2000	Pro	6.2	45.8	22.4	0.3	3.1	8.7	0.3	0.6	0.0	12.5
	Ocp	1.2	1.4	1.9	7.0	10.4	1.3	2.0	1.0	0.0	30.6
2000-2100	Pro	6.0	35.0	32.6	0.3	2.1	12.0	1.8	0.3	0.0	10.1
	Ocp	1.2	1.6	1.8	4.0	11.4	1.6	1.5	1.0	0.0	25.7
2100-2200	Pro	10.0	39.4	28.0	0.3	3.5	6.6	0.3	0.3	0.0	11.5
	Ocp	1.1	1.4	1.8	5.0	8.2	1.2	2.0	1.0	0.0	24.8
2200-2300	Pro	8.2	38.5	33.9	0.0	1.6	7.5	0.3	0.0	0.0	10.0
	Ocp	1.0	1.5	1.9	0.0	8.0	1.4	1.0	0.0	0.0	24.7
16 hours	Pro	6.5	34.7	24.3	1.0	3.3	17.6	1.9	1.1	0.0	9.7
	Ocp	1.1	1.4	1.9	3.9	9.1	1.5	1.3	4.2	0.0	28.6

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