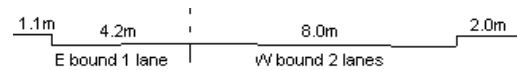


YEAR

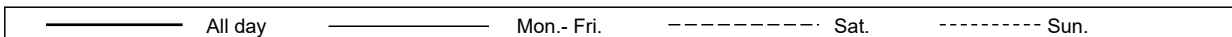
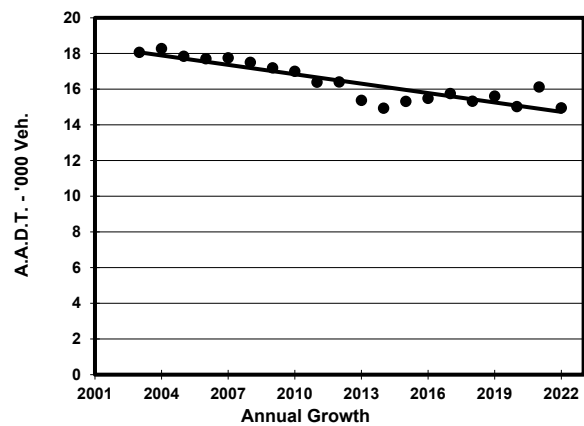
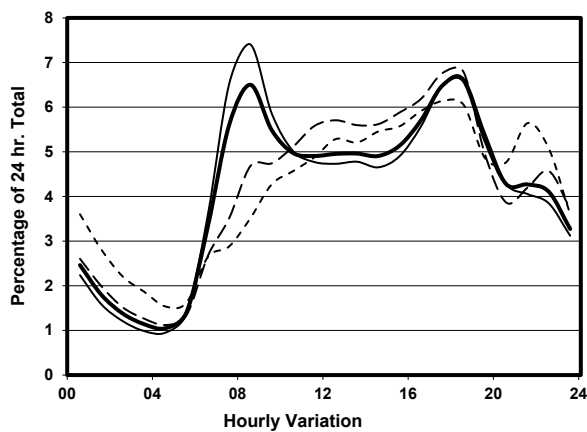
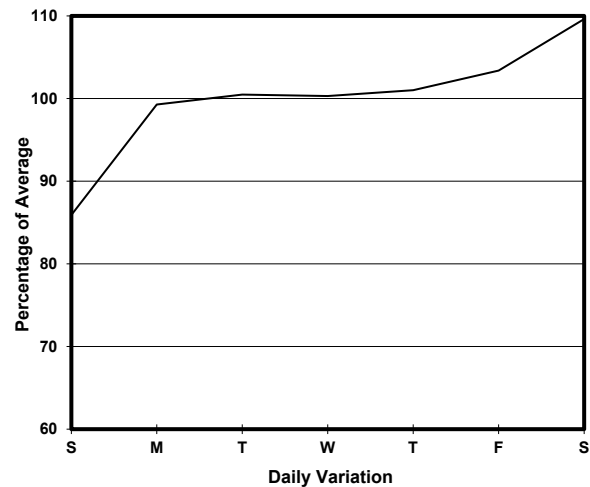
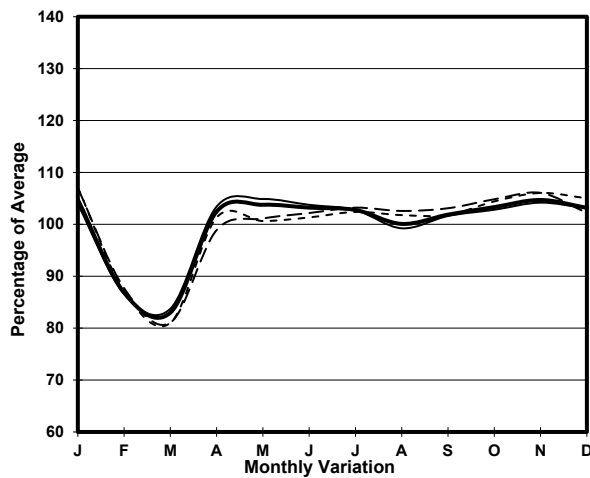
2022

