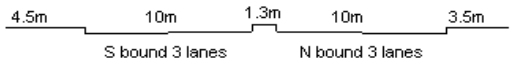
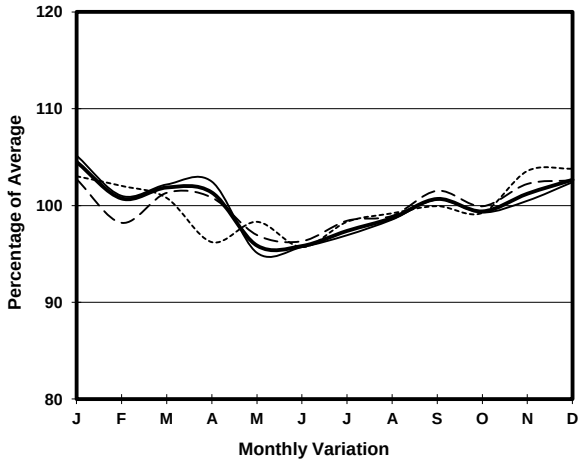
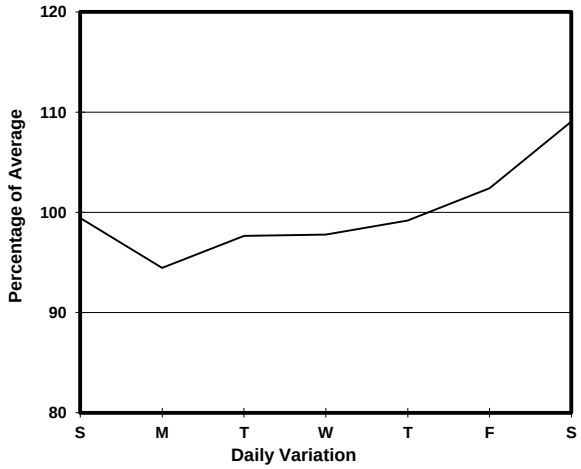
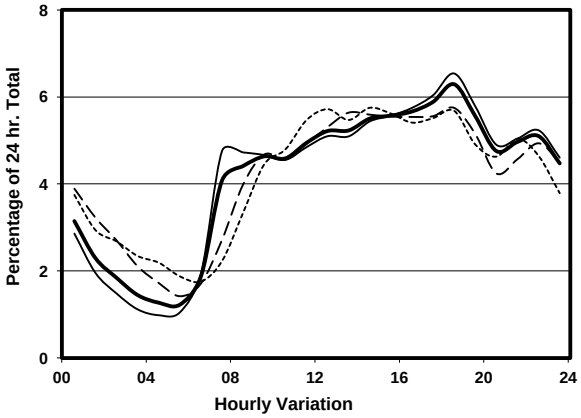
YEAR	2011	**LINK**	PRINCESS MARGARET RD (from WYLIE RD to PUI CHING RD)
CORE STATION	3001		
ROAD NETWORK	MAJOR		
ROAD TYPE	URBAN TRUNK ROAD		

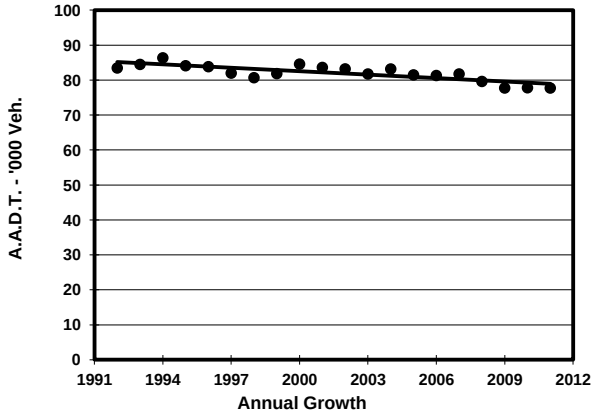


1. TRAFFIC FLOW VARIATION AND GROWTH









All day — Mon.- Fri. — Sat. — Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	37220	36460	40790	37450
R 12 / 24 - %	65.1	66.1	62.5	63.6
R 16 / 24 - %	83.5	84.7	80.4	80.8
AM Peak Hour	0900-1000	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	1840	2040	2150	1940
T - % (AM)	-	9	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2430	2450	2480	2300
T - % (PM)	-	2.9	-	-
Prop.of commercial vehicles - 16 hr.	-	5.7	-	-
NORTH BOUND				
A.A.D.T.	40500	39960	44040	39650
R 12 / 24 - %	59.2	60.3	57.4	55.5
R 16 / 24 - %	81.5	83.4	77.2	76.7
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1760	1840	1820	1490
T - % (AM)	-	11.7	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	2460	2550	2560	2200
T - % (PM)	-	5.2	-	-
Prop.of commercial vehicles - 16 hr.	-	7.6	-	-

