YEAR	2011	**LINK**	MA TAU WAI RD & TO KWA WAN RD (from SAN LAU ST & BAILEY ST to CHI KIANG ST)
CORE STATION	3014		
ROAD NETWORK	MAJOR		
ROAD TYPE	DISTRICT DISTRIBUTOR		

1. TRAFFIC FLOW VARIATION AND GROWTH

All day — Mon.- Fri. — Sat. — Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	17910	18890	18200	14050
R 12 / 24 - %	68.2	69.3	67.6	61.1
R 16 / 24 - %	85.6	86.6	84.7	80.7
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1160	1290	1080	680
T - % (AM)	-	16.2	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	1070	1120	1090	840
T - % (PM)	-	16.1	-	-
Prop.of commercial vehicles - 16 hr.	-	16.3	-	-
NORTH BOUND				
A.A.D.T.	5920	6100	6120	5210
R 12 / 24 - %	64.1	64.6	64.1	61.1
R 16 / 24 - %	84.3	84.9	83.6	81.8
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	300	310	300	240
T - % (AM)	-	33.9	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	360	370	370	300
T - % (PM)	-	20.9	-	-
Prop.of commercial vehicles - 16 hr.	-	25.1	-	-

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	1.5	3.0	30.3	3.0	21.8	13.4	0.5	6.0	0.1	20.5
	Ocp	1.0	2.0	2.0	6.3	8.2	1.6	2.0	7.8	30.0	26.8
0800-0900	Pro	2.5	20.7	27.2	3.1	7.7	16.7	2.2	4.9	0.1	14.9
	Ocp	1.1	1.5	2.1	2.2	9.0	1.5	1.6	11.0	27.0	27.4
0900-1000	Pro	1.7	26.4	24.7	1.1	7.3	18.2	1.4	6.2	0.1	12.9
Peak hour	Ocp	1.0	1.3	2.0	4.3	7.8	1.4	1.8	10.0	14.5	18.8
1000-1100	Pro	0.9	19.3	33.1	1.5	8.9	20.8	1.5	2.8	0.2	11.1
	Ocp	1.0	1.6	1.6	2.8	6.4	1.4	1.2	7.6	6.0	13.3
1100-1200	Pro	1.7	19.3	27.9	0.3	10.6	21.6	2.7	5.0	0.0	11.0
	Ocp	1.0	1.4	1.9	2.0	6.1	1.4	1.6	10.7	0.0	14.7
1200-1300	Pro	2.2	19.8	23.2	2.5	13.2	21.0	1.6	5.6	0.0	11.0
	Ocp	1.0	1.5	1.8	4.6	6.2	1.6	1.8	13.3	0.0	14.2
1300-1400	Pro	2.0	18.5	22.9	0.7	10.8	25.3	1.3	5.7	0.0	12.7
	Ocp	1.0	1.3	1.7	3.5	5.3	1.5	1.5	8.4	0.0	15.0
1400-1500	Pro	1.3	17.8	28.8	0.0	12.3	23.3	2.9	1.3	0.0	12.4
	Ocp	1.0	1.4	1.6	0.0	5.7	1.7	1.8	19.5	0.0	13.0
1500-1600	Pro	2.6	20.1	24.7	1.9	10.4	23.0	3.2	1.9	0.0	12.1
	Ocp	1.0	1.7	1.7	5.3	6.4	1.5	1.6	22.3	0.0	14.1
1600-1700	Pro	2.3	28.5	21.1	0.0	13.4	16.4	2.0	2.0	0.2	14.1
	Ocp	1.1	1.4	1.7	0.0	8.1	1.4	1.3	9.8	13.0	16.0
1700-1800	Pro	3.1	23.9	23.9	0.6	10.9	18.0	1.6	3.7	0.2	14.2
	Ocp	1.2	1.5	1.7	5.5	7.9	1.7	2.0	5.9	23.5	16.6
1800-1900	Pro	2.2	37.9	23.8	0.0	10.1	7.9	0.7	1.4	0.0	15.9
	Ocp	1.0	1.7	2.2	0.0	9.1	1.4	1.5	16.5	0.0	26.6
1900-2000	Pro	3.6	26.4	32.9	1.0	15.9	4.9	0.7	0.7	0.2	13.9
	Ocp	1.1	1.5	1.8	5.3	10.0	1.9	1.5	25.0	15.0	19.3
2000-2100	Pro	0.8	23.1	38.2	1.2	15.9	3.2	1.2	1.6	0.0	14.7
	Ocp	1.0	1.7	1.5	1.0	7.2	1.5	1.7	22.3	0.0	13.1
2100-2200	Pro	0.4	21.3	38.2	0.0	18.2	3.9	0.9	0.4	0.0	16.6
	Ocp	1.0	1.8	1.6	0.0	5.7	1.6	1.5	2.0	0.0	11.5
2200-2300	Pro	0.9	18.6	38.6	0.0	20.0	2.3	0.5	0.5	0.0	18.7
	Ocp	1.5	1.8	1.7	0.0	6.0	2.4	1.0	2.0	0.0	12.1
16 hours	Pro	1.9	21.9	28.2	1.1	12.4	15.7	1.6	3.2	0.1	13.9
	Ocp	1.1	1.5	1.8	4.0	7.2	1.5	1.6	11.1	16.8	17.4

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