

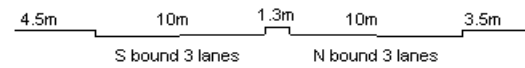
YEAR 2015

CORE STATION 3001

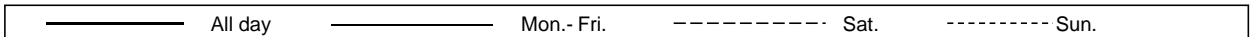
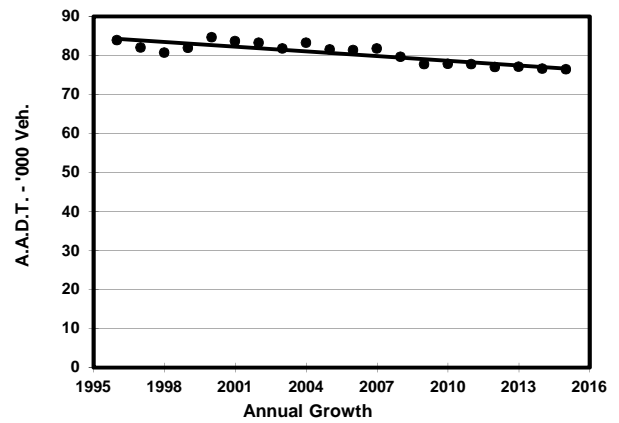
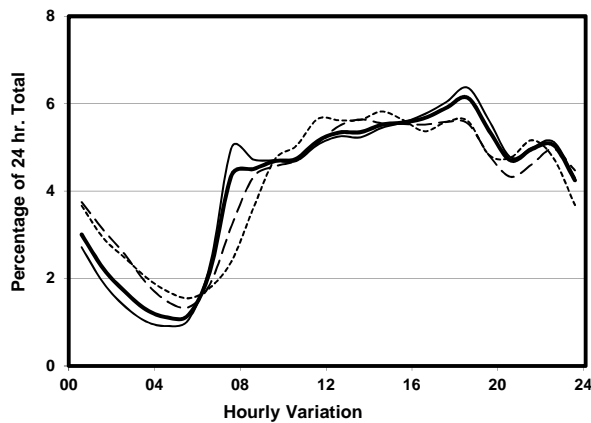
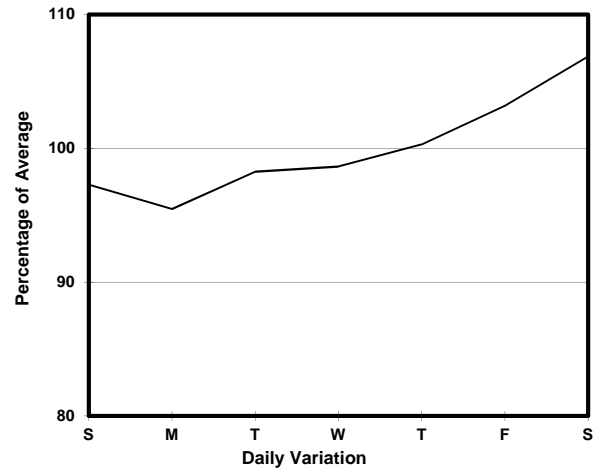
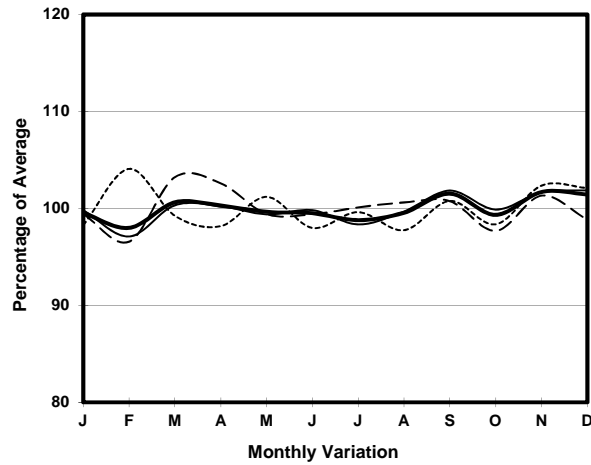
ROAD NETWORK MAJOR

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.	36870	36610	39130	36370
R 12 / 24 - %	65.8	66.5	63.5	64.8
R 16 / 24 - %	83.6	84.6	80.8	82
AM Peak Hour	0900-1000	0700-0800	0800-0900	0900-1000
One-way flow at AM peak hour	1880	2030	1990	1990
T - % (AM)	-	7.1	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2300	2340	2290	2160
T - % (PM)	-	3.7	-	-
Prop.of commercial vehicles - 16 hr.	-	5.5	-	-
NORTH BOUND				
A.A.D.T.	39550	39310	42640	38120
R 12 / 24 - %	60.3	61.4	58.3	56.7
R 16 / 24 - %	82.5	84.2	78.3	78.5
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1700	1840	1810	1520
T - % (AM)	-	10.5	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	2390	2500	2460	2130
T - % (PM)	-	4.5	-	-
Prop.of commercial vehicles - 16 hr.	-	6.4	-	-

