

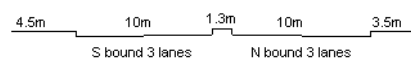
YEAR 2008

CORE STATION 3001

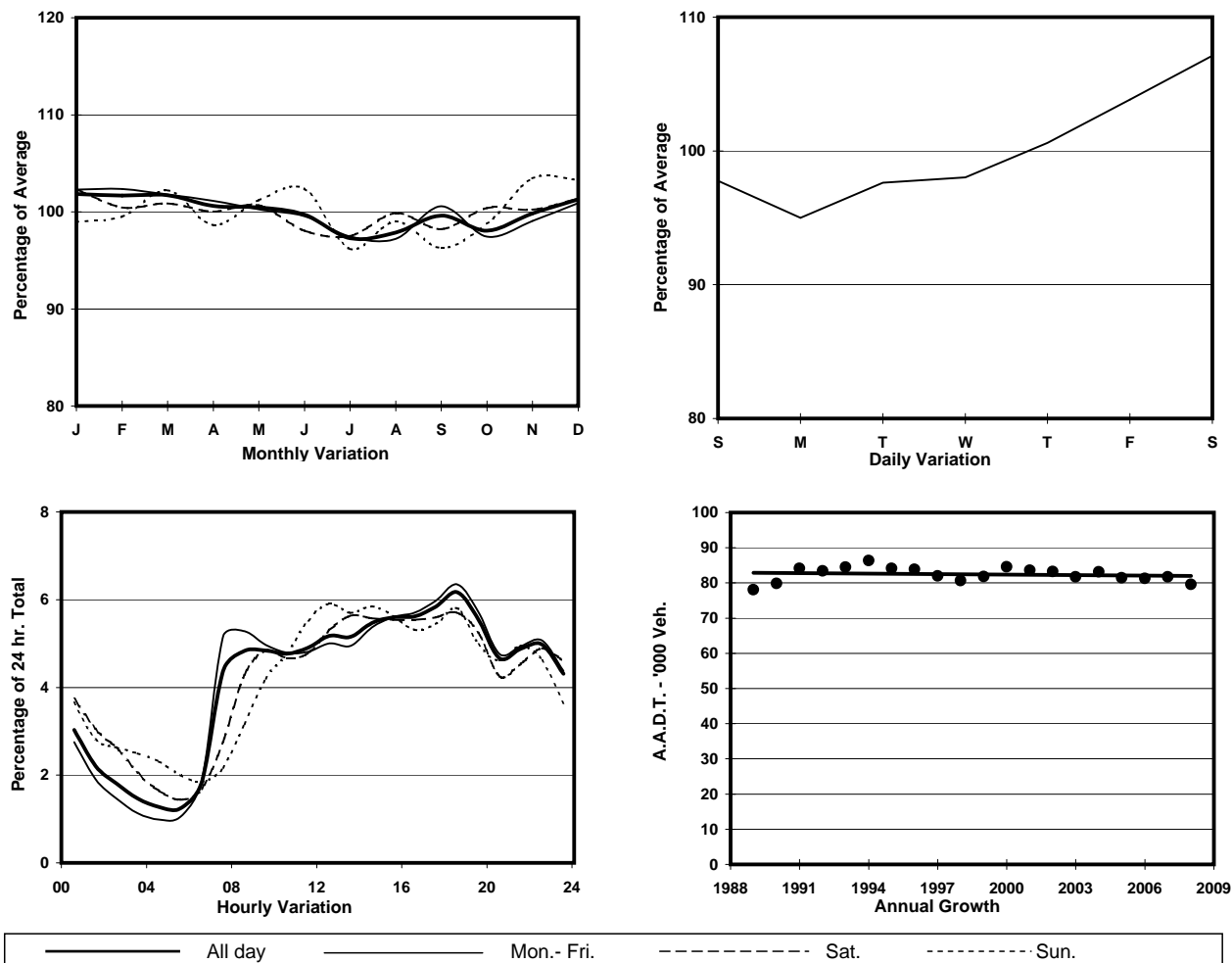
ROAD NETWORK MAJOR

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.
SOUTH BOUND				
A.A.D.T.	38630	38310	41380	37730
R 12 / 24 - %	66.6	67.7	63.7	63.9
R 16 / 24 - %	84.4	85.7	81.4	81
AM Peak Hour	0900-1000	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	2080	2300	2300	1800
T - % (AM)	-	10.8	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2470	2470	2510	2430
T - % (PM)	-	5.9	-	-
Prop.of commercial vehicles - 16 hr.	-	6.2	-	-
NORTH BOUND				
A.A.D.T.	40980	40570	43990	40320
R 12 / 24 - %	59.2	60.4	57	55.3
R 16 / 24 - %	81.4	83.3	77	76.4
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1780	1950	1830	1480
T - % (AM)	-	10.8	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	2450	2540	2520	2190
T - % (PM)	-	5.4	-	-
Prop.of commercial vehicles - 16 hr.	-	7.5	-	-

