

YEAR

2022

LINK

SHANGHAI ST (from ARGYLE ST to DUNDAS ST)

COVERAGE (B) STATION

4209

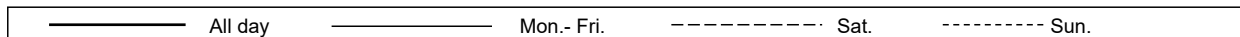
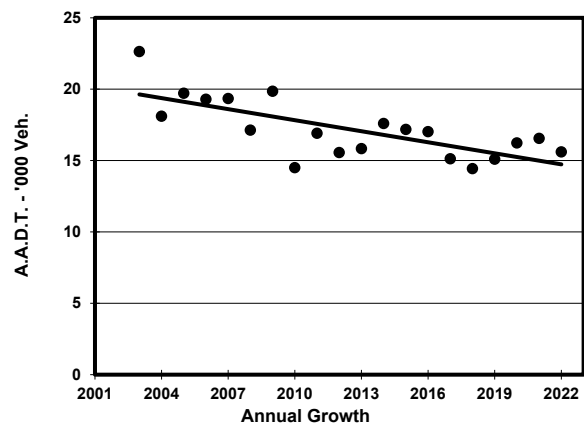
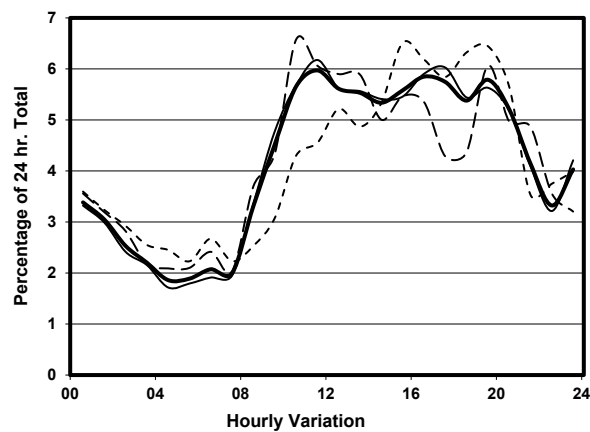
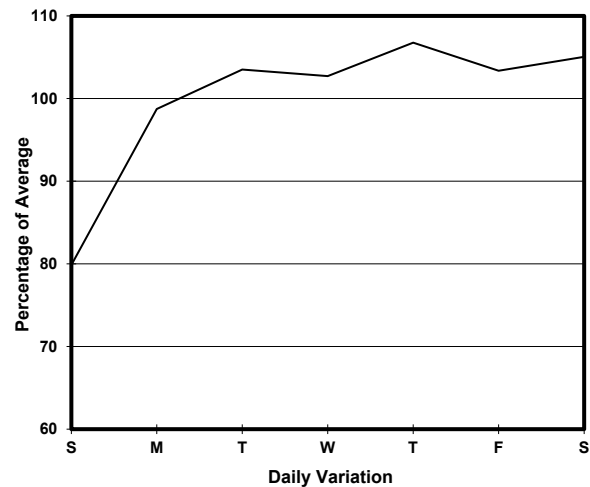
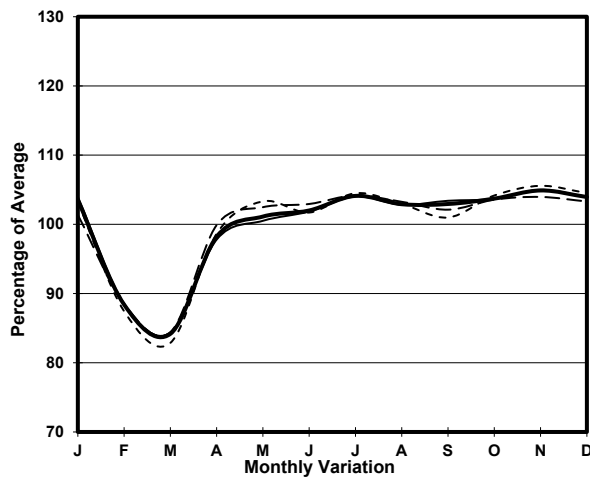
ROAD NETWORK