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	5.9	52.3	21.3	2.5	0.1	10.1	1.5	4.8	0.0	1.5
	Ocp	1.0	1.4	2.1	5.9	15.0	1.6	1.1	10.8	0.0	23.0
0800-0900	Pro	4.3	60.3	12.0	1.6	0.1	14.5	2.1	3.4	0.1	1.8
	Ocp	1.1	1.4	2.1	5.5	1.0	1.6	1.6	8.9	1.0	19.9
0900-1000	Pro	2.3	48.3	23.2	0.8	0.0	17.3	2.9	2.9	0.0	2.3
	Ocp	1.1	1.4	1.5	4.6	0.0	1.6	1.3	11.7	0.0	8.8
1000-1100	Pro	3.0	45.5	23.1	0.6	0.1	17.6	5.1	3.4	0.0	1.6
	Ocp	1.0	1.5	1.9	2.2	1.0	1.5	1.5	8.1	0.0	11.8
1100-1200	Pro	1.6	48.6	23.4	2.1	0.1	16.1	3.1	3.6	0.0	1.2
	Ocp	1.1	1.4	1.9	3.1	1.0	1.6	1.4	12.6	0.0	14.0
1200-1300	Pro	1.2	50.3	26.4	1.7	0.1	14.1	2.5	2.9	0.0	0.8
	Ocp	1.0	1.5	2.1	4.3	1.0	1.5	1.2	10.7	0.0	19.5
1300-1400	Pro	2.7	45.5	22.1	1.7	0.0	21.5	2.1	3.5	0.0	0.9
	Ocp	1.0	1.5	2.2	3.8	0.0	1.5	1.5	9.0	0.0	29.1
1400-1500	Pro	0.8	58.2	19.5	1.1	0.0	14.1	2.8	2.7	0.0	0.9
	Ocp	1.3	1.4	2.1	3.5	0.0	1.5	1.4	9.7	0.0	27.8
1500-1600	Pro	2.3	53.4	21.7	2.0	0.0	13.9	2.2	3.7	0.0	0.8
	Ocp	1.1	1.4	1.9	5.0	0.0	1.7	1.3	14.8	0.0	22.5
1600-1700	Pro	2.9	53.9	22.8	1.7	0.0	11.2	2.2	4.3	0.0	1.0
	Ocp	1.0	1.5	1.9	3.7	0.0	1.5	1.2	4.9	0.0	21.4
1700-1800	Pro	3.8	60.4	21.9	0.8	0.0	8.8	0.9	2.4	0.0	1.0
	Ocp	1.0	1.5	2.1	1.4	0.0	1.5	1.3	5.9	0.0	26.4
1800-1900 Peak hour	Pro	3.4	65.8	20.2	0.4	0.0	6.1	0.8	2.3	0.0	1.0
	Ocp	1.1	1.4	2.3	3.0	0.0	1.6	1.4	6.3	0.0	38.9
1900-2000	Pro	2.1	67.0	22.5	0.0	0.1	4.7	0.4	2.0	0.0	1.1
	Ocp	1.0	1.6	2.2	0.0	8.0	1.7	1.4	21.0	0.0	38.6
2000-2100	Pro	2.4	58.2	31.1	0.0	0.3	4.1	0.8	1.8	0.0	1.2
	Ocp	1.2	1.5	2.0	0.0	17.0	1.6	1.3	6.2	0.0	22.4
2100-2200	Pro	1.8	53.8	37.8	0.1	0.7	2.9	0.5	1.1	0.1	1.2
	Ocp	1.0	1.6	2.2	1.0	6.3	1.6	1.0	24.9	1.0	23.5
2200-2300	Pro	2.7	51.6	40.0	0.1	0.5	2.5	0.4	1.0	0.0	1.2
	Ocp	1.2	2.2	2.1	2.0	2.8	1.8	1.0	14.0	0.0	22.5
16 hours	Pro	2.7	55.1	24.1	1.1	0.1	11.0	1.8	2.8	0.1	1.2
	Ocp	1.1	1.5	2.0	4.2	6.5	1.6	1.3	10.4	1.0	22.2

Legend

Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*

Ocp. Average occupancy of vehicles including both driver and passengers*

M&H Medium and Heavy

* All traffic data are collected from combined bounds except for one way traffic