

YEAR

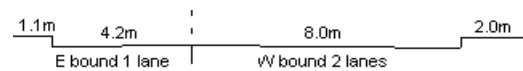
2015

LINK

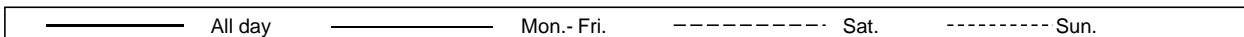
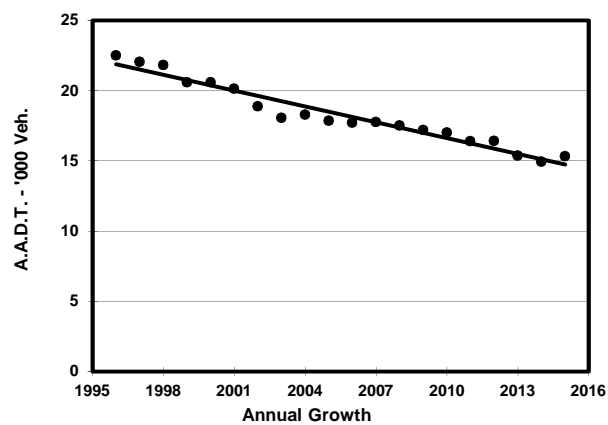
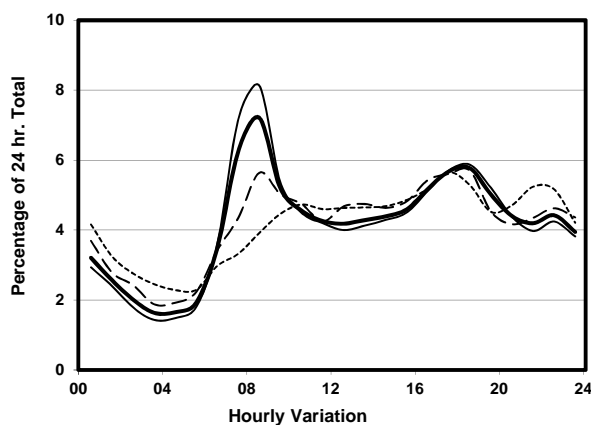
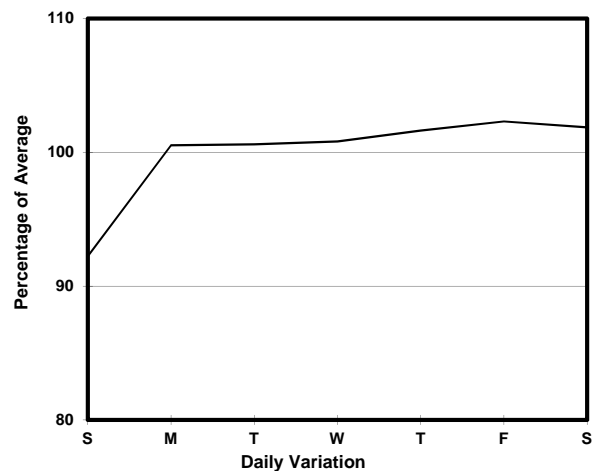
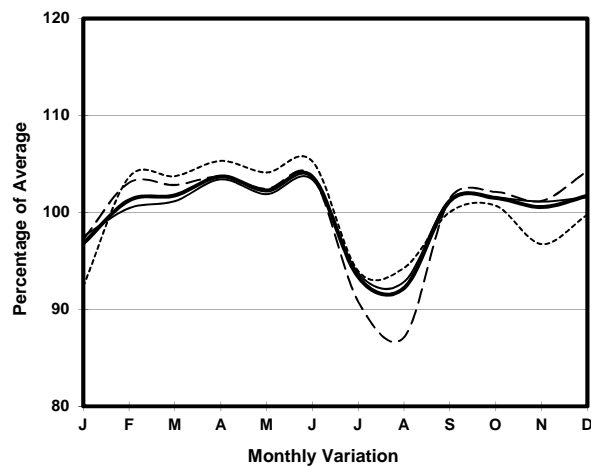
PO LAM RD (from ANDERSON RD to TSUI LAM RD)

