

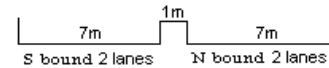
YEAR 2023

COVERAGE (B) STATION 4213

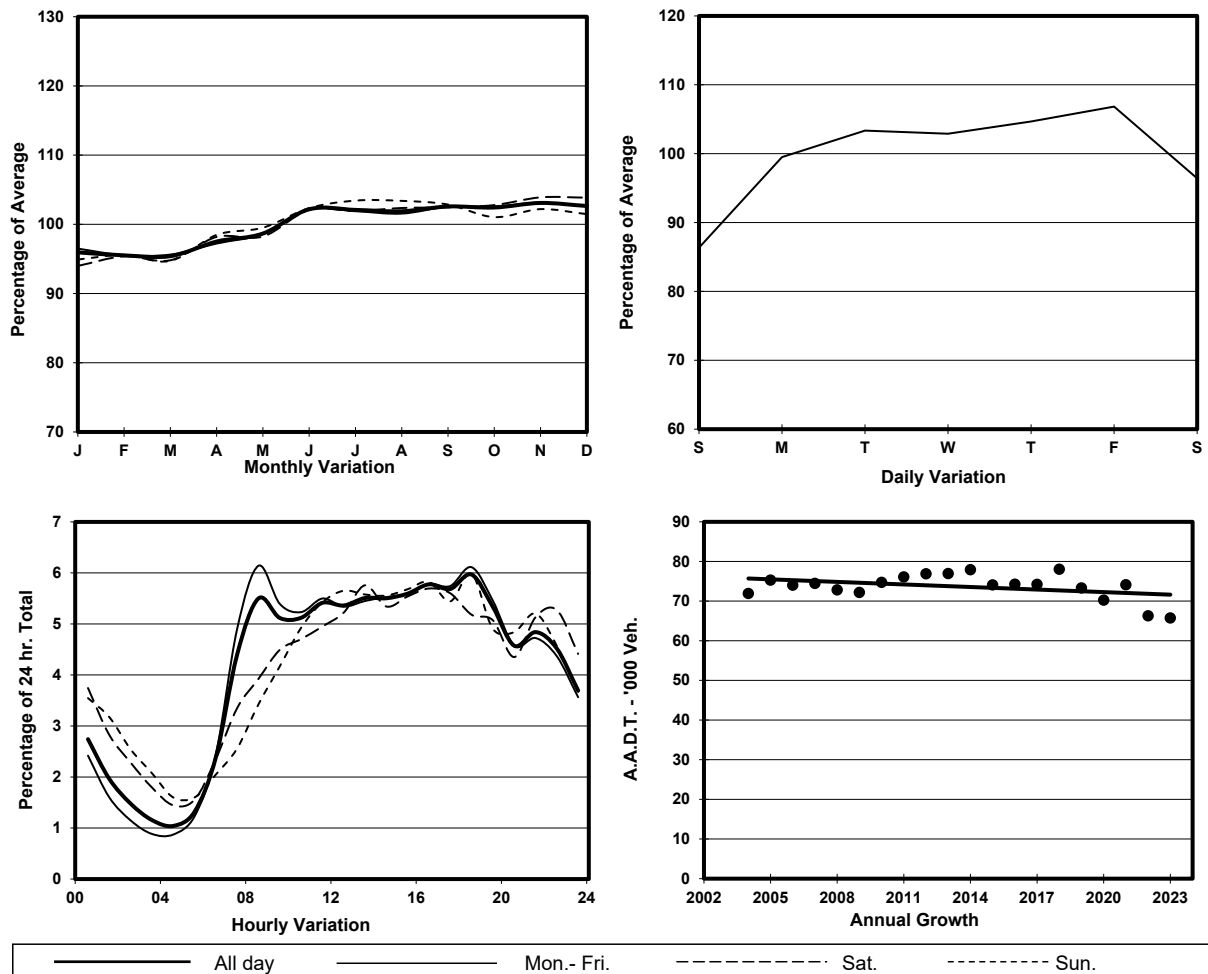
ROAD NETWORK MAJOR

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.	20390	21080	20670	17710
R 12 / 24 - %	67.2	68.4	64.1	63.7
R 16 / 24 - %	84.7	86	81.2	80.4
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1070	1190	1180	740
T - % (AM)	-	12.3	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	1320	1420	1270	1170
T - % (PM)	-	7.9	-	-
Prop.of commercial vehicles - 16 hr.	-	10.3	-	-
NORTH BOUND				
A.A.D.T.	45340	47460	42680	39810
R 12 / 24 - %	64	66	57.7	58.7
R 16 / 24 - %	84	85.7	78.8	79.4
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2550	3020	1670	1660
T - % (AM)	-	12.1	-	-
PM Peak Hour	1600-1700	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	2610	2770	2340	2300
T - % (PM)	-	5.7	-	-
Prop.of commercial vehicles - 16 hr.	-	9.8	-	-

