

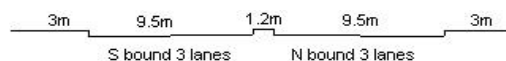
YEAR 2019

CORE STATION 3014

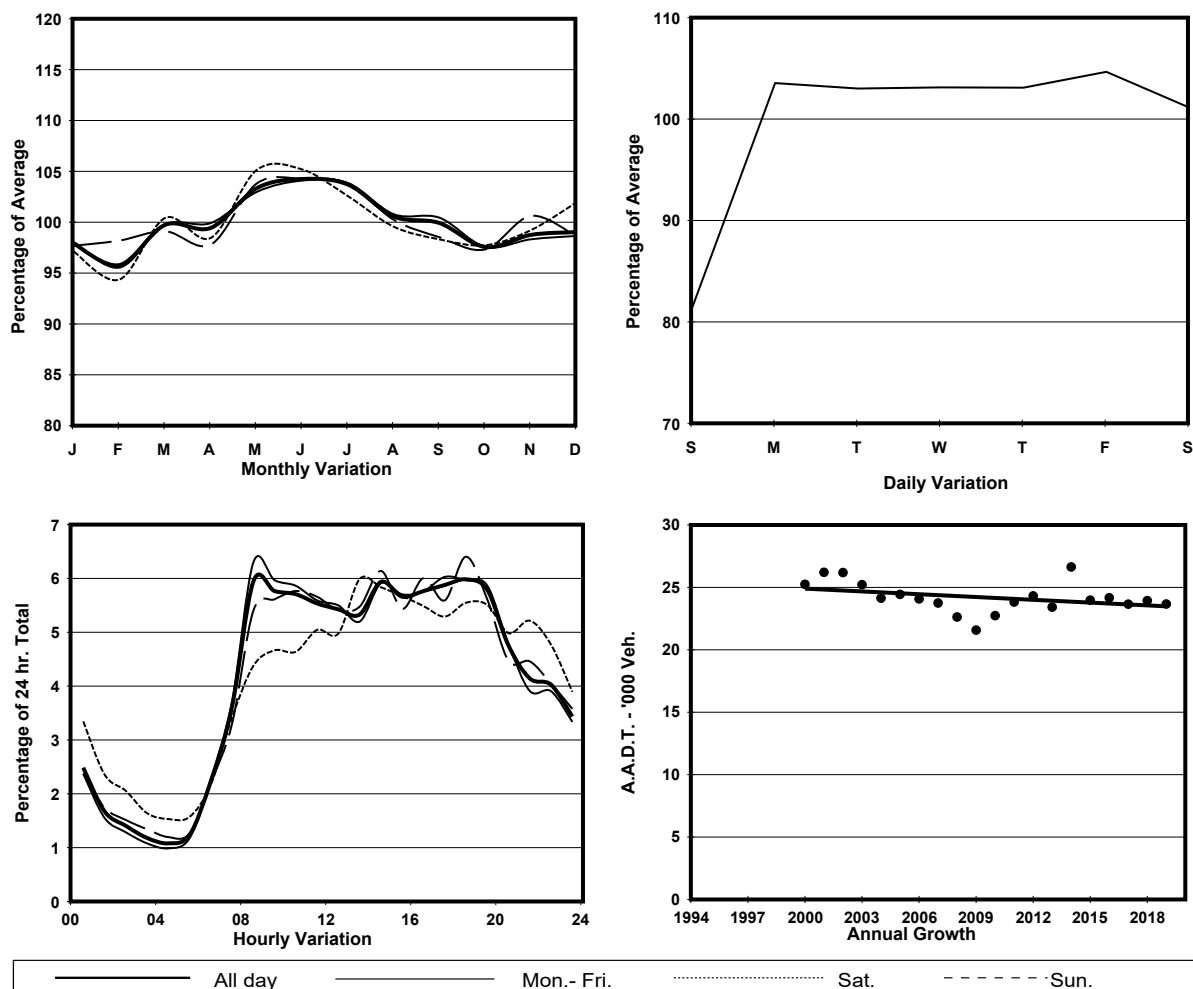
ROAD NETWORK MAJOR

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.	17890	18770	18360	14260
R 12 / 24 - %	66.8	67.9	66.6	60.4
R 16 / 24 - %	85.2	86	84.6	80.8
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1150	1290	1090	690
T - % (AM)	-	16.3	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	1080	1120	1190	790
T - % (PM)	-	15.2	-	-
Prop.of commercial vehicles - 16 hr.	-	16.8	-	-
NORTH BOUND				
A.A.D.T.	5780	5980	5850	5190
R 12 / 24 - %	65.7	66.4	65.1	62.4
R 16 / 24 - %	85.5	86	85.3	83.1
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	290	320	270	220
T - % (AM)	-	25.8	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1700-1800
One-way flow at PM peak hour	370	390	380	310
T - % (PM)	-	26.9	-	-
Prop.of commercial vehicles - 16 hr.	-	24.3	-	-