LINK

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

CORE STATION
ROAD NETWORK
ROAD TYPE5023
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.	6430	6540	6900	5760
R 12 / 24 - %	64.5	65.6	63.7	59.7
R 16 / 24 - %	85	86	83.7	81.1
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	320	350	310	230
T - % (AM)	-	18.1	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	480	500	500	370
T - % (PM)	-	10.4	-	-
Prop.of commercial vehicles - 16 hr.	-	14	-	-
WEST BOUND				
A.A.D.T.	8520	8650	9620	7200
R 12 / 24 - %	67.5	68.7	68	59.8
R 16 / 24 - %	83.6	84.2	83.8	79.3
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	660	770	490	330
T - % (AM)	-	8.2	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	540	550	640	430
T - % (PM)	-	13.1	-	-
Prop.of commercial vehicles - 16 hr.	-	12.1	-	-

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	5.8	44.1	16.0	0.8	3.5	16.8	2.7	2.3	0.3	7.7
	Ocp	1.1	1.4	2.1	6.5	12.3	1.3	1.4	19.5	27.7	24.5
0800-0900 Peak hour	Pro	5.2	40.5	22.8	1.8	2.4	16.1	3.7	2.7	0.4	4.3
	Ocp	1.1	1.3	1.9	2.3	11.3	1.3	1.3	7.9	19.8	33.3
0900-1000	Pro	4.6	37.5	17.4	4.1	3.7	17.8	6.9	0.9	0.5	6.6
	Ocp	1.1	1.3	1.8	2.7	8.5	1.5	1.1	2.0	14.8	21.1
1000-1100	Pro	2.2	29.6	31.2	4.3	3.8	17.2	2.7	0.5	0.5	7.9
	Ocp	1.3	1.5	1.8	1.9	5.4	1.5	1.0	1.0	7.3	17.8
1100-1200	Pro	3.7	33.7	17.2	3.1	6.1	18.4	7.4	1.8	0.3	8.3
	Ocp	1.2	1.4	1.8	1.4	5.9	1.3	1.5	1.0	12.0	18.6
1200-1300	Pro	1.2	29.9	25.7	4.2	3.6	16.1	6.6	4.8	0.3	7.8
	Ocp	1.0	1.3	2.0	3.9	6.7	1.1	1.2	2.4	16.5	18.2
1300-1400	Pro	3.2	23.4	15.8	4.4	6.3	28.4	4.4	5.1	0.5	8.5
	Ocp	1.0	1.3	1.6	1.7	8.2	1.2	1.7	4.5	17.7	19.4
1400-1500	Pro	5.5	33.8	24.0	1.8	3.1	17.8	4.3	1.2	0.6	7.7
	Ocp	1.1	1.4	1.7	2.3	7.4	1.6	1.6	1.0	16.5	17.3
1500-1600	Pro	2.4	33.2	19.3	3.6	3.0	24.1	5.4	0.6	0.5	7.8
	Ocp	1.0	1.4	1.8	1.8	9.0	1.5	1.2	1.0	11.7	21.8
1600-1700	Pro	2.8	34.2	25.8	2.8	1.9	21.5	1.4	2.3	0.6	6.7
	Ocp	1.0	1.3	1.5	1.8	11.0	1.4	1.0	5.4	17.2	26.8
1700-1800	Pro	9.2	32.2	23.5	3.1	3.5	17.4	1.7	3.1	0.3	6.0
	Ocp	1.0	1.5	1.4	2.3	12.5	1.5	1.5	1.1	27.0	33.8
1800-1900	Pro	5.8	45.1	21.1	0.7	3.6	13.8	1.5	2.2	0.1	6.2
	Ocp	1.0	1.4	1.4	1.5	12.7	1.4	1.0	1.8	12.0	31.7
1900-2000	Pro	2.5	45.0	29.3	0.5	4.0	9.1	0.0	0.0	0.4	9.1
	Ocp	1.2	1.3	1.8	1.0	8.0	1.6	0.0	0.0	15.3	18.7
2000-2100	Pro	3.8	33.9	35.2	0.6	1.9	12.8	1.9	0.0	0.5	9.3
	Ocp	1.0	1.3	1.5	1.0	5.7	1.3	1.3	0.0	12.7	19.4
2100-2200	Pro	6.3	37.9	33.1	0.0	3.9	3.2	2.4	1.6	0.4	11.2
	Ocp	1.1	1.3	1.6	0.0	6.8	1.3	1.3	1.0	6.5	15.9
2200-2300	Pro	5.2	39.3	37.0	0.0	2.2	5.9	0.0	0.0	0.4	10.0
	Ocp	1.0	1.3	1.6	0.0	5.0	1.3	0.0	0.0	4.5	13.7
16 hours	Pro	4.5	36.6	23.9	2.2	3.5	16.3	3.2	1.9	0.4	7.4
	Ocp	1.1	1.4	1.7	2.3	8.9	1.4	1.3	5.0	15.6	22.2

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