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	4.6	29.8	32.7	3.0	0.1	15.6	3.0	8.9	0.1	2.3
	Ocp	1.1	1.4	2.0	5.6	6.0	1.6	1.4	9.8	1.0	22.8
0800-0900	Pro	3.7	59.8	16.2	2.0	0.0	10.9	1.7	4.0	0.1	1.6
	Ocp	1.0	1.4	2.0	4.6	0.0	1.7	1.5	8.2	1.0	25.8
0900-1000	Pro	3.0	41.8	25.1	2.3	0.1	19.3	2.3	4.1	0.0	2.1
	Ocp	1.2	1.4	1.8	2.2	1.0	1.8	1.3	9.6	0.0	11.1
1000-1100	Pro	2.3	41.9	22.6	2.3	0.0	24.4	2.0	2.8	0.1	1.5
	Ocp	1.0	1.5	1.9	2.4	0.0	1.7	1.7	13.0	1.0	13.1
1100-1200	Pro	3.3	37.3	24.9	2.5	0.0	22.5	3.8	4.7	0.0	1.1
	Ocp	1.0	1.5	1.9	2.9	0.0	1.7	1.5	9.1	0.0	15.2
1200-1300	Pro	1.9	41.7	24.8	1.9	0.0	20.8	2.4	5.6	0.0	0.8
	Ocp	1.1	1.5	2.0	3.4	0.0	1.7	1.6	15.7	0.0	20.5
1300-1400	Pro	2.3	42.1	22.7	2.6	0.1	21.4	3.9	4.0	0.0	0.9
	Ocp	1.0	1.6	1.9	3.8	1.0	1.6	1.3	5.0	0.0	25.0
1400-1500	Pro	2.8	46.9	24.1	1.1	0.0	18.2	2.8	3.3	0.1	0.8
	Ocp	1.1	1.7	2.1	1.7	0.0	1.7	1.3	6.1	1.0	21.2
1500-1600	Pro	1.7	48.3	21.2	2.5	0.0	17.2	3.3	4.8	0.1	1.0
	Ocp	1.1	1.6	1.9	4.0	0.0	1.8	1.4	12.1	1.0	19.5
1600-1700	Pro	2.0	42.6	24.5	3.1	0.0	20.1	2.6	4.0	0.0	1.2
	Ocp	1.1	1.6	1.7	3.8	0.0	1.7	1.4	7.4	0.0	24.3
1700-1800	Pro	3.4	43.9	28.8	1.6	0.1	16.4	1.6	2.7	0.1	1.5
	Ocp	1.1	1.6	1.9	1.9	8.0	1.8	1.4	7.3	1.0	23.6
1800-1900 Peak hour	Pro	4.8	58.4	20.5	0.6	0.1	10.1	1.4	2.9	0.1	1.3
	Ocp	1.1	1.6	2.3	2.6	17.0	1.7	1.4	11.6	1.0	29.2
1900-2000	Pro	3.8	61.0	24.9	0.5	0.1	6.5	0.8	1.2	0.0	1.2
	Ocp	1.1	1.5	2.1	2.2	17.0	1.8	1.2	21.5	0.0	32.1
2000-2100	Pro	2.7	54.0	33.0	0.3	0.4	5.1	0.7	2.3	0.1	1.3
	Ocp	1.1	1.6	2.0	2.3	13.0	1.8	1.6	8.0	1.0	25.7
2100-2200	Pro	3.3	49.6	38.5	0.1	0.7	4.0	1.2	1.6	0.0	1.1
	Ocp	1.1	1.6	2.0	4.0	12.7	1.9	1.3	7.8	0.0	24.8
2200-2300	Pro	2.1	50.1	41.5	0.1	0.9	2.6	0.6	1.2	0.1	0.9
	Ocp	1.1	1.7	1.9	3.0	13.4	1.8	1.2	13.0	1.0	29.4
16 hours	Pro	3.0	47.7	26.3	1.6	0.2	14.4	2.1	3.5	0.1	1.3
	Ocp	1.1	1.5	2.0	3.4	12.0	1.7	1.4	10.0	1.0	22.4

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