

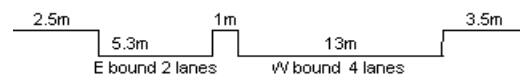
YEAR 2015

COVERAGE (B) STATION 4203

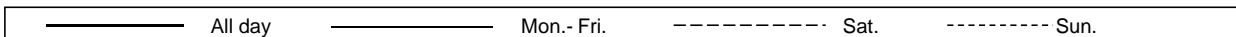
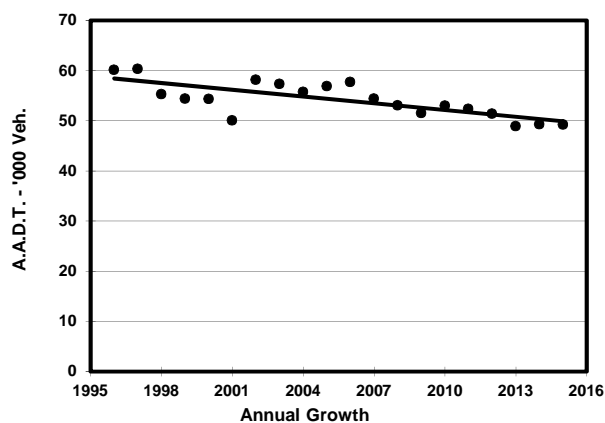
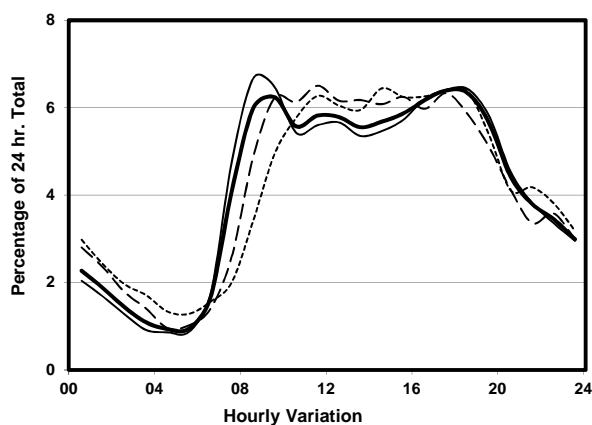
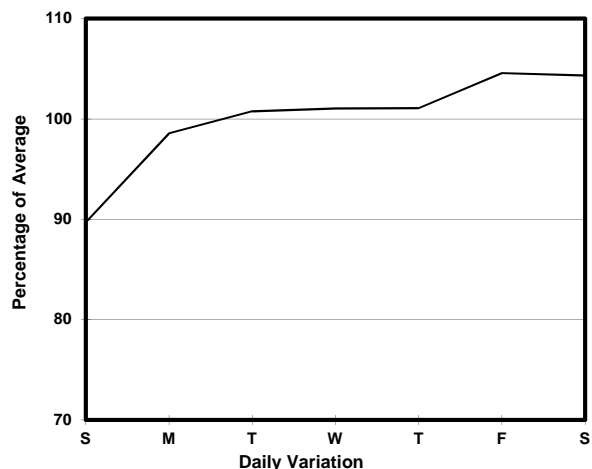
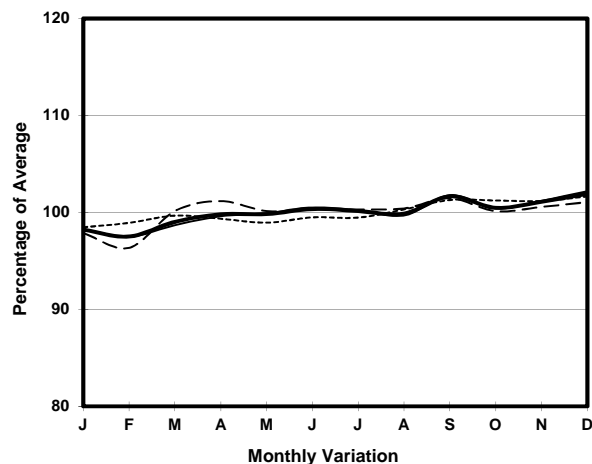
ROAD NETWORK MAJOR

ROAD TYPE PRIMARY DISTRIBUTOR

LINK PRINCE EDWARD RD W (from EMBANKMENT RD to YUEN NGAI ST)