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	8.2	39.7	19.6	3.3	0.2	14.9	6.0	4.8	0.0	3.3
	Ocp	1.1	1.2	2.0	6.2	1.5	1.2	1.1	9.0	0.0	20.6
0800-0900 Peak hour	Pro	4.4	51.5	19.1	1.4	0.4	11.0	6.4	2.0	0.0	3.8
	Ocp	1.1	1.2	2.1	2.2	5.4	1.2	1.0	13.9	0.0	29.7
0900-1000	Pro	2.6	40.6	23.5	0.7	0.2	20.5	6.6	1.6	0.0	3.9
	Ocp	1.0	1.2	2.0	1.9	1.0	1.5	1.2	6.4	0.0	21.1
1000-1100	Pro	4.0	34.3	26.8	1.0	0.1	21.6	8.4	0.7	0.0	3.1
	Ocp	1.1	1.2	2.1	1.4	2.0	1.3	1.1	2.3	0.0	16.1
1100-1200	Pro	1.5	37.4	24.2	1.8	0.1	22.0	9.3	1.2	0.0	2.4
	Ocp	1.1	1.3	2.0	1.8	1.0	1.3	1.1	12.5	0.0	22.1
1200-1300	Pro	3.0	37.3	25.3	0.9	0.0	20.0	9.3	2.0	0.0	2.1
	Ocp	1.0	1.3	2.1	2.0	0.0	1.3	1.3	24.3	0.0	22.4
1300-1400	Pro	5.4	38.0	22.8	1.4	0.1	19.5	8.3	2.5	0.0	2.0
	Ocp	1.1	1.3	2.1	2.4	1.0	1.3	1.2	26.7	0.0	26.3
1400-1500	Pro	3.6	39.9	22.3	1.0	0.1	21.0	7.9	2.1	0.0	2.1
	Ocp	1.1	1.2	2.1	1.6	1.0	1.3	1.3	13.6	0.0	19.6
1500-1600	Pro	3.2	43.6	21.4	1.4	0.0	19.5	6.1	2.3	0.0	2.6
	Ocp	1.1	1.3	2.0	6.1	0.0	1.4	1.2	12.0	0.0	19.0
1600-1700	Pro	4.4	42.4	24.1	1.3	0.0	18.9	3.7	2.2	0.0	3.0
	Ocp	1.0	1.4	2.1	1.8	0.0	1.3	1.2	6.4	0.0	23.8
1700-1800	Pro	9.0	48.4	21.0	1.4	0.0	12.3	3.3	1.7	0.0	2.9
	Ocp	1.1	1.3	2.0	1.5	0.0	1.3	1.0	4.8	0.0	34.9
1800-1900	Pro	8.3	58.4	18.5	0.0	0.2	8.2	2.1	1.6	0.0	2.6
	Ocp	1.2	1.2	2.1	0.0	9.0	1.2	1.2	10.9	0.0	54.4
1900-2000	Pro	5.1	58.5	22.7	0.4	0.4	6.7	1.3	2.1	0.0	2.7
	Ocp	1.2	1.2	2.1	1.0	14.2	1.3	1.2	9.2	0.0	36.0
2000-2100	Pro	4.0	52.6	31.0	0.0	0.1	6.6	2.2	0.6	0.0	3.0
	Ocp	1.1	1.4	1.9	0.0	1.0	1.2	1.1	5.8	0.0	25.8
2100-2200	Pro	5.1	49.9	33.0	0.2	0.1	6.4	1.5	1.0	0.0	2.8
	Ocp	1.1	1.2	1.9	2.0	1.0	1.2	1.2	1.0	0.0	25.5
2200-2300	Pro	5.9	51.8	31.0	0.1	0.4	6.6	1.0	0.5	0.0	2.8
	Ocp	1.0	1.2	1.9	1.0	9.3	1.2	1.1	9.5	0.0	27.9
16 hours	Pro	4.8	45.4	23.9	1.0	0.2	14.8	5.3	1.8	0.0	2.8
	Ocp	1.1	1.3	2.0	3.0	6.2	1.3	1.2	11.6	0.0	26.7

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