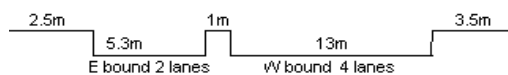
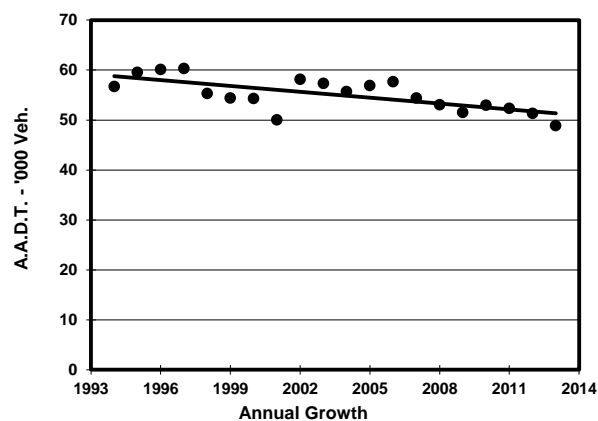
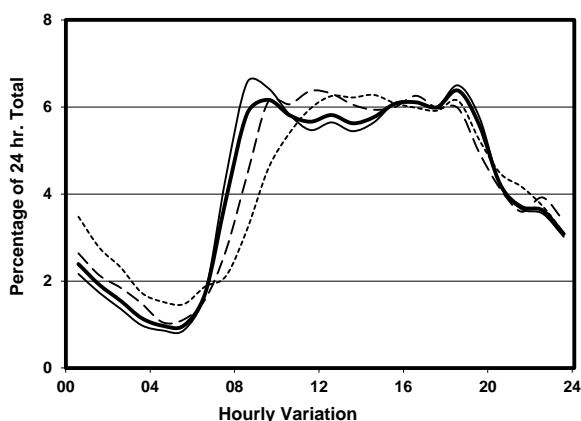
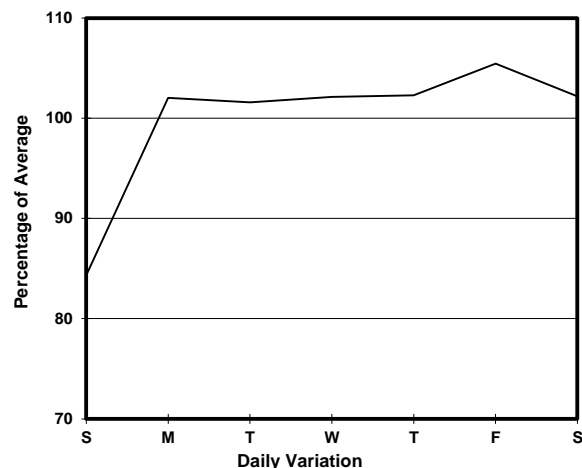
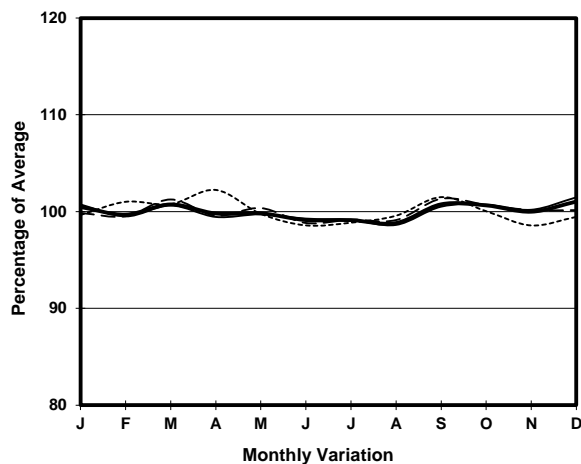


YEAR 2013  
 COVERAGE (B) STATION 4203  
 ROAD NETWORK MAJOR  
 ROAD TYPE PRIMARY DISTRIBUTOR

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.
<b>EAST BOUND</b>				
A.A.D.T.	2030	2040	2140	2000
R 12 / 24 - %	79.5	79.6	79	78.9
R 16 / 24 - %	91.8	91.7	91.9	92.4
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	120	130	130	120
T - % (AM)	-	3.8	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	160	160	170	170
T - % (PM)	-	3.7	-	-
Prop.of commercial vehicles - 16 hr.	-	1.4	-	-
<b>WEST BOUND</b>				
A.A.D.T.	46850	48580	48220	39590
R 12 / 24 - %	68.7	69.8	67.7	63.4
R 16 / 24 - %	86	87.1	84.5	81.2
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2900	3190	2960	1790
T - % (AM)	-	6.7	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	2990	3160	2980	2460
T - % (PM)	-	4.2	-	-
Prop.of commercial vehicles - 16 hr.	-	6.1	-	-

