

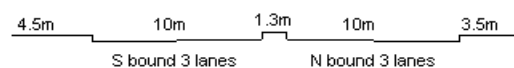
YEAR 2005

CORE STATION 3001

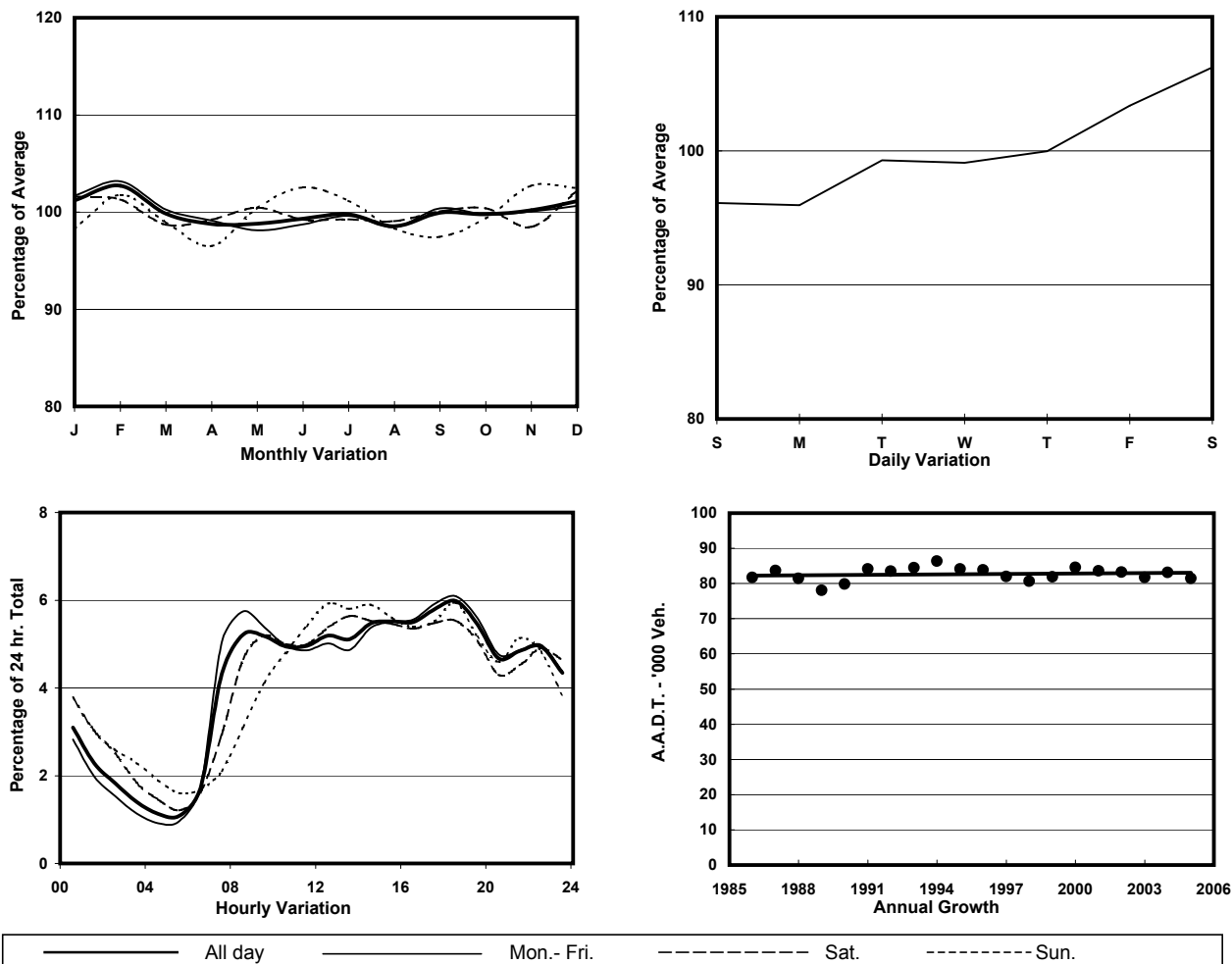
ROAD NETWORK MAJOR

ROAD TYPE URBAN TRUNK ROAD

LINK PRINCESS MARGARET RD (from WYLIE RD to PUI CHING RD)



## 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.	39870	39870	42090	38240
R 12 / 24 - %	67.7	68.9	64.9	64.4
R 16 / 24 - %	85.2	86.4	82.5	82.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2400	2610	2580	1830
T - % (AM)	-	4	-	-
PM Peak Hour	1800-1900	1700-1800	1800-1900	1800-1900
One-way flow at PM peak hour	2410	2480	2360	2520
T - % (PM)	-	5.8	-	-
Prop.of commercial vehicles - 16 hr.	-	5	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	41610	41380	44670	40310
R 12 / 24 - %	58.9	59.9	57.7	55.1
R 16 / 24 - %	81.1	82.7	77.6	76.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1860	2060	1920	1420
T - % (AM)	-	10.1	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	2470	2540	2530	2250
T - % (PM)	-	5.1	-	-
Prop.of commercial vehicles - 16 hr.	-	7.3	-	-

