

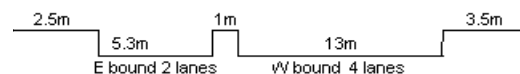
YEAR 2009

COVERAGE (B) STATION 4203

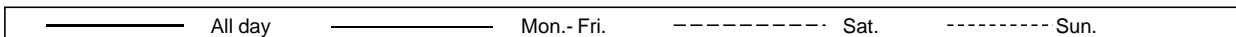
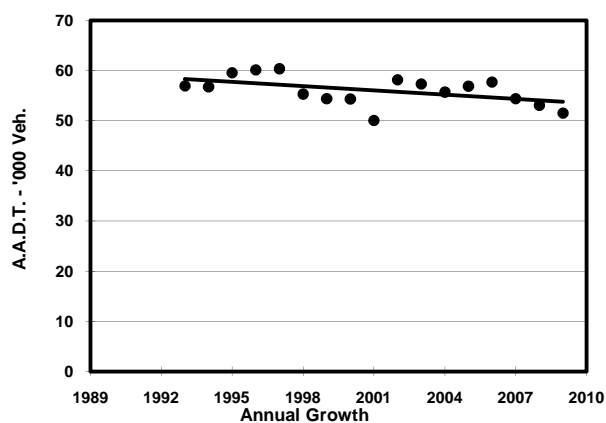
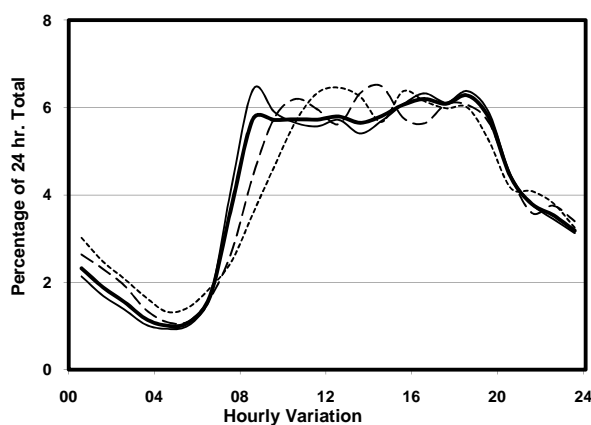
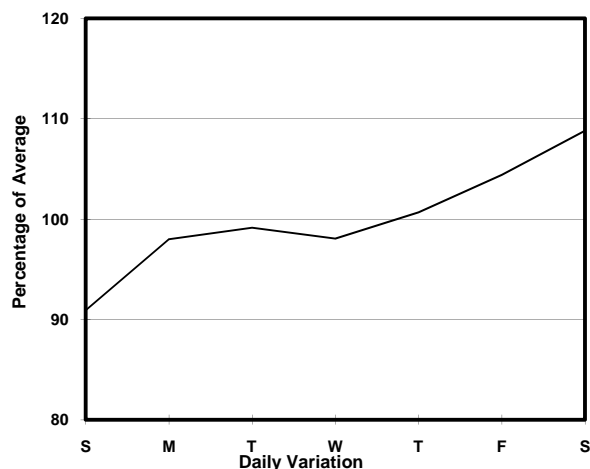
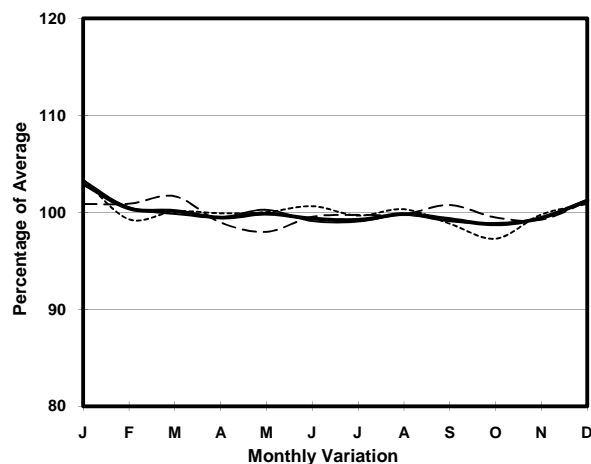
ROAD NETWORK MAJOR

