

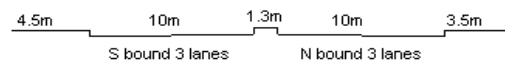
YEAR 2016

CORE STATION 3001

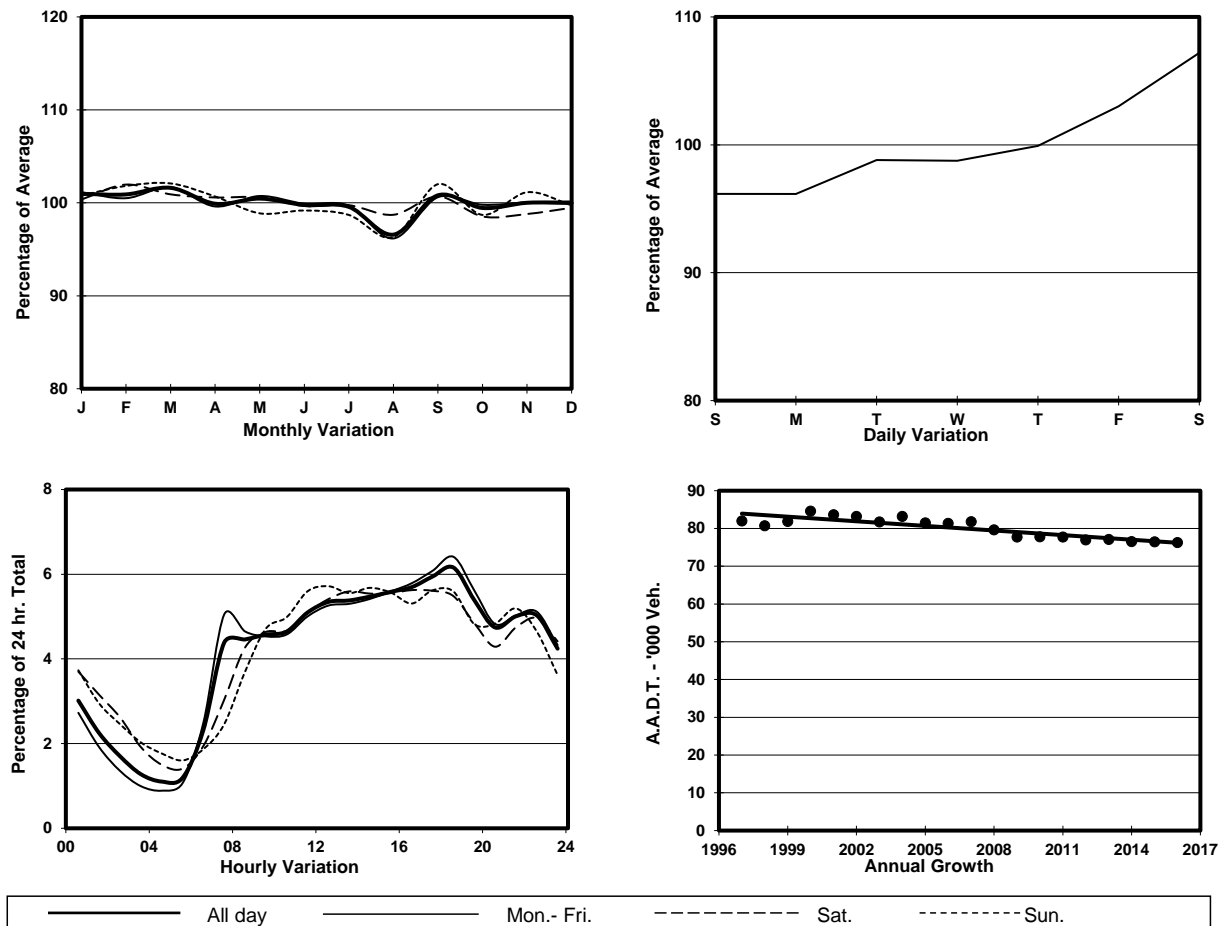
ROAD NETWORK MAJOR

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.	36700	36460	39310	35790
R 12 / 24 - %	65.4	66.1	63.1	64.6
R 16 / 24 - %	83.5	84.4	80.7	81.8
AM Peak Hour	0700-0800	0700-0800	0800-0900	0900-1000
One-way flow at AM peak hour	1800	2020	1990	1950
T - % (AM)	-	6.3	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2320	2380	2280	2140
T - % (PM)	-	1.9	-	-
Prop.of commercial vehicles - 16 hr.	-	4.8	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	39580	39450	42570	37740
R 12 / 24 - %	60.3	61.4	58.1	56.6
R 16 / 24 - %	82.4	84.1	78.1	78.3
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1700	1840	1850	1510
T - % (AM)	-	10.4	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	2370	2490	2500	2060
T - % (PM)	-	3.5	-	-
Prop.of commercial vehicles - 16 hr.	-	5.4	-	-