CORE STATION
ROAD NETWORK
ROAD TYPE

5023
MAJOR
DISTRICT DISTRIBUTOR



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	7030	7100	7180	6680
R 12 / 24 - %	60.2	61.1	58.6	56.7
R 16 / 24 - %	80.2	81.1	78.2	77.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	370	400	330	310
T - % (AM)	-	16.9	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1700-1800
One-way flow at PM peak hour	460	490	430	400
T - % (PM)	-	14.1	-	-
Prop.of commercial vehicles - 16 hr.	-	16.5	-	-
WEST BOUND				
A.A.D.T.	8280	8450	8400	7560
R 12 / 24 - %	62.7	64.5	60.5	55.3
R 16 / 24 - %	79.1	80.5	76.5	74.2
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	730	860	560	330
T - % (AM)	-	9.7	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1700-1800
One-way flow at PM peak hour	430	440	480	410
T - % (PM)	-	10.5	-	-
Prop.of commercial vehicles - 16 hr.	-	12	-	-

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	6.8	30.0	20.5	1.9	5.7	20.5	3.4	1.9	0.0	9.2
	Ocp	1.1	1.5	1.8	7.0	13.0	1.3	1.1	5.8	0.0	33.3
0800-0900 Peak hour	Pro	4.1	39.9	19.6	1.6	4.4	18.4	1.9	4.4	0.0	5.7
	Ocp	1.1	1.3	1.9	2.6	10.9	1.5	1.3	5.3	0.0	41.4
0900-1000	Pro	3.8	29.2	25.4	1.9	7.1	17.9	5.2	0.9	0.0	8.6
	Ocp	1.1	1.3	1.9	3.8	8.3	1.5	1.5	25.0	0.0	24.9
1000-1100	Pro	5.7	23.5	29.2	3.2	6.3	17.8	4.4	1.3	0.0	8.7
	Ocp	1.1	1.4	1.5	2.0	7.2	1.4	1.3	8.0	0.0	20.6
1100-1200	Pro	4.2	18.2	25.2	3.5	7.7	25.2	4.2	1.4	0.0	10.3
	Ocp	1.0	1.2	1.8	2.4	7.6	1.6	1.7	11.5	0.0	18.3
1200-1300	Pro	5.9	22.8	23.5	4.4	5.9	19.8	5.1	1.5	0.0	11.2
	Ocp	1.0	1.3	2.0	4.0	7.6	1.3	1.7	9.5	0.0	23.8
1300-1400	Pro	5.3	19.4	27.4	3.3	6.0	18.7	8.7	1.3	0.0	9.9
	Ocp	1.0	1.3	1.5	1.8	8.6	1.7	1.3	1.5	0.0	18.8
1400-1500	Pro	4.1	20.3	23.5	1.6	6.5	28.4	2.4	1.6	0.0	11.6
	Ocp	1.0	1.8	1.6	1.5	7.8	1.3	1.0	3.0	0.0	18.2
1500-1600	Pro	5.3	27.0	19.4	4.1	8.2	20.6	3.5	2.9	0.0	9.0
	Ocp	1.1	1.5	1.6	6.7	8.3	1.5	1.2	6.2	0.0	22.4
1600-1700	Pro	4.7	28.5	20.4	4.7	6.6	19.0	1.9	7.1	0.0	7.0
	Ocp	1.2	1.5	1.4	4.5	9.1	1.6	1.8	5.5	0.0	25.4
1700-1800	Pro	6.4	27.0	21.6	3.9	5.4	21.6	3.4	3.4	0.2	7.0
	Ocp	1.3	1.3	1.6	1.6	12.9	1.5	1.0	6.6	1.0	41.4
1800-1900	Pro	8.4	38.1	20.8	0.4	5.8	15.5	1.3	1.8	0.0	7.8
	Ocp	1.2	1.3	1.6	2.0	9.6	1.3	1.0	5.3	0.0	37.1
1900-2000	Pro	7.4	40.7	21.7	0.0	7.4	11.7	1.7	1.3	0.0	8.1
	Ocp	1.1	1.3	1.5	0.0	10.0	1.4	1.5	1.3	0.0	25.5
2000-2100	Pro	3.6	35.4	31.8	0.0	8.0	9.4	1.4	0.0	0.0	10.3
	Ocp	1.2	1.4	1.3	0.0	8.3	1.7	1.5	0.0	0.0	19.4
2100-2200	Pro	3.3	32.8	31.4	0.0	8.0	12.0	1.3	0.0	0.0	11.0
	Ocp	1.4	1.6	1.7	0.0	7.0	1.6	1.5	0.0	0.0	18.9
2200-2300	Pro	8.1	31.3	40.6	0.0	5.0	3.8	0.6	1.3	0.0	9.4
	Ocp	1.2	1.6	1.5	0.0	6.8	1.2	1.0	1.5	0.0	20.3
16 hours	Pro	5.6	30.2	24.3	2.1	6.4	17.5	3.0	2.2	0.1	8.7
	Ocp	1.1	1.4	1.6	3.6	9.1	1.5	1.3	6.1	1.0	26.1

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