

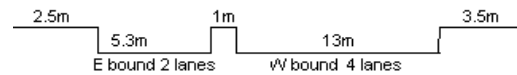
YEAR 2023

COVERAGE (B) STATION 4203

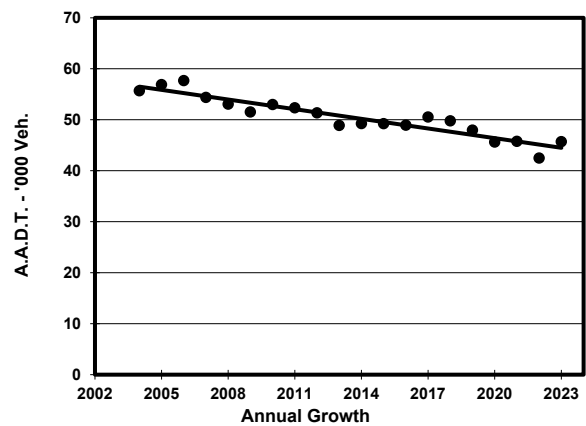
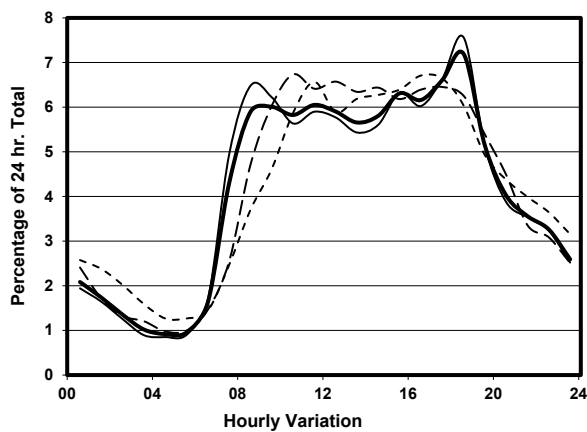
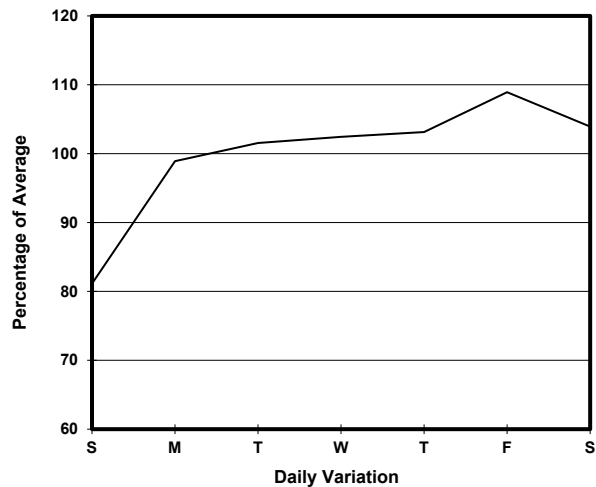
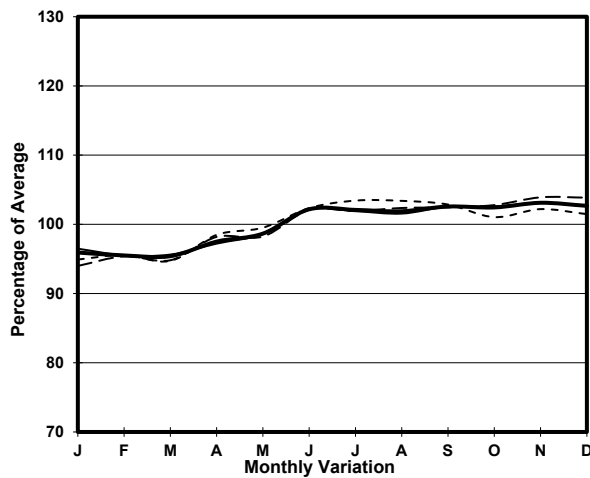
ROAD NETWORK MAJOR

ROAD TYPE PRIMARY DISTRIBUTOR

LINK PRINCE EDWARD RD W (from EMBANKMENT RD to YUEN NGAI ST)



