

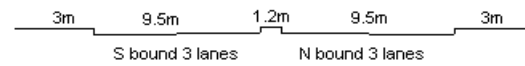
YEAR 2015

CORE STATION 3014

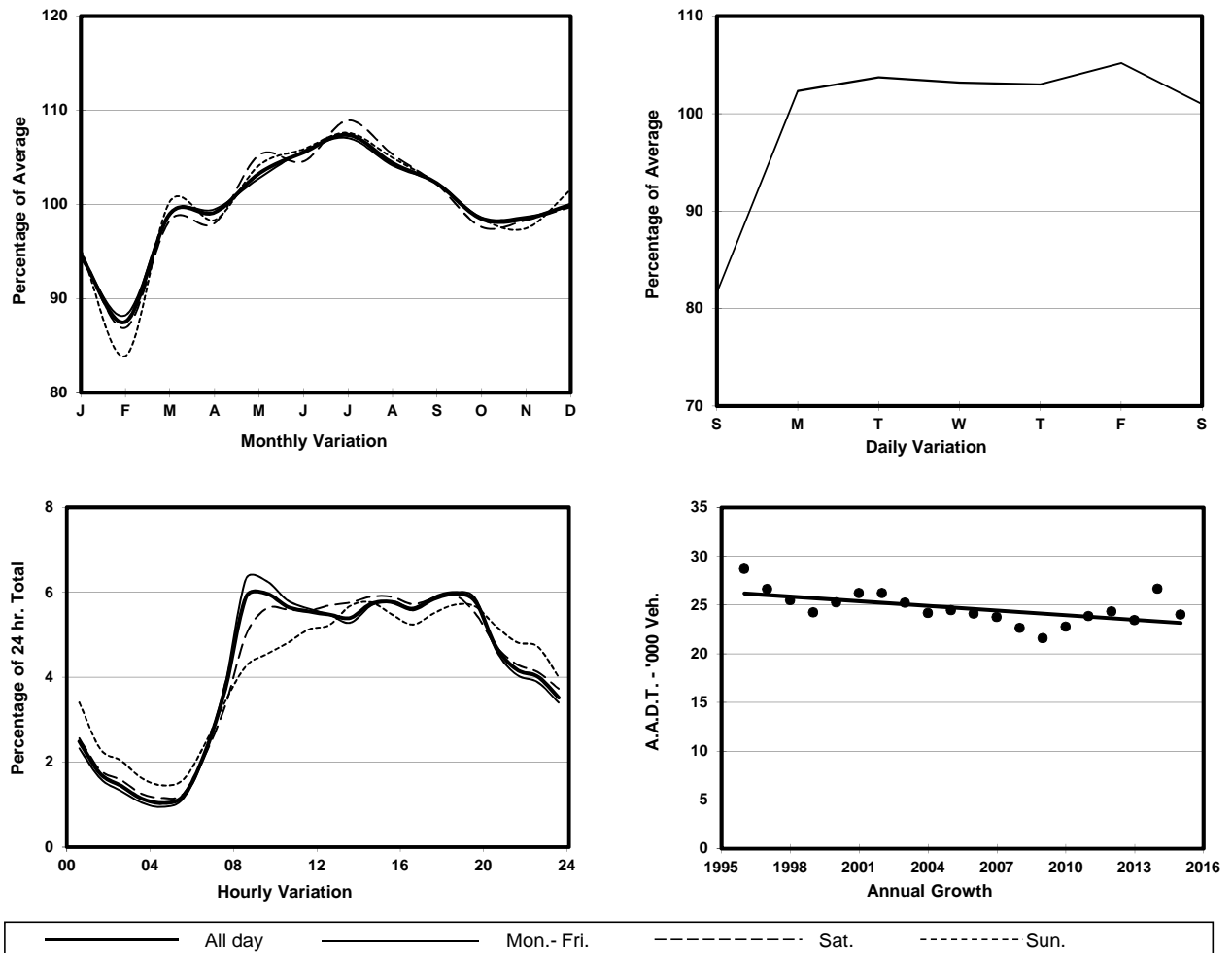
ROAD NETWORK MAJOR

ROAD TYPE DISTRICT DISTRIBUTOR

LINK MA TAU WAI RD & TO KWA WAN RD (from SAN LAU ST & BAILEY ST to CHI KIANG ST)