## 3. OTHER INFORMATION AND COMMENT

**4. Vehicle classification and occupancy - Monday to Friday**

Time		Class of vehicle									
		Motor	Private	Taxi	Private	PLB	Goods veh.		Non	Fr. Bus	
		Cycle	Car		LB		Light	M & H	Fr. Bus	SD	DD
0700-0800	Pro	2.6	42.8	29.6	3.7	0.0	9.7	2.4	7.2	0.1	1.9
	Ocp	1.0	1.6	2.0	5.0	0.0	1.5	1.4	7.7	1.0	20.6
0800-0900	Pro	2.8	63.3	16.2	1.2	0.0	10.3	1.7	3.0	0.1	1.6
	Ocp	1.0	1.5	1.8	4.8	0.0	1.6	1.6	8.1	1.0	23.8
0900-1000	Pro	1.0	39.2	38.8	1.6	0.1	13.2	2.0	2.9	0.1	1.3
	Ocp	1.1	1.4	1.8	2.2	1.0	1.7	1.4	11.8	1.0	11.8
1000-1100	Pro	1.8	42.9	25.4	2.3	0.0	21.0	3.5	1.9	0.0	1.3
	Ocp	1.1	1.5	1.9	3.8	0.0	1.5	1.4	17.0	0.0	12.8
1100-1200	Pro	2.0	36.3	29.6	2.2	0.1	23.3	2.9	2.6	0.0	1.0
	Ocp	1.0	1.4	2.0	2.8	1.0	1.6	1.4	7.9	0.0	13.3
1200-1300	Pro	1.9	45.8	28.7	2.2	0.0	14.5	2.4	3.7	0.1	0.8
	Ocp	1.1	1.5	1.8	2.6	0.0	1.6	1.4	7.4	1.0	12.9
1300-1400	Pro	2.3	44.4	25.0	1.6	0.1	19.4	2.2	4.3	0.0	0.9
	Ocp	1.1	1.4	1.7	2.4	1.0	1.6	1.4	11.7	0.0	17.2
1400-1500	Pro	2.5	45.7	21.5	1.9	0.0	19.9	4.0	3.6	0.0	0.8
	Ocp	1.2	1.4	2.0	3.2	0.0	1.6	1.5	11.0	0.0	19.2
1500-1600	Pro	1.9	48.7	21.0	3.0	0.0	18.3	2.3	3.9	0.0	0.8
	Ocp	1.1	1.4	1.9	3.8	0.0	1.6	1.3	10.7	0.0	19.4
1600-1700	Pro	2.1	45.1	29.7	2.0	0.0	14.4	2.0	3.3	0.0	1.3
	Ocp	1.1	1.4	1.8	2.6	0.0	1.7	1.4	12.3	0.0	15.5
1700-1800	Pro	3.3	50.1	22.9	0.9	0.1	16.3	1.6	3.4	0.1	1.4
	Ocp	1.3	1.5	1.9	1.1	7.0	1.5	1.4	8.9	1.0	29.4
1800-1900 Peak hour	Pro	5.3	53.5	24.8	0.8	0.1	10.8	0.7	2.6	0.0	1.4
	Ocp	1.1	1.6	2.1	2.6	17.0	1.5	1.1	18.7	0.0	31.8
1900-2000	Pro	2.6	65.3	21.2	0.4	0.2	6.5	0.8	1.7	0.0	1.3
	Ocp	1.3	1.4	2.2	1.8	17.0	1.6	1.4	20.8	0.0	27.2
2000-2100	Pro	2.5	55.5	29.3	0.3	0.7	6.3	0.9	3.1	0.0	1.3
	Ocp	1.2	1.4	2.0	5.3	12.4	1.5	1.4	11.2	0.0	19.3
2100-2200	Pro	4.1	51.0	36.4	0.3	1.0	3.7	0.7	1.6	0.0	1.2
	Ocp	1.2	1.4	2.0	2.7	7.3	1.6	1.1	3.8	0.0	25.3
2200-2300	Pro	3.6	56.6	34.2	0.3	1.1	2.0	0.5	0.9	0.0	0.9
	Ocp	1.2	1.4	2.0	1.3	4.8	1.3	1.2	5.5	0.0	28.0
16 hours	Pro	2.6	49.6	26.9	1.5	0.2	13.0	1.9	3.0	0.1	1.2
	Ocp	1.1	1.4	1.9	3.2	7.8	1.6	1.4	10.8	1.0	20.9

**Legend**

- Pro.** Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)
- Ocp.** Average occupancy of vehicles
- M&H** Medium and Heavy