1. TRAFFIC FLOW VARIATION AND GROWTH



— All day — Mon.- Fri. - - - - Sat. - - - - - Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	1570	1550	1770	1610
R 12 / 24 - %	81.1	80	84.3	84.1
R 16 / 24 - %	94.2	94.2	94.4	94.5
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	90	90	150	80
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	140	140	150	140
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	1.2	-	-
WEST BOUND				
A.A.D.T.	44130	45930	46520	36020
R 12 / 24 - %	71.4	72.3	70.6	66.6
R 16 / 24 - %	87.5	88.1	87.1	83.8
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2650	3010	2760	1660
T - % (AM)	-	6.8	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1600-1700
One-way flow at PM peak hour	3170	3470	2970	2380
T - % (PM)	-	3	-	-
Prop.of commercial vehicles - 16 hr.	-	5.3	-	-

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	4.4	27.9	21.7	3.9	8.8	19.7	3.4	5.4	0.2	4.6
	Ocp	1.0	1.5	2.0	3.0	9.9	1.2	1.0	3.6	15.0	29.4
0800-0900	Pro	3.2	49.8	17.9	1.8	6.1	14.4	1.7	2.3	0.2	2.5
	Ocp	1.0	1.3	2.0	2.3	13.3	1.3	1.4	4.2	18.0	43.8
0900-1000	Pro	0.7	45.5	19.6	1.6	3.7	22.7	1.5	2.1	0.1	2.5
	Ocp	1.0	1.3	1.9	2.1	15.3	1.3	1.2	14.0	18.0	37.1
1000-1100	Pro	2.8	43.8	18.6	0.3	4.1	25.0	2.0	0.8	0.1	2.4
	Ocp	1.1	1.5	2.0	1.0	11.3	1.3	1.3	5.8	18.3	37.8
1100-1200	Pro	4.0	41.8	21.3	1.4	4.0	21.8	2.3	1.0	0.1	2.2
	Ocp	1.0	1.4	1.9	3.3	14.3	1.4	1.2	22.5	29.5	39.9
1200-1300	Pro	5.6	46.4	22.2	0.3	4.0	17.1	1.7	0.6	0.1	2.0
	Ocp	1.0	1.2	1.9	9.5	11.5	1.3	1.1	10.3	12.0	33.1
1300-1400	Pro	5.0	43.0	22.2	1.0	4.1	19.1	1.6	1.3	0.1	2.6
	Ocp	1.1	1.6	2.0	1.2	11.2	1.5	1.2	1.0	15.7	34.9
1400-1500	Pro	3.1	42.1	24.2	1.4	4.3	20.4	1.4	0.5	0.1	2.4
	Ocp	1.2	1.3	1.8	1.2	10.4	1.4	2.0	11.0	14.0	29.3
1500-1600	Pro	3.6	48.7	17.7	2.6	4.2	17.9	1.7	1.2	0.1	2.3
	Ocp	1.1	1.5	2.2	8.5	9.6	1.3	1.2	9.3	15.7	29.3
1600-1700	Pro	3.3	39.3	25.2	2.1	3.6	20.4	2.4	1.3	0.1	2.3
	Ocp	1.1	1.5	2.0	4.8	11.9	1.5	1.2	4.9	24.0	31.7
1700-1800	Pro	7.3	47.7	22.8	1.1	2.9	14.1	1.4	0.5	0.1	2.2
	Ocp	1.1	1.4	2.0	1.6	12.4	1.4	1.3	8.0	23.3	39.5
1800-1900 Peak hour	Pro	5.2	57.2	22.1	0.1	5.7	6.9	0.4	0.7	0.1	1.7
	Ocp	1.0	1.3	2.1	1.0	15.3	1.7	1.3	1.8	17.0	37.6
1900-2000	Pro	3.2	56.1	25.9	0.0	6.0	5.6	0.5	0.5	0.1	2.2
	Ocp	1.1	1.4	1.8	0.0	7.8	1.5	1.3	1.0	14.5	20.7
2000-2100	Pro	6.5	44.0	34.4	0.2	5.8	4.9	0.7	0.2	0.1	3.1
	Ocp	1.1	1.3	1.6	1.0	5.5	1.1	1.3	1.0	8.5	11.6
2100-2200	Pro	4.2	44.3	38.2	0.0	4.7	5.2	0.5	0.0	0.1	2.8
	Ocp	1.0	1.2	1.7	0.0	5.4	1.6	1.0	0.0	11.0	10.9
2200-2300	Pro	1.0	36.5	47.7	0.0	6.1	5.3	0.3	0.3	0.0	2.8
	Ocp	1.3	1.5	1.5	0.0	3.5	1.5	1.0	1.0	0.0	7.8
16 hours	Pro	4.0	45.7	23.9	1.1	4.8	15.4	1.5	1.1	0.1	2.4
	Ocp	1.1	1.4	1.9	3.7	10.9	1.4	1.3	6.8	17.1	30.8

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