

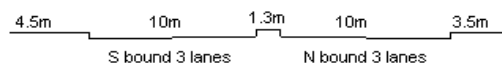
YEAR 2012

CORE STATION 3001

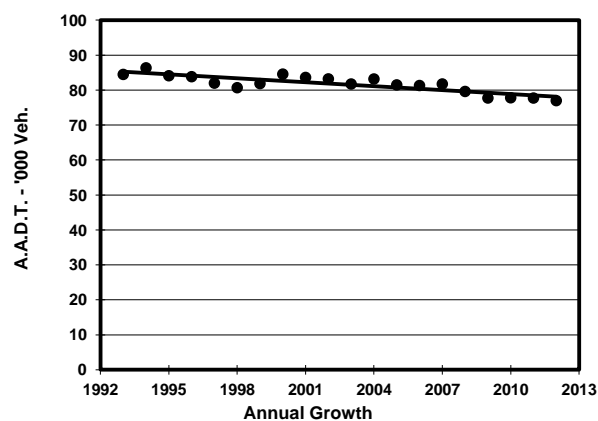
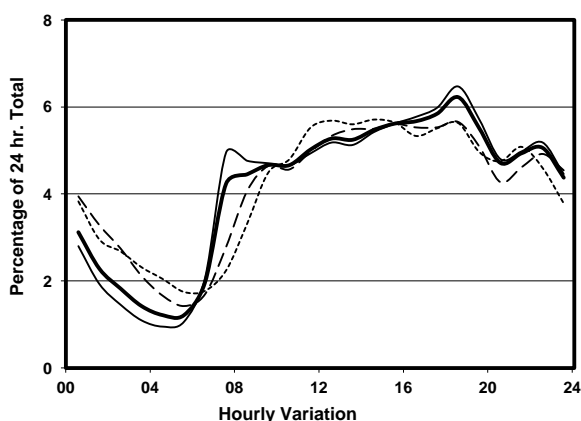
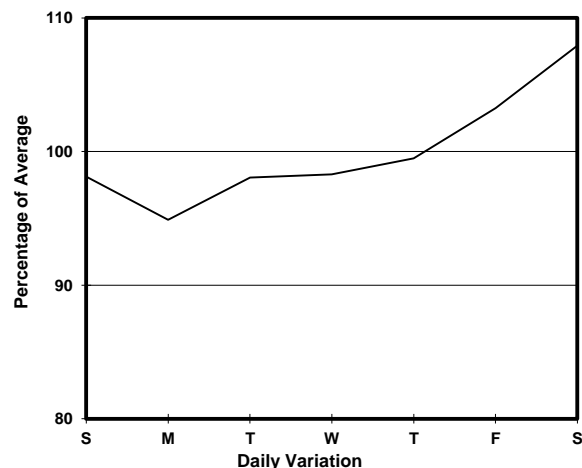
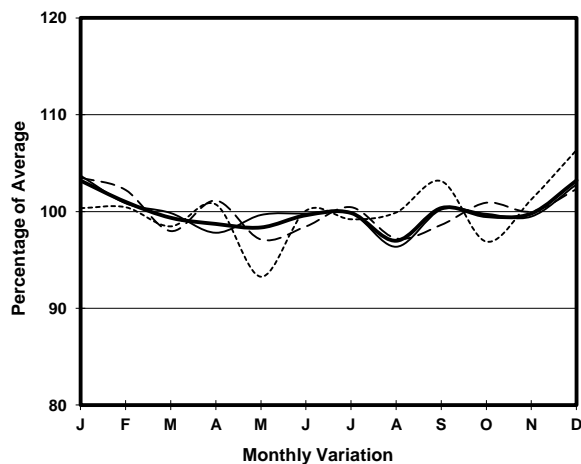
ROAD NETWORK MAJOR

