

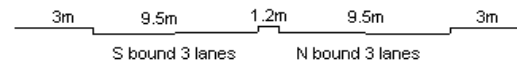
YEAR 2023

CORE STATION 3014

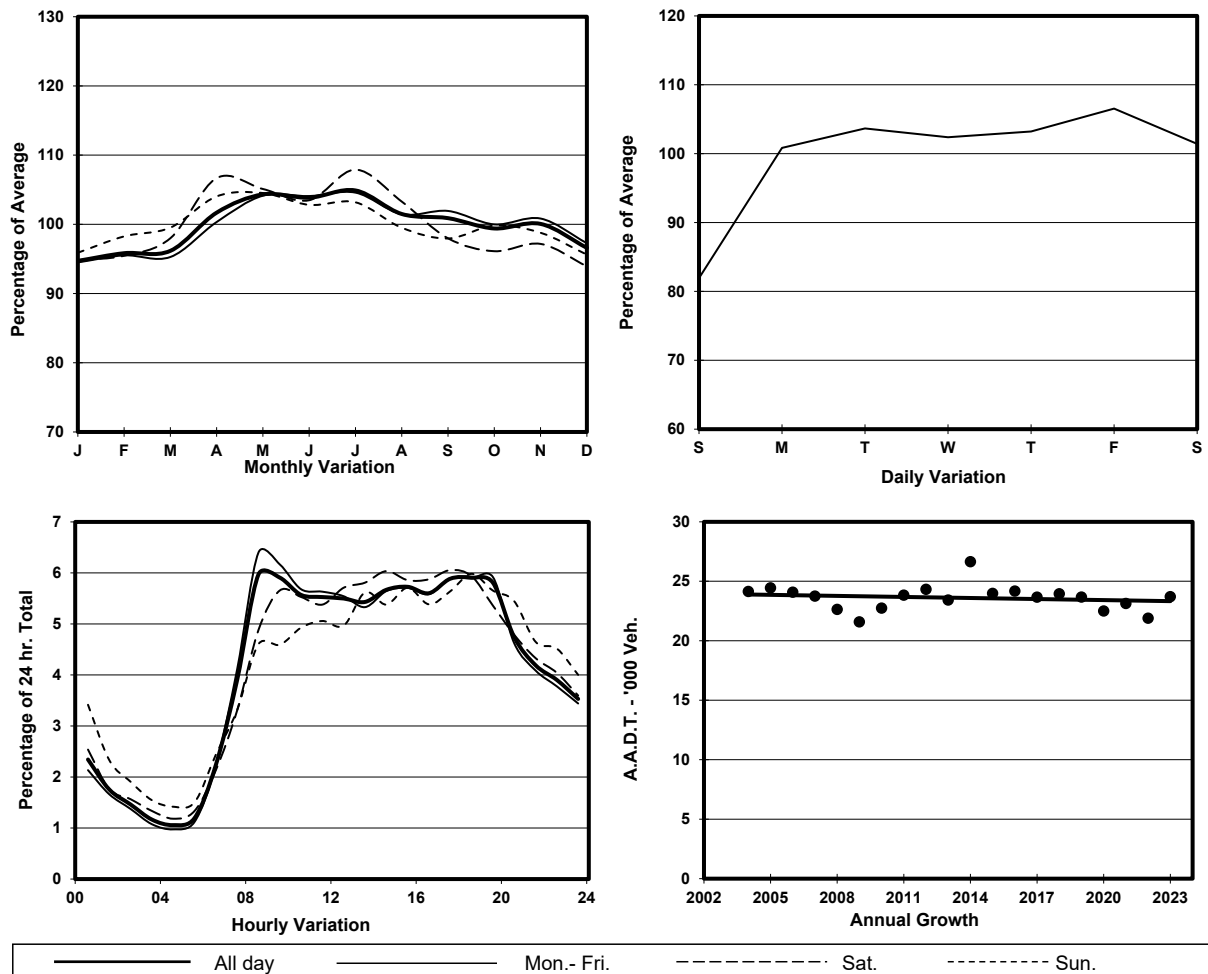
ROAD NETWORK MAJOR

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.	17860	18700	18340	14470
R 12 / 24 - %	66.8	68	66	60.6
R 16 / 24 - %	85.2	86	84.1	81
AM Peak Hour	0800-0900	0800-0900	0900-1000	0800-0900
One-way flow at AM peak hour	1140	1300	1070	670
T - % (AM)	-	20	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1800-1900
One-way flow at PM peak hour	1040	1090	1130	860
T - % (PM)	-	21.8	-	-
Prop.of commercial vehicles - 16 hr.	-	17.9	-	-
NORTH BOUND				
A.A.D.T.	5840	6060	5900	5150
R 12 / 24 - %	65.9	66.5	66	62.7
R 16 / 24 - %	85.5	85.9	85.9	82.8
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	310	330	300	240
T - % (AM)	-	20	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	370	390	370	310
T - % (PM)	-	17.7	-	-
Prop.of commercial vehicles - 16 hr.	-	23.6	-	-

