

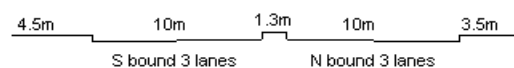
YEAR 2010

CORE STATION 3001

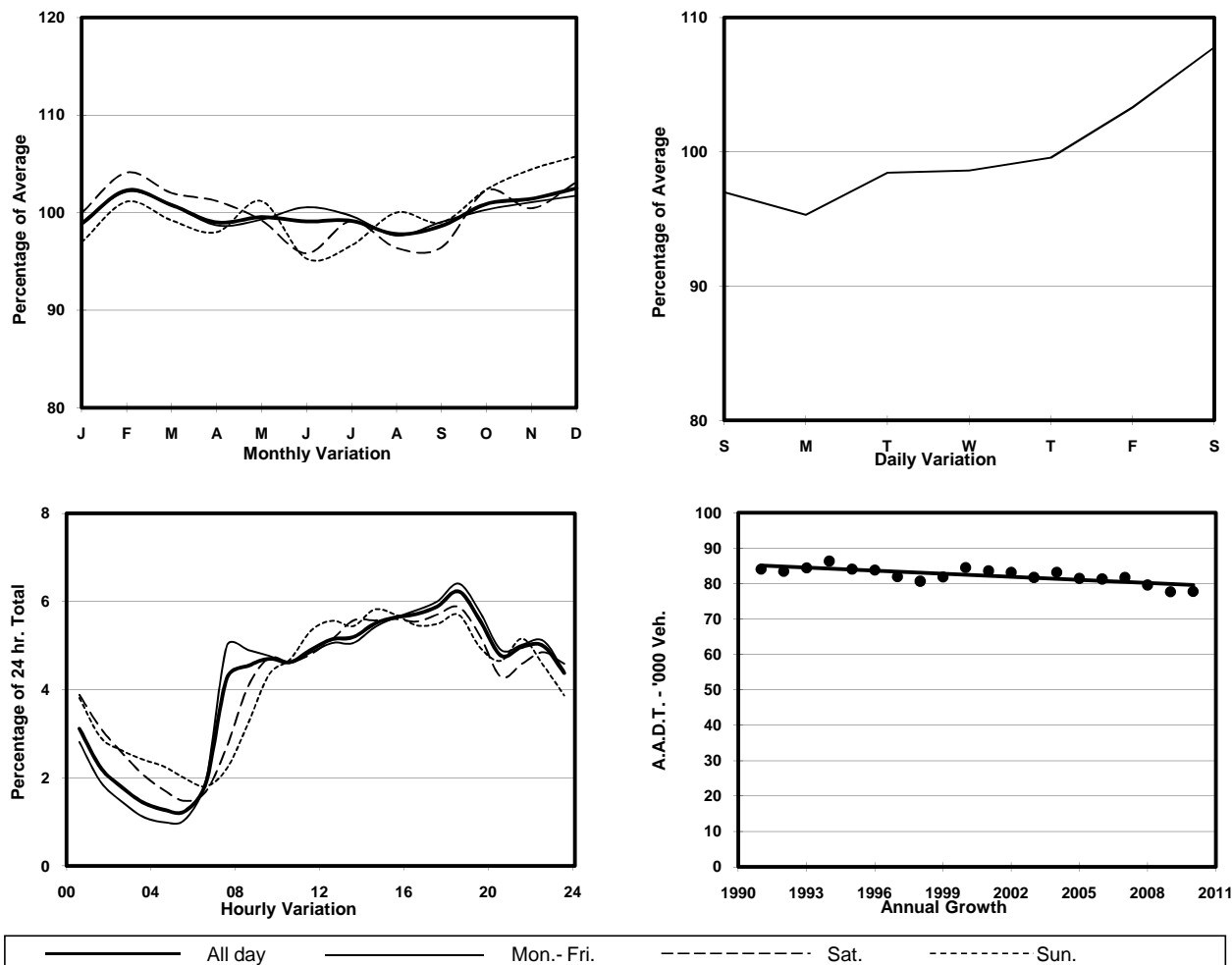
ROAD NETWORK MAJOR

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.	36750	36420	39940	35760
R 12 / 24 - %	65.5	66.5	62.9	63
R 16 / 24 - %	83.7	85.1	80.8	80.3
AM Peak Hour	0900-1000	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	1860	2130	2110	1770
T - % (AM)	-	8	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2380	2390	2560	2230
T - % (PM)	-	5.4	-	-
Prop.of commercial vehicles - 16 hr.	-	6.1	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	41050	40820	43960	39920
R 12 / 24 - %	59.5	60.8	57.3	55.4
R 16 / 24 - %	81.7	83.7	77.2	76.6
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1800	1950	1850	1510
T - % (AM)	-	14.4	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1600-1700
One-way flow at PM peak hour	2460	2570	2540	2220
T - % (PM)	-	3.9	-	-
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	5.1	43.2	27.4	1.4	0.0	12.3	3.0	5.4	0.1	2.2
	Ocp	1.1	1.4	2.0	8.5	0.0	1.8	1.3	15.9	1.0	27.3
0800-0900	Pro	3.8	59.0	14.7	1.2	0.0	10.9	3.2	5.3	0.1	1.9
	Ocp	1.1	1.4	1.9	5.5	0.0	1.8	1.5	6.1	1.0	22.5
0900-1000	Pro	3.0	47.8	20.5	1.4	0.0	19.4	2.8	3.0	0.0	2.1
	Ocp	1.0	1.4	1.8	2.5	0.0	1.8	1.5	8.2	0.0	8.6
1000-1100	Pro	1.4	42.3	24.1	1.4	0.0	23.8	2.6	2.6	0.1	1.8
	Ocp	1.0	1.4	1.9	1.9	0.0	1.7	1.4	4.8	1.0	10.7
1100-1200	Pro	2.8	41.6	23.0	1.2	0.0	23.6	3.9	2.9	0.0	1.1