## 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	3.2	21.2	31.6	3.9	10.2	18.7	2.2	3.9	0.5	4.6
	Ocp	1.1	1.3	1.9	2.9	10.4	1.2	1.0	7.7	7.0	37.5
0800-0900 Peak hour	Pro	1.4	42.7	24.3	1.0	10.1	13.9	1.5	2.7	0.3	2.1
	Ocp	1.0	1.4	1.2	1.8	14.7	1.3	1.4	9.6	14.0	51.6
0900-1000	Pro	1.8	45.3	21.1	1.1	7.6	17.7	1.8	1.3	0.2	2.1
	Ocp	1.1	1.5	1.9	2.6	13.6	1.4	1.3	1.3	10.3	47.9
1000-1100	Pro	1.8	33.4	27.4	0.4	6.4	25.2	2.1	1.1	0.3	2.0
	Ocp	1.2	1.4	2.1	1.7	13.5	1.4	1.7	4.1	5.9	42.1
1100-1200	Pro	2.1	38.0	24.3	1.1	6.2	23.2	2.1	0.7	0.2	2.0
	Ocp	1.2	1.5	2.1	1.9	11.7	1.4	1.5	3.4	9.4	41.3
1200-1300	Pro	2.7	38.6	24.6	1.7	6.3	19.0	1.9	2.7	0.3	2.1
	Ocp	1.0	1.5	2.3	5.5	11.7	1.5	1.7	22.1	7.1	36.3
1300-1400	Pro	2.7	38.0	28.2	0.7	6.8	17.5	0.4	3.0	0.3	2.3
	Ocp	1.2	1.6	1.9	2.6	12.6	1.5	1.3	5.2	6.4	36.4
1400-1500	Pro	2.7	35.1	26.7	1.1	6.7	21.1	2.3	1.6	0.3	2.4
	Ocp	1.1	1.5	1.8	2.0	12.4	1.6	1.5	3.8	6.1	34.6
1500-1600	Pro	2.8	35.6	21.6	2.1	6.9	22.5	2.9	3.2	0.2	2.2
	Ocp	1.1	1.6	2.2	6.9	13.4	1.4	1.3	10.0	10.8	34.7
1600-1700	Pro	2.5	41.9	24.8	1.9	5.1	17.6	1.5	1.9	0.2	2.5
	Ocp	1.1	1.6	2.1	8.4	12.5	1.4	1.2	8.4	9.6	30.1
1700-1800	Pro	4.2	41.0	21.9	1.4	7.4	18.0	1.3	2.0	0.3	2.5
	Ocp	1.1	1.7	2.0	3.0	11.5	1.6	1.3	4.7	10.3	35.5
1800-1900	Pro	5.0	43.3	24.8	0.5	9.0	13.3	0.3	1.6	0.2	2.0
	Ocp	1.1	1.7	2.1	3.5	15.7	1.6	1.0	7.5	12.4	38.9
1900-2000	Pro	2.3	44.8	28.7	0.1	11.6	8.6	0.8	1.2	0.3	1.6
	Ocp	1.1	1.5	1.9	2.0	8.9	1.5	1.2	3.1	8.4	33.3
2000-2100	Pro	2.4	38.0	34.7	0.7	12.4	7.4	0.4	1.5	0.3	2.2
	Ocp	1.0	1.5	1.6	1.0	7.7	1.7	1.0	5.3	5.8	17.4
2100-2200	Pro	3.4	38.9	36.7	0.2	11.9	4.5	0.6	0.4	0.4	3.0
	Ocp	1.2	1.7	1.9	1.0	6.0	1.7	1.3	6.5	6.0	11.2
2200-2300	Pro	2.3	38.3	39.1	0.0	13.7	2.7	0.8	0.2	0.4	2.5
	Ocp	1.3	1.7	1.8	0.0	5.2	1.5	2.0	1.0	3.3	11.7
16 hours	Pro	2.7	39.1	26.7	1.1	8.4	16.1	1.5	1.8	0.3	2.3
	Ocp	1.1	1.5	1.9	4.0	11.3	1.4	1.4	8.0	8.3	34.9

**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