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	3.4	47.3	23.7	2.3	0.0	11.5	3.4	6.6	0.1	1.7
	Ocp	1.1	1.4	1.9	6.9	0.0	1.7	1.3	11.1	1.0	23.7
0800-0900	Pro	3.5	61.9	15.1	1.0	0.0	10.6	1.9	4.1	0.1	1.9
	Ocp	1.1	1.5	1.9	4.4	0.0	1.7	1.3	6.5	1.0	22.4
0900-1000	Pro	3.4	44.1	22.8	0.6	0.0	19.1	3.3	4.3	0.1	2.3
	Ocp	1.1	1.3	1.9	3.7	0.0	1.8	1.7	5.6	1.0	8.2
1000-1100	Pro	2.9	39.3	24.9	1.7	0.1	22.8	3.0	3.6	0.1	1.6
	Ocp	1.0	1.4	1.9	2.5	1.0	1.6	1.3	9.1	1.0	10.8
1100-1200	Pro	1.9	41.6	25.9	0.8	0.1	21.2	3.8	3.5	0.0	1.2
	Ocp	1.1	1.5	2.0	2.3	1.0	1.6	1.6	13.1	0.0	14.1
1200-1300	Pro	2.2	43.9	28.0	2.0	0.0	16.6	2.6	3.9	0.0	0.9
	Ocp	1.0	1.5	2.0	3.2	0.0	1.7	1.3	9.5	0.0	17.3
1300-1400	Pro	1.3	45.2	23.5	1.2	0.2	19.5	4.0	4.2	0.0	0.8
	Ocp	1.2	1.6	2.0	4.8	1.0	1.6	1.4	8.8	0.0	21.9
1400-1500	Pro	2.2	45.4	21.6	1.9	0.0	21.6	2.1	4.2	0.0	0.9
	Ocp	1.1	1.5	2.1	2.8	0.0	1.6	1.4	9.4	0.0	19.6
1500-1600	Pro	2.1	50.8	23.2	2.0	0.0	15.3	2.6	3.2	0.0	0.8
	Ocp	1.1	1.4	2.1	6.3	0.0	1.8	1.4	9.1	0.0	20.0
1600-1700	Pro	2.4	45.9	26.2	1.1	0.0	16.2	2.2	4.8	0.0	1.1
	Ocp	1.0	1.4	1.9	2.7	0.0	1.7	1.4	8.8	0.0	18.1
1700-1800	Pro	3.9	52.7	23.6	1.1	0.0	13.2	1.8	2.5	0.0	1.1
	Ocp	1.1	1.5	2.0	2.4	0.0	1.9	1.5	5.1	0.0	27.7
1800-1900	Pro	3.7	62.0	21.5	0.4	0.0	8.4	0.8	2.0	0.0	1.2
Peak hour	Ocp	1.2	1.6	2.4	4.4	0.0	2.0	1.4	14.8	0.0	33.8
1900-2000	Pro	3.1	60.2	27.0	0.3	0.3	5.8	0.3	1.8	0.1	1.2
	Ocp	1.1	1.6	1.9	2.3	13.0	2.1	1.8	14.9	1.0	29.5
2000-2100	Pro	2.6	52.3	34.4	0.2	0.5	4.9	0.7	2.9	0.1	1.5
	Ocp	1.2	1.7	2.1	1.0	16.2	1.4	1.0	8.2	1.0	19.9
2100-2200	Pro	3.3	49.4	37.7	0.7	0.6	4.7	0.5	1.9	0.0	1.3
	Ocp	1.1	1.5	2.0	2.5	17.0	1.8	1.8	3.5	0.0	19.6
2200-2300	Pro	2.4	47.7	43.7	0.2	0.6	2.4	0.8	1.1	0.0	1.1
	Ocp	1.2	1.8	2.1	2.5	14.5	1.5	1.1	7.8	0.0	23.6
16 hours	Pro	2.8	50.0	26.3	1.1	0.2	13.1	2.0	3.3	0.1	1.3
	Ocp	1.1	1.5	2.0	3.9	12.9	1.7	1.4	9.1	1.0	20.3

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