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	1930	1850	2110	2210
R 12 / 24 - %	78.8	77.9	80.8	80.3
R 16 / 24 - %	92	91.6	93	92.2
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	110	120	150	130
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	150	140	150	170
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	0.3	-	-
WEST BOUND				
A.A.D.T.	47300	48260	49530	42180
R 12 / 24 - %	69.1	69.9	68.6	65.4
R 16 / 24 - %	86.6	87.5	85	83.1
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2960	3230	3060	2070
T - % (AM)	-	7	-	-
PM Peak Hour	1700-1800	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	3030	3110	3140	2680
T - % (PM)	-	4.2	-	-
Prop.of commercial vehicles - 16 hr.	-	5.5	-	-

3. OTHER INFORMATION AND COMMENT

Coverage (B) Station 4203
Year 2015

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	2.6	32.9	22.9	4.7	11.3	15.3	1.1	5.5	0.3	3.5
	Ocp	1.0	1.6	1.4	4.3	12.9	1.3	1.4	5.8	18.6	44.4
0800-0900 Peak hour	Pro	2.5	48.6	19.4	0.9	7.9	13.9	2.0	2.3	0.1	2.5
	Ocp	1.0	1.4	2.0	3.3	15.6	1.4	1.4	11.4	11.0	43.6
0900-1000	Pro	3.1	45.3	19.1	0.5	7.1	18.8	2.0	1.9	0.1	2.2
	Ocp	1.1	1.4	2.1	1.3	14.0	1.4	1.5	5.5	13.8	44.1
1000-1100	Pro	2.2	35.3	24.4	0.7	6.1	26.9	1.7	0.8	0.1	1.8
	Ocp	1.0	1.5	1.3	1.4	13.5	1.3	1.4	11.3	16.0	42.9
1100-1200	Pro	2.3	39.3	20.3	1.1	6.0	26.2	1.7	1.1	0.2	2.0
	Ocp	1.2	1.4	2.0	1.3	13.5	1.5	1.5	8.6	13.0	43.1
1200-1300	Pro	3.1	37.0	27.6	1.4	5.8	19.2	1.1	2.6	0.1	2.0
	Ocp	1.0	1.6	1.6	10.7	12.4	1.5	1.6	16.4	12.8	37.6
1300-1400	Pro	3.5	37.9	24.2	1.1	6.3	21.9	1.5	1.2	0.2	2.2
	Ocp	1.0	1.4	2.0	3.3	13.5	1.6	1.3	2.3	16.0	38.3
1400-1500	Pro	2.7	36.0	25.8	0.8	5.0	23.2	3.0	1.2	0.1	2.1
	Ocp	1.1	1.5	1.4	1.7	11.4	1.5	1.5	7.8	15.8	35.7
1500-1600	Pro	2.6	42.2	20.7	3.0	5.3	20.8	1.4	2.0	0.1	1.8
	Ocp	1.0	1.4	1.6	7.3	12.7	1.4	1.3	19.4	18.3	35.1
1600-1700	Pro	3.4	42.0	20.4	1.8	5.9	20.9	1.7	1.7	0.1	2.1
	Ocp	1.2	1.3	2.1	5.3	12.5	1.4	1.5	19.2	22.3	31.3
1700-1800	Pro	3.8	45.5	19.9	0.9	5.8	18.5	2.3	1.1	0.1	2.2
	Ocp	1.2	1.4	2.1	4.9	12.1	1.6	1.3	12.7	12.7	32.2
1800-1900	Pro	3.5	51.9	18.1	0.5	8.4	13.4	1.5	0.6	0.1	1.9
	Ocp	1.0	1.4	2.4	1.3	15.0	1.5	1.8	4.6	11.5	37.8
1900-2000	Pro	1.9	49.5	30.7	0.5	9.1	4.5	0.5	1.3	0.1	1.9
	Ocp	1.0	1.3	2.1	2.5	11.1	1.4	1.3	1.2	7.3	23.1
2000-2100	Pro	1.4	42.5	33.5	0.2	11.6	7.8	0.2	0.5	0.1	2.3
	Ocp	1.0	1.5	1.6	1.0	6.9	1.4	1.0	1.3	6.3	10.8
2100-2200	Pro	0.9	41.0	34.5	0.2	11.7	7.6	0.4	0.7	0.2	3.0
	Ocp	1.0	1.5	2.1	10.0	6.4	1.5	1.0	4.0	7.3	9.8
2200-2300	Pro	2.1	39.9	37.1	0.0	11.7	4.5	0.6	0.6	0.2	3.2
	Ocp	1.1	1.5	2.0	0.0	6.5	1.4	1.7	4.0	7.3	8.0
16 hours	Pro	2.7	42.3	24.1	1.1	7.5	17.0	1.5	1.5	0.1	2.2
	Ocp	1.1	1.4	1.9	4.7	11.8	1.5	1.4	9.9	13.5	33.1

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 except for one way traffic