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	3.7	12.6	18.5	3.0	9.6	20.0	3.0	3.7	0.0	25.9
	Ocp	1.2	1.4	1.8	10.5	9.0	1.2	1.3	18.6	0.0	22.5
0800-0900 Peak hour	Pro	1.6	27.4	18.4	3.3	5.3	21.3	4.1	3.3	0.0	15.3
	Ocp	1.0	1.3	2.1	9.1	7.7	1.4	1.2	15.0	0.0	25.5
0900-1000	Pro	1.2	32.2	24.9	0.8	5.4	18.4	3.1	2.3	0.0	11.8
	Ocp	1.0	1.3	1.8	2.0	6.2	1.5	1.5	7.3	0.0	19.0
1000-1100	Pro	3.8	19.7	29.1	0.0	3.3	24.9	4.7	1.4	0.0	13.0
	Ocp	1.1	1.1	1.8	0.0	7.9	1.5	1.3	6.0	0.0	15.3
1100-1200	Pro	4.7	24.8	17.1	2.1	5.7	19.6	6.2	5.7	0.0	14.2
	Ocp	1.0	1.5	1.8	3.8	5.5	1.4	1.3	18.9	0.0	14.8
1200-1300	Pro	4.3	21.1	23.5	2.9	4.8	18.7	6.7	4.3	0.0	13.8
	Ocp	1.0	1.4	1.6	3.2	6.6	1.5	1.4	20.4	0.0	14.7
1300-1400	Pro	5.6	23.0	22.1	1.4	3.8	26.8	2.4	0.5	0.0	14.5
	Ocp	1.0	1.4	1.6	2.7	5.3	1.4	1.0	28.0	0.0	16.3
1400-1500	Pro	7.1	25.0	22.3	0.0	2.7	25.9	3.6	0.9	0.0	12.5
	Ocp	1.1	1.4	1.9	0.0	6.0	1.4	1.4	1.5	0.0	15.6
1500-1600	Pro	5.2	28.8	21.5	2.1	4.3	21.9	3.0	1.3	0.0	12.0
	Ocp	1.1	1.3	1.8	5.6	8.5	1.6	1.0	9.0	0.0	18.0
1600-1700	Pro	4.7	28.2	19.7	4.7	5.6	16.9	2.3	3.3	0.0	14.6
	Ocp	1.2	1.5	1.6	5.7	12.1	1.5	1.0	10.9	0.0	18.4
1700-1800	Pro	4.3	32.6	17.9	1.1	6.5	15.8	3.3	2.2	0.0	16.3
	Ocp	1.3	1.5	1.8	1.5	8.8	1.4	1.2	3.5	0.0	26.0
1800-1900	Pro	5.1	38.9	25.6	0.4	5.1	10.3	0.4	0.4	0.0	13.7
	Ocp	1.1	1.4	1.9	2.0	11.3	1.5	1.0	4.0	0.0	27.4
1900-2000	Pro	4.5	36.6	26.7	0.0	5.4	10.9	1.0	0.5	0.0	14.4
	Ocp	1.0	1.6	1.5	0.0	8.8	1.3	2.0	1.0	0.0	18.9
2000-2100	Pro	8.2	31.2	30.0	0.0	6.5	4.7	1.8	1.2	0.0	16.3
	Ocp	1.1	1.3	1.5	0.0	8.9	1.1	1.0	1.0	0.0	14.0
2100-2200	Pro	7.1	20.3	46.6	0.5	6.6	3.5	2.0	0.0	0.0	13.3
	Ocp	1.1	1.5	1.4	2.0	6.0	1.6	1.5	0.0	0.0	12.4
2200-2300	Pro	11.0	23.5	36.8	0.0	7.0	0.8	0.8	0.8	0.0	19.4
	Ocp	1.0	1.2	1.4	0.0	9.8	1.0	1.0	1.0	0.0	11.6
16 hours	Pro	4.9	27.1	24.7	1.4	5.3	16.9	3.1	2.0	0.0	14.6
	Ocp	1.1	1.4	1.7	5.5	8.1	1.4	1.3	12.9	0.0	18.5

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