	Ocp	1.1	1.6	1.8	2.6	0.0	1.6	1.3	13.2	0.0	14.5
1200-1300	Pro	3.0	46.2	25.4	1.6	0.0	17.5	1.7	3.8	0.0	0.9
	Ocp	1.1	1.6	2.0	3.2	0.0	1.6	1.4	10.1	0.0	20.9
1300-1400	Pro	2.1	43.5	23.0	1.5	0.0	22.1	3.3	3.5	0.0	1.0
	Ocp	1.1	1.6	2.0	4.3	0.0	1.7	1.3	4.1	0.0	25.6
1400-1500	Pro	2.0	43.1	26.4	0.7	0.0	21.4	3.1	2.4	0.0	0.8
	Ocp	1.0	1.6	2.0	2.6	0.0	1.7	1.3	12.5	0.0	19.4
1500-1600	Pro	1.7	48.7	23.6	1.9	0.0	16.7	2.3	4.4	0.0	0.7
	Ocp	1.2	1.6	2.0	5.0	0.0	1.7	1.5	10.5	0.0	24.6
1600-1700	Pro	2.1	46.8	23.3	2.0	0.0	17.0	1.9	5.8	0.0	1.1
	Ocp	1.1	1.6	2.0	2.9	0.0	1.8	1.4	5.6	0.0	20.1
1700-1800	Pro	3.2	51.9	22.8	1.3	0.0	15.0	1.2	3.3	0.0	1.4
	Ocp	1.1	1.6	2.0	1.8	0.0	1.7	1.5	5.0	0.0	25.6
1800-1900 Peak hour	Pro	4.0	61.9	21.5	0.7	0.2	7.0	0.7	2.8	0.0	1.2
	Ocp	1.1	1.5	2.2	3.4	17.0	1.7	1.1	10.8	0.0	37.8
1900-2000	Pro	2.1	61.2	25.6	0.2	0.2	6.1	1.0	2.4	0.1	1.2
	Ocp	1.1	1.5	2.0	2.5	9.0	1.7	1.6	12.5	1.0	34.7
2000-2100	Pro	2.4	53.7	32.9	0.4	0.9	5.2	0.8	2.5	0.0	1.4
	Ocp	1.2	1.6	2.0	1.8	11.4	1.4	1.9	10.7	0.0	23.2
2100-2200	Pro	3.0	50.8	37.1	0.2	0.9	4.0	0.6	2.2	0.1	1.1
	Ocp	1.1	1.5	2.1	1.5	7.5	1.6	1.2	8.9	1.0	26.6
2200-2300	Pro	2.6	44.5	44.3	0.0	1.2	3.9	0.6	1.8	0.0	1.1
	Ocp	1.2	1.6	1.9	0.0	9.1	1.6	1.8	8.9	0.0	27.8
16 hours	Pro	2.7	49.5	25.7	1.1	0.2	14.0	2.0	3.4	0.1	1.3
	Ocp	1.1	1.5	2.0	3.6	9.8	1.7	1.4	8.9	1.0	22.5

**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