## 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	6.3	52.5	24.3	2.3	0.4	6.5	2.2	4.1	0.0	1.6
	Ocp	1.0	1.4	2.1	7.6	14.3	1.5	1.2	11.4	0.0	19.5
0800-0900	Pro	5.5	61.7	14.3	1.3	0.0	10.9	1.9	2.7	0.1	1.6
	Ocp	1.1	1.4	2.0	6.2	0.0	1.6	1.3	7.1	1.0	15.8
0900-1000	Pro	2.1	50.4	18.2	1.4	0.0	20.1	2.8	2.9	0.0	2.1
	Ocp	1.1	1.4	1.9	3.1	0.0	1.5	1.4	5.0	0.0	10.1
1000-1100	Pro	2.5	38.6	26.3	0.9	0.2	23.8	2.6	3.2	0.0	1.8
	Ocp	1.0	1.4	1.9	3.0	1.0	1.6	1.4	6.8	0.0	11.2
1100-1200	Pro	2.1	47.8	25.0	1.6	0.2	17.3	2.1	2.8	0.0	1.1
	Ocp	1.1	1.5	2.0	2.6	1.5	1.5	1.1	8.3	0.0	15.3
1200-1300	Pro	2.3	50.7	21.9	2.4	0.0	15.8	3.3	2.8	0.0	0.8
	Ocp	1.0	1.5	2.0	4.3	0.0	1.4	1.3	6.2	0.0	20.7
1300-1400	Pro	2.6	50.1	20.7	2.0	0.1	18.0	3.1	2.5	0.0	0.8
	Ocp	1.2	1.5	2.0	4.1	1.0	1.5	1.2	9.2	0.0	23.5
1400-1500	Pro	1.6	55.5	19.5	1.8	0.1	16.4	2.4	1.9	0.0	0.9
	Ocp	1.1	1.6	2.0	1.7	1.0	1.5	1.4	4.1	0.0	23.7
1500-1600	Pro	2.6	55.7	21.3	2.2	0.0	12.2	2.4	2.7	0.0	0.8
	Ocp	1.0	1.4	2.0	6.0	0.0	1.7	1.4	11.3	0.0	20.2
1600-1700	Pro	2.5	55.0	19.9	2.3	0.0	14.4	1.1	3.8	0.1	1.0
	Ocp	1.0	1.5	2.0	3.6	0.0	1.6	1.8	4.5	1.0	24.2
1700-1800	Pro	4.2	57.8	21.1	1.5	0.0	11.1	0.9	2.3	0.0	1.2
	Ocp	1.1	1.5	2.1	2.8	0.0	1.6	1.6	6.2	0.0	29.0
1800-1900 Peak hour	Pro	4.1	66.2	18.9	0.3	0.0	7.8	0.1	1.6	0.0	1.0
	Ocp	1.1	1.5	2.2	8.3	0.0	1.6	1.0	14.7	0.0	40.4
1900-2000	Pro	2.7	67.6	20.7	0.1	0.2	5.7	0.6	1.3	0.0	1.2
	Ocp	1.1	1.4	2.1	1.0	9.0	1.5	1.3	22.1	0.0	32.3
2000-2100	Pro	2.8	62.0	25.6	0.2	1.2	4.7	0.2	1.7	0.1	1.5
	Ocp	1.1	1.3	2.0	1.5	5.0	1.5	1.0	8.3	1.0	22.0
2100-2200	Pro	2.8	54.9	32.7	0.2	0.5	6.2	0.6	0.9	0.0	1.2
	Ocp	1.0	1.4	2.1	2.5	7.2	1.8	1.2	13.1	0.0	24.5
2200-2300	Pro	3.2	50.3	41.1	0.0	0.7	2.9	0.1	0.5	0.1	1.1
	Ocp	1.2	1.5	2.0	0.0	2.7	1.4	1.0	6.0	1.0	26.8
16 hours	Pro	3.1	55.4	23.0	1.3	0.2	11.9	1.6	2.3	0.1	1.2
	Ocp	1.1	1.4	2.0	4.3	5.2	1.6	1.3	8.5	1.0	21.7

**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