MAJOR

ROAD TYPE

DISTRICT DISTRIBUTOR

## 1. TRAFFIC FLOW VARIATION AND GROWTH



## 2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
<b>SOUTH BOUND</b>				
A.A.D.T.	15600	16260	16560	12540
R 12 / 24 - %	60.5	61.4	59	57
R 16 / 24 - %	79	79.5	78.4	76.3
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	710	780	720	390
T - % (AM)	-	5.4	-	-
PM Peak Hour	1600-1700	1700-1800	1600-1700	1800-1900
One-way flow at PM peak hour	910	980	890	790
T - % (PM)	-	2.7	-	-
Prop.of commercial vehicles - 16 hr.	-	4.3	-	-
 A.A.D.T.	-	-	-	-
R 12 / 24 - %	-	-	-	-
R 16 / 24 - %	-	-	-	-
AM Peak Hour	-	-	-	-
One-way flow at AM peak hour	-	-	-	-
T - % (AM)	-	-	-	-
PM Peak Hour	-	-	-	-
One-way flow at PM peak hour	-	-	-	-
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

## 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	3.9	15.5	33.0	1.9	11.7	21.4	7.8	1.9	0.0	2.9
	Ocp	1.0	1.0	1.5	8.0	7.0	1.2	1.5	4.0	0.0	9.8
0800-0900	Pro	3.5	17.5	19.3	0.0	16.7	31.6	1.8	7.0	0.0	2.6
	Ocp	1.0	1.5	2.0	0.0	7.2	1.4	1.5	10.4	0.0	14.5
0900-1000	Pro	0.0	31.0	15.1	0.8	10.9	36.8	2.5	0.8	0.0	2.1
	Ocp	0.0	1.2	1.3	4.0	6.7	1.5	1.7	6.0	0.0	11.7
1000-1100	Pro	2.7	29.9	28.6	0.0	3.4	31.3	1.4	1.4	0.0	1.4
	Ocp	1.0	1.3	1.7	0.0	8.2	1.3	2.0	11.5	0.0	12.8
1100-1200 Peak hour	Pro	3.6	27.3	30.3	1.2	5.4	27.3	3.0	0.6	0.0	1.3
	Ocp	1.0	1.2	1.5	1.5	6.8	1.4	1.8	8.0	0.0	11.7
1200-1300	Pro	7.4	26.6	23.5	0.0	5.6	30.3	3.7	1.2	0.0	1.5
	Ocp	1.1	1.3	1.5	0.0	6.1	1.3	1.8	2.5	0.0	11.4
1300-1400	Pro	3.7	35.4	25.6	1.2	4.3	24.4	4.3	0.0	0.0	1.2
	Ocp	1.0	1.5	1.9	13.0	5.7	1.4	1.7	0.0	0.0	11.9
1400-1500	Pro	7.0	35.6	25.4	0.0	4.5	22.9	1.9	1.3	0.0	1.4
	Ocp	1.1	1.4	1.6	0.0	6.9	1.4	1.0	3.0	0.0	9.1
1500-1600	Pro	2.9	29.4	31.7	1.7	3.5	27.7	1.2	0.6	0.0	1.4
	Ocp	1.2	1.4	1.6	2.3	7.5	1.3	2.5	5.0	0.0	9.3
1600-1700	Pro	5.0	38.5	25.9	0.6	5.0	21.5	1.9	0.0	0.0	1.6
	Ocp	1.1	1.6	1.6	2.0	7.4	1.5	1.0	0.0	0.0	9.5
1700-1800	Pro	6.2	41.2	36.9	0.6	4.3	8.0	1.2	0.0	0.0	1.5
	Ocp	1.2	1.6	1.5	1.0	8.1	1.0	1.0	0.0	0.0	9.0
1800-1900	Pro	9.2	41.6	31.0	0.0	3.5	12.0	0.0	1.4	0.0	1.4
	Ocp	1.2	1.3	1.7	0.0	11.2	1.2	0.0	12.0	0.0	11.4
1900-2000	Pro	4.3	41.9	41.3	0.0	3.7	7.4	0.0	0.0	0.0	1.4
	Ocp	1.0	1.4	1.7	0.0	9.3	1.2	0.0	0.0	0.0	9.6
2000-2100	Pro	9.2	43.5	38.6	0.0	0.6	6.7	0.0	0.0	0.0	1.4
	Ocp	1.1	1.3	1.5	0.0	16.0	1.5	0.0	0.0	0.0	8.2
2100-2200	Pro	6.5	41.8	41.8	0.0	0.6	7.6	0.6	0.0	0.0	1.2
	Ocp	1.2	1.5	1.6	0.0	6.0	1.5	3.0	0.0	0.0	6.8
2200-2300	Pro	3.5	52.5	36.8	0.0	1.8	2.6	0.9	0.0	0.0	2.0
	Ocp	1.3	1.6	1.5	0.0	5.5	1.3	1.0	0.0	0.0	5.7
16 hours	Pro	5.1	35.2	30.6	0.5	4.8	19.7	1.8	0.9	0.0	1.6
	Ocp	1.1	1.4	1.6	4.6	7.4	1.4	1.6	8.2	0.0	10.2

**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