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.	3600	3520	4010	3730
R 12 / 24 - %	77.2	77.3	75.9	78
R 16 / 24 - %	91	91	90.5	90.8
AM Peak Hour	0900-1000	0900-1000	0800-0900	0900-1000
One-way flow at AM peak hour	230	220	250	240
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1700-1800
One-way flow at PM peak hour	260	260	280	270
T - % (PM)	-	3.2	-	-
Prop.of commercial vehicles - 16 hr.	-	1.4	-	-
WEST BOUND				
A.A.D.T.	47920	48290	52380	43410
R 12 / 24 - %	67.9	68.9	66.4	64.5
R 16 / 24 - %	85.7	86.7	84	82.2
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2740	3100	3030	1960
T - % (AM)	-	9	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1600-1700
One-way flow at PM peak hour	3020	3100	3170	2640
T - % (PM)	-	6.1	-	-
Prop.of commercial vehicles - 16 hr.	-	7.3	-	-

3. OTHER INFORMATION AND COMMENT

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	2.2	16.7	29.8	3.3	11.3	22.9	2.7	6.0	0.2	4.9
	Ocp	1.1	1.6	1.8	2.9	9.9	1.5	1.3	11.0	11.5	37.5
0800-0900	Pro	2.5	40.5	22.1	0.6	10.4	14.9	2.8	3.3	0.1	2.7
	Ocp	1.0	1.5	2.0	2.8	14.7	1.3	1.5	10.9	15.4	51.7
0900-1000	Pro	3.7	35.6	24.7	1.1	7.2	21.3	2.3	1.4	0.1	2.5
	Ocp	1.1	1.4	1.9	2.4	13.4	1.5	1.8	4.0	9.4	45.8
1000-1100	Pro	3.6	30.7	27.2	0.9	7.3	22.3	4.0	1.4	0.1	2.5
	Ocp	1.0	1.5	1.8	2.7	11.4	1.6	1.8	10.5	7.5	40.8
1100-1200	Pro	2.9	32.0	26.4	0.7	7.8	22.9	2.9	1.7	0.2	2.5
	Ocp	1.1	1.5	1.9	4.2	10.6	1.6	1.7	9.5	10.2	39.7
1200-1300	Pro	2.9	32.4	28.1	0.6	6.4	21.2	2.5	3.3	0.1	2.5
	Ocp	1.0	1.4	2.0	3.5	10.2	1.4	1.6	13.1	13.5	36.1
1300-1400	Pro	3.1	31.5	26.0	1.8	7.5	23.7	1.9	1.8	0.1	2.6
	Ocp	1.0	1.5	1.8	4.3	11.2	1.5	1.3	2.8	15.0	35.1
1400-1500	Pro	2.1	31.9	27.7	0.9	7.4	23.0	2.8	1.2	0.2	2.8
	Ocp	1.1	1.6	1.7	2.2	9.5	1.5	1.7	8.9	7.2	25.4
1500-1600	Pro	1.9	33.7	26.2	1.1	6.2	24.0	1.0	3.2	0.2	2.6
	Ocp	1.1	1.5	1.7	3.3	10.9	1.4	1.3	4.6	11.3	21.8
1600-1700	Pro	3.5	37.3	25.8	1.2	6.3	19.2	1.7	2.4	0.1	2.6
	Ocp	1.2	1.6	1.8	5.0	11.8	1.6	1.7	8.3	17.0	23.5
1700-1800	Pro	4.1	36.9	22.9	1.2	7.0	20.1	2.4	2.4	0.2	2.8
	Ocp	1.1	1.5	1.8	6.0	12.0	1.7	1.7	6.0	13.8	25.5
1800-1900	Pro	4.3	38.1	27.6	1.1	8.1	15.0	1.1	2.2	0.1	2.4
	Ocp	1.2	1.5	1.8	2.4	15.2	1.8	1.2	9.2	7.4	33.7
1900-2000	Pro	4.6	41.5	29.9	0.7	11.8	7.8	0.7	0.9	0.1	2.0
	Ocp	1.2	1.4	1.6	3.0	11.5	1.7	1.7	10.7	8.3	25.2
2000-2100	Pro	3.4	37.7	35.0	0.2	11.7	7.8	0.0	1.2	0.2	2.8
	Ocp	1.2	1.6	1.6	1.0	7.6	1.8	0.0	2.9	3.8	12.5
2100-2200	Pro	4.0	39.9	34.4	0.0	12.1	4.7	0.2	1.2	0.2	3.4
	Ocp	1.3	1.5	1.6	0.0	6.2	1.8	3.0	3.0	3.2	10.0
2200-2300	Pro	2.2	33.4	42.5	0.0	11.8	5.1	0.4	0.8	0.3	3.6
	Ocp	1.1	1.8	1.5	0.0	5.6	2.2	1.5	12.5	4.2	9.5
16 hours	Pro	3.2	34.9	27.9	1.0	8.6	17.6	1.9	2.1	0.2	2.7
	Ocp	1.1	1.5	1.8	3.5	10.9	1.6	1.6	8.4	9.8	30.5

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