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	18130	18990	18650	14640
R 12 / 24 - %	66.8	68	66	60.3
R 16 / 24 - %	85.1	86	84.3	80.5
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1150	1300	1090	670
T - % (AM)	-	22	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	1070	1130	1110	820
T - % (PM)	-	18	-	-
Prop.of commercial vehicles - 16 hr.	-	20	-	-
NORTH BOUND				
A.A.D.T.	5850	6090	5860	5030
R 12 / 24 - %	65.7	66.4	65.5	62.3
R 16 / 24 - %	85.6	86.1	85.4	83
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	300	320	280	220
T - % (AM)	-	35.4	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	360	380	350	300
T - % (PM)	-	22.9	-	-
Prop.of commercial vehicles - 16 hr.	-	27.4	-	-

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	2.6	10.9	22.3	3.6	16.6	12.4	3.6	5.7	0.0	22.3
	Ocp	1.0	1.7	2.0	4.6	8.8	1.2	1.1	10.2	0.0	23.5
0800-0900 Peak hour	Pro	2.0	23.3	22.8	2.0	6.2	16.3	2.8	9.6	0.1	15.0
	Ocp	1.1	1.3	2.1	4.4	8.7	1.5	1.3	15.0	10.0	33.1
0900-1000	Pro	1.4	25.9	19.7	0.4	7.9	19.4	3.2	6.1	0.0	16.0
	Ocp	1.0	1.3	1.8	2.0	8.8	1.4	1.3	11.9	0.0	21.4
1000-1100	Pro	0.7	24.1	21.5	0.3	7.3	25.4	5.3	2.6	0.0	12.8
	Ocp	1.0	1.5	1.8	1.0	5.6	1.4	1.3	5.9	0.0	18.0
1100-1200	Pro	2.0	24.3	17.4	0.8	8.5	18.6	4.4	9.7	0.1	14.2
	Ocp	1.2	1.4	1.9	2.5	8.2	1.5	1.3	14.7	13.0	16.7
1200-1300	Pro	4.0	26.1	20.0	1.1	6.5	19.6	2.2	7.6	0.0	12.9
	Ocp	1.2	1.3	1.8	3.7	10.0	1.4	1.2	17.1	0.0	13.5
1300-1400	Pro	2.9	19.5	29.0	0.7	8.1	20.2	1.8	4.0	0.1	13.7
	Ocp	1.0	1.5	1.7	1.5	6.8	1.5	1.4	11.5	14.0	17.6
1400-1500	Pro	2.5	22.7	15.3	0.4	9.1	25.6	6.2	2.9	0.0	15.5
	Ocp	1.2	1.4	1.9	1.0	8.9	1.3	1.2	17.3	0.0	15.3
1500-1600	Pro	1.5	24.1	19.4	2.9	10.2	17.9	6.9	4.0	0.0	13.1
	Ocp	1.0	1.4	1.9	4.8	9.4	1.7	1.7	19.7	0.0	15.5
1600-1700	Pro	2.1	25.0	17.6	2.1	8.8	21.8	3.2	4.6	0.0	14.9
	Ocp	1.2	1.5	1.8	6.0	9.8	1.6	1.4	18.0	0.0	18.0
1700-1800	Pro	3.3	21.7	27.3	1.3	7.2	21.1	1.6	1.6	0.1	14.6
	Ocp	1.0	1.6	1.9	2.5	8.6	1.5	1.0	16.0	27.0	22.9
1800-1900	Pro	4.6	33.0	24.2	0.3	6.9	11.8	2.9	3.9	0.0	12.5
	Ocp	1.0	1.5	1.9	2.0	12.3	1.4	1.2	20.8	0.0	29.9
1900-2000	Pro	2.2	29.3	30.8	1.2	10.9	10.0	0.6	2.2	0.0	12.8
	Ocp	1.0	1.5	1.9	1.8	10.9	1.4	2.0	12.4	0.0	24.3
2000-2100	Pro	0.8	24.0	36.3	0.0	13.9	6.6	0.0	3.1	0.1	15.3
	Ocp	1.0	1.4	1.6	0.0	6.6	1.8	0.0	4.0	13.0	15.3
2100-2200	Pro	1.9	21.5	34.9	1.4	14.4	7.2	1.4	1.0	0.1	16.1
	Ocp	1.3	1.6	1.6	2.3	9.1	2.0	1.3	1.5	1.0	13.4
2200-2300	Pro	2.6	18.3	42.9	1.0	13.1	3.1	0.5	0.5	0.1	17.8
	Ocp	1.6	1.6	1.3	3.0	8.0	1.3	1.0	1.0	13.0	15.3
16 hours	Pro	2.3	23.8	24.7	1.2	9.3	16.5	2.9	4.5	0.1	14.7
	Ocp	1.1	1.5	1.8	3.7	8.8	1.5	1.3	14.2	13.0	20.1

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