

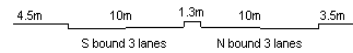
YEAR 2007

CORE STATION 3001

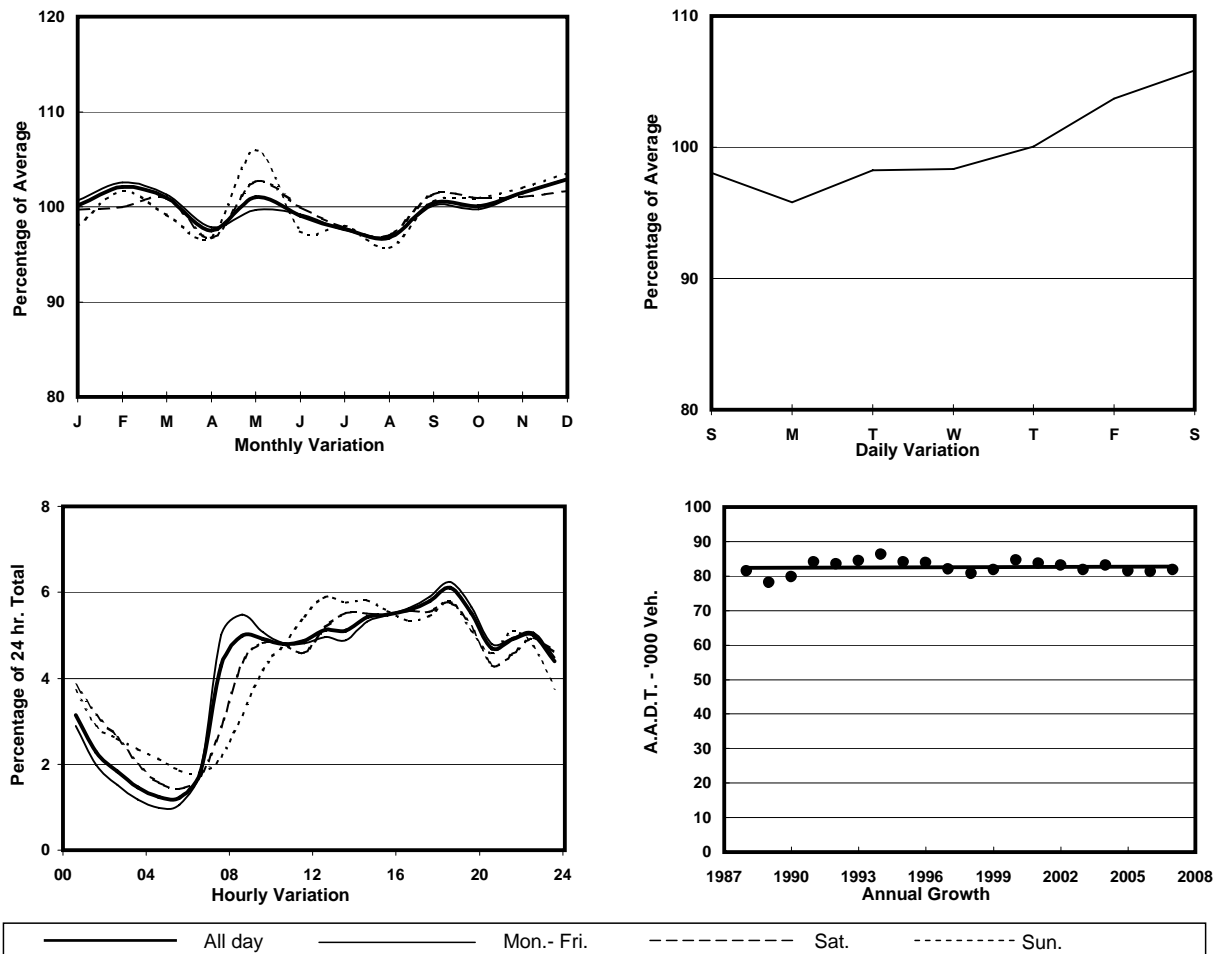
ROAD NETWORK MAJOR

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.	40090	39920	42180	39110
R 12 / 24 - %	66.7	67.8	63.6	64.1
R 16 / 24 - %	84.4	85.6	81.4	81.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2280	2470	2370	1900
T - % (AM)	-	4.7	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2520	2520	2570	2520
T - % (PM)	-	3.1	-	-
Prop.of commercial vehicles - 16 hr.	-	6.1	-	-
NORTH BOUND				
A.A.D.T.	41660	41240	44540	41140
R 12 / 24 - %	58.5	59.5	56.7	54.9
R 16 / 24 - %	80.9	82.6	76.9	76.4
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1790	1980	1820	1460
T - % (AM)	-	8.5	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	2470	2550	2570	2280
T - % (PM)	-	3.7	-	-
Prop.of commercial vehicles - 16 hr.	-	6.6	-	-