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	0.7	8.0	17.3	4.7	18.0	18.6	1.3	4.0	0.0	27.5
	Ocp	1.0	1.3	2.2	8.6	9.2	1.4	1.0	11.7	0.0	25.3
0800-0900 Peak hour	Pro	3.5	29.7	19.5	5.0	7.1	16.6	1.1	1.4	0.0	16.2
	Ocp	1.0	1.3	2.0	4.1	8.5	1.4	1.3	25.3	0.0	32.6
0900-1000	Pro	1.7	25.4	22.4	2.0	6.8	22.7	2.4	3.1	0.0	13.5
	Ocp	1.0	1.2	1.9	2.5	8.9	1.4	1.9	18.2	0.0	19.4
1000-1100	Pro	2.3	19.3	24.2	1.9	7.6	24.6	3.0	2.3	0.0	14.9
	Ocp	1.0	1.4	2.0	2.8	6.1	1.4	1.6	4.7	0.0	12.8
1100-1200	Pro	2.9	20.7	19.6	0.7	7.8	30.7	2.1	2.9	0.0	12.7
	Ocp	1.0	1.2	1.9	3.0	8.8	1.6	1.7	15.8	0.0	13.6
1200-1300	Pro	4.3	25.3	22.1	3.2	7.9	19.4	1.2	2.8	0.0	13.8
	Ocp	1.0	1.4	1.7	2.4	7.9	1.4	1.3	17.0	0.0	13.4
1300-1400	Pro	0.9	20.9	23.0	0.9	7.2	23.4	4.7	3.0	0.0	16.1
	Ocp	1.0	1.4	1.7	8.5	7.6	1.4	1.8	1.0	0.0	14.1
1400-1500	Pro	4.5	22.9	27.8	2.3	4.9	20.7	1.9	1.9	0.0	13.2
	Ocp	1.1	1.3	1.9	2.7	6.8	1.5	2.2	15.8	0.0	14.4
1500-1600	Pro	1.5	28.0	19.3	3.0	6.4	23.9	2.7	1.5	0.0	13.6
	Ocp	1.0	1.2	2.1	6.0	7.9	1.5	1.7	13.3	0.0	13.7
1600-1700	Pro	4.1	32.2	21.0	3.0	8.2	13.9	0.8	1.5	0.0	15.3
	Ocp	1.2	1.4	1.8	10.4	10.0	1.5	1.5	10.0	0.0	17.0
1700-1800	Pro	5.9	26.7	24.8	0.8	7.9	16.5	0.8	1.2	0.0	15.4
	Ocp	1.1	1.5	2.0	1.5	12.0	1.5	1.5	8.0	0.0	21.2
1800-1900	Pro	5.4	38.2	21.4	0.4	11.1	7.3	0.0	1.1	0.0	15.1
	Ocp	1.0	1.3	1.8	4.0	11.7	1.6	0.0	18.0	0.0	30.9
1900-2000	Pro	5.8	33.1	29.6	0.0	10.9	4.7	0.4	0.8	0.0	14.7
	Ocp	1.0	1.5	1.8	0.0	11.6	1.8	1.0	6.5	0.0	21.4
2000-2100	Pro	3.2	26.8	37.0	0.0	11.1	6.0	0.5	0.0	0.0	15.5
	Ocp	1.1	1.5	1.6	0.0	8.7	1.4	2.0	0.0	0.0	14.2
2100-2200	Pro	2.2	22.6	41.3	0.0	9.4	5.0	0.6	1.1	0.0	18.0
	Ocp	1.3	1.6	1.5	0.0	9.4	1.2	3.0	1.0	0.0	13.6
2200-2300	Pro	2.1	21.5	33.9	0.7	14.5	4.2	0.7	0.0	0.0	22.5
	Ocp	1.0	1.5	1.3	3.0	9.3	1.3	1.0	0.0	0.0	14.5
16 hours	Pro	3.3	25.7	24.7	1.8	8.7	16.9	1.6	1.8	0.0	15.5
	Ocp	1.0	1.4	1.8	4.9	9.2	1.5	1.7	12.6	0.0	18.7

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