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.	37440	37030	40210	36980
R 12 / 24 - %	64.9	66	61.9	62.7
R 16 / 24 - %	83.4	84.7	80	80.4
AM Peak Hour	0900-1000	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	1850	2040	2040	1860
T - % (AM)	-	6.2	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2410	2440	2400	2230
T - % (PM)	-	4.8	-	-
Prop.of commercial vehicles - 16 hr.	-	6.2	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	39540	39080	42830	38710
R 12 / 24 - %	60	61.2	57.6	56.4
R 16 / 24 - %	81.9	83.8	77.3	77.4
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1740	1810	1820	1540
T - % (AM)	-	10.2	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	2390	2480	2440	2130
T - % (PM)	-	3.3	-	-
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	5.8	48.6	23.9	1.7	0.0	10.7	1.4	6.1	0.1	1.7
	Ocp	1.1	1.4	2.1	6.9	0.0	1.7	1.4	7.2	1.0	26.2
0800-0900	Pro	3.2	60.3	16.8	1.4	0.0	10.4	2.1	4.3	0.0	1.5
	Ocp	1.2	1.5	1.9	6.1	0.0	1.5	1.4	11.2	0.0	25.9
0900-1000	Pro	2.7	45.6	22.0	0.6	0.0	19.2	2.7	4.4	0.0	2.7
	Ocp	1.2	1.4	1.9	2.5	0.0	1.7	1.3	6.7	0.0	7.0
1000-1100	Pro	2.7	45.1	21.5	1.4	0.1	21.3	3.2	3.2	0.0	1.4
	Ocp	1.1	1.5	1.9	2.0	1.0	1.6	1.4	11.4	0.0	10.7
1100-1200	Pro	1.7	43.9	27.3	1.1	0.0	18.0	2.9	3.6	0.0	1.4
	Ocp	1.0	1.4	2.0	1.1	0.0	1.5	1.4	15.0	0.0	11.7
1200-1300	Pro	3.0	47.2	23.6	3.0	0.0	14.4	2.1	5.8	0.0	0.9
	Ocp	1.0	1.6	2.0	4.2	0.0	1.6	1.6	13.7	0.0	18.8
1300-1400	Pro	1.3	46.6	25.2	1.3	0.0	17.5	3.1	4.1	0.0	0.9
	Ocp	1.3	1.5	2.1	4.0	0.0	1.7	1.7	10.6	0.0	15.8
1400-1500	Pro	2.5	49.0	23.9	1.0	0.0	16.0	3.0	3.6	0.0	0.8
	Ocp	1.0	1.5	2.0	3.0	0.0	1.7	1.4	5.9	0.0	19.6
1500-1600	Pro	2.1	47.6	25.4	2.8	0.0	14.2	2.8	4.3	0.0	0.8
	Ocp	1.1	1.5	2.2	3.8	0.0	1.6	1.3	11.5	0.0	20.7
1600-1700	Pro	2.2	50.2	25.2	1.8	0.0	12.8	1.7	5.2	0.0	1.0
	Ocp	1.2	1.5	1.9	2.7	0.0	1.5	1.4	7.1	0.0	17.7
1700-1800	Pro	3.3	53.8	23.5	1.5	0.0	11.8	1.3	3.7	0.0	1.2
	Ocp	1.1	1.5	2.0	3.3	0.0	1.7	1.4	10.8	0.0	25.6
1800-1900 Peak hour	Pro	3.4	61.1	22.7	0.6	0.2	7.9	0.5	2.7	0.0	0.9
	Ocp	1.1	1.5	2.3	3.1	17.0	1.5	1.0	13.9	0.0	33.5
1900-2000	Pro	2.6	63.3	23.6	0.2	0.1	5.7	0.7	2.6	0.1	1.2
	Ocp	1.1	1.5	2.3	2.0	17.0	1.7	1.9	8.7	1.0	34.5
2000-2100	Pro	1.7	54.9	32.7	0.1	0.2	4.8	0.5	3.6	0.1	1.5
	Ocp	1.1	1.4	2.1	1.0	17.0	1.6	1.3	15.9	1.0	24.1
2100-2200	Pro	2.1	46.7	40.4	0.1	0.9	5.5	0.7	2.6	0.0	1.0
	Ocp	1.1	1.7	2.1	1.0	7.5	1.6	1.5	7.5	0.0	27.4
2200-2300	Pro	2.7	44.3	45.2	0.3	0.6	3.4	0.7	1.5	0.1	1.1
	Ocp	1.4	1.6	2.1	1.7	14.3	1.7	1.6	12.1	1.0	21.7
16 hours	Pro	2.7	51.0	26.2	1.2	0.1	11.9	1.8	3.8	0.1	1.3
	Ocp	1.1	1.5	2.1	3.7	11.6	1.6	1.4	10.3	1.0	20.6

**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