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	5.0	41.3	29.1	2.7	0.0	10.0	2.7	7.0	0.1	2.1
	Ocp	1.0	1.3	2.0	4.1	0.0	1.5	1.2	7.6	1.0	19.2
0800-0900	Pro	3.4	60.5	16.9	1.3	0.0	11.6	2.2	2.4	0.1	1.7
	Ocp	1.1	1.3	1.9	4.4	0.0	1.6	1.3	8.3	1.0	23.8
0900-1000	Pro	2.1	45.5	24.2	1.4	0.1	19.0	2.9	2.7	0.1	2.0
	Ocp	1.1	1.3	1.8	2.0	1.0	1.7	1.4	10.7	1.0	8.6
1000-1100	Pro	1.0	37.1	32.6	0.9	0.1	20.4	3.8	2.4	0.1	1.6
	Ocp	1.0	1.5	1.7	2.4	1.0	1.7	1.7	3.9	1.0	11.3
1100-1200	Pro	2.3	39.7	24.8	2.1	0.1	23.8	2.0	4.1	0.0	1.2
	Ocp	1.1	1.5	1.9	3.5	1.0	1.6	1.4	4.4	0.0	14.4
1200-1300	Pro	0.9	44.1	27.3	1.9	0.0	18.9	2.2	3.8	0.0	0.9
	Ocp	1.0	1.5	2.0	2.9	0.0	1.7	1.2	11.0	0.0	22.7
1300-1400	Pro	2.3	40.8	26.7	1.1	0.0	20.6	3.7	3.9	0.0	0.9
	Ocp	1.2	1.6	1.8	3.0	0.0	1.7	1.2	7.4	0.0	22.7
1400-1500	Pro	1.9	42.7	26.3	0.8	0.1	21.9	2.8	2.6	0.1	0.8
	Ocp	1.0	1.6	1.9	1.8	8.0	1.7	1.4	11.4	1.0	19.5
1500-1600	Pro	1.2	44.3	23.9	2.3	0.2	19.8	3.3	3.9	0.0	1.0
	Ocp	1.1	1.6	2.0	5.8	5.0	1.7	1.7	12.6	0.0	18.8
1600-1700	Pro	3.3	43.6	26.7	1.8	0.2	16.7	1.8	4.7	0.0	1.2
	Ocp	1.0	1.4	1.8	3.3	6.0	1.8	1.6	7.4	0.0	17.3
1700-1800	Pro	3.4	48.6	24.0	1.4	0.2	15.8	2.0	3.2	0.1	1.3
	Ocp	1.0	1.5	1.9	3.4	11.0	1.7	1.5	4.1	1.0	25.6
1800-1900 Peak hour	Pro	4.1	61.2	20.6	0.6	0.2	9.9	0.5	1.6	0.1	1.4
	Ocp	1.2	1.4	2.0	4.0	16.0	1.7	1.2	17.3	1.0	35.0
1900-2000	Pro	2.3	62.8	24.7	0.0	0.3	6.3	0.6	1.6	0.0	1.5
	Ocp	1.2	1.5	1.9	0.0	15.0	1.7	1.5	8.5	0.0	27.3
2000-2100	Pro	1.3	57.8	30.9	0.1	0.7	4.6	1.0	2.2	0.0	1.4
	Ocp	1.1	1.3	1.9	2.0	9.9	1.7	1.6	5.9	0.0	22.2
2100-2200	Pro	2.1	52.0	37.4	0.2	0.8	3.8	0.9	1.8	0.1	1.1
	Ocp	1.4	1.6	2.1	2.5	7.3	1.5	1.2	8.2	1.0	21.9
2200-2300	Pro	1.4	51.1	39.8	0.1	2.0	3.2	0.1	1.3	0.0	1.1
	Ocp	1.4	1.5	2.0	3.0	14.8	1.5	1.0	8.8	0.0	26.0
16 hours	Pro	2.4	48.9	26.9	1.1	0.3	14.0	2.0	3.0	0.1	1.3
	Ocp	1.1	1.4	1.9	3.6	11.1	1.7	1.4	8.4	1.0	20.7

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