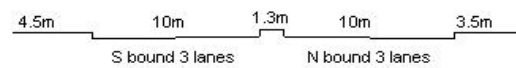
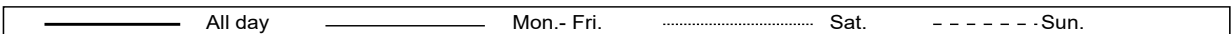
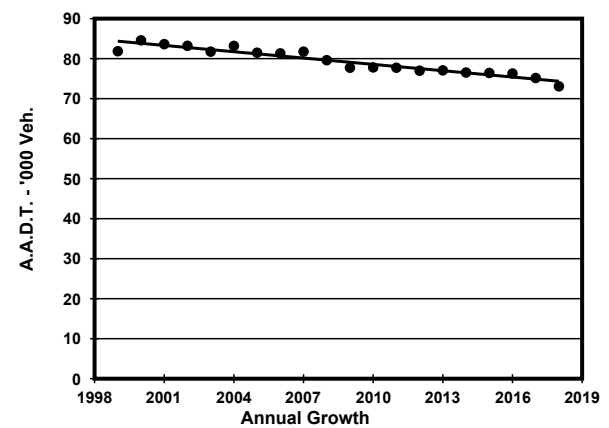
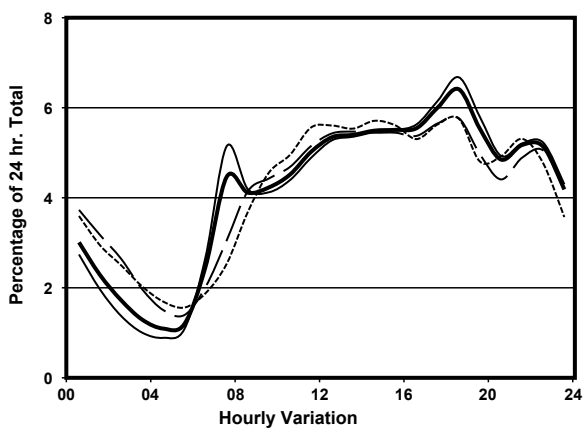
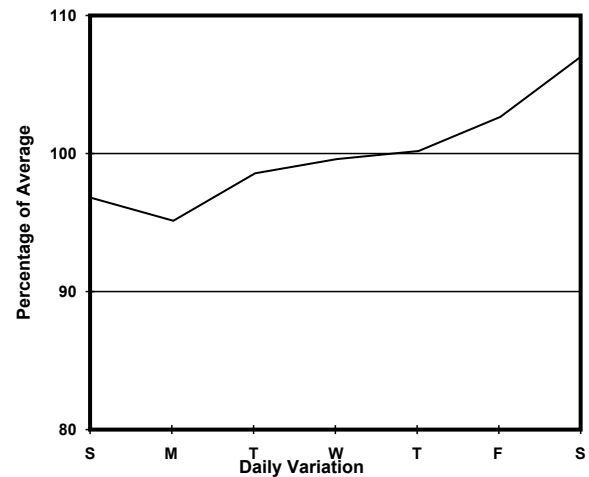
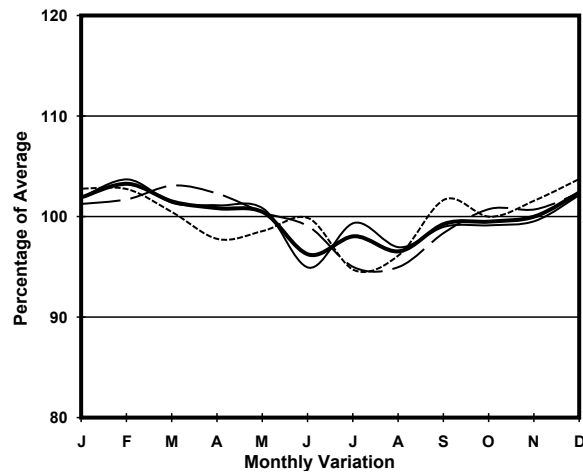


YEAR 2018
CORE STATION 3001
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD

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.	34560	34100	37300	34430
R 12 / 24 - %	64.3	64.6	62.5	64.6
R 16 / 24 - %	83.1	83.8	80.6	82.2
AM Peak Hour	0700-0800	0700-0800	0800-0900	0900-1000
One-way flow at AM peak hour	1720	1930	1760	1810
T - % (AM)	-	4	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2340	2370	2370	2180
T - % (PM)	-	1.7	-	-
Prop.of commercial vehicles - 16 hr.	-	4.5	-	-
NORTH BOUND				
A.A.D.T.	38510	38510	41050	36470
R 12 / 24 - %	60.1	61.2	57.8	56.5
R 16 / 24 - %	82.4	84.1	78.2	78.4
AM Peak Hour	0900-1000	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	1630	1800	1760	1420
T - % (AM)	-	10.9	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	2340	2470	2280	1970
T - % (PM)	-	3.8	-	-
Prop.of commercial vehicles - 16 hr.	-	5.5	-	-

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	4.9	58.2	18.9	3.4	0.4	7.3	1.2	4.0	0.0	1.8
	Ocp	1.0	1.2	2.2	8.7	11.0	1.4	1.2	14.7	0.0	21.1
0800-0900	Pro	3.8	69.7	9.5	1.3	0.0	9.2	2.4	2.3	0.1	1.8
	Ocp	1.0	1.3	1.8	7.3	0.0	1.6	1.3	6.9	1.0	15.5
0900-1000	Pro	3.1	53.7	18.0	1.2	0.0	16.5	2.4	2.3	0.0	2.8
	Ocp	1.1	1.4	1.8	2.4	0.0	1.5	1.4	11.6	0.0	8.4
1000-1100	Pro	3.0	47.2	22.7	1.4	0.0	20.6	2.0	1.6	0.0	1.5
	Ocp	1.2	1.4	2.1	1.8	0.0	1.6	1.1	9.9	0.0	15.5
1100-1200	Pro	2.7	46.7	22.4	2.4	0.0	19.0	3.0	2.6	0.0	1.2
	Ocp	1.1	1.3	2.0	2.5	0.0	1.5	1.1	6.2	0.0	15.0
1200-1300	Pro	2.1	52.3	22.1	2.2	0.0	16.5	1.6	2.2	0.0	0.9
	Ocp	1.0	1.4	2.1	4.9	0.0	1.4	1.3	9.9	0.0	21.9
1300-1400	Pro	2.4	53.9	20.2	1.8	0.0	17.0	1.7	2.2	0.0	0.9
	Ocp	1.0	1.4	2.0	3.1	0.0	1.4	1.2	12.7	0.0	24.1
1400-1500	Pro	2.3	54.1	20.2	1.6	0.1	16.8	1.7	2.5	0.0	0.8
	Ocp	1.0	1.4	2.1	1.3	1.0	1.5	1.2	3.6	0.0	21.6
1500-1600	Pro	1.6	58.2	20.4	2.1	0.0	12.8	0.9	3.2	0.0	0.9
	Ocp	1.1	1.2	2.2	5.5	0.0	1.5	1.4	10.1	0.0	21.2
1600-1700	Pro	2.6	55.5	17.7	2.9	0.0	14.3	1.3	4.4	0.0	1.2
	Ocp	1.0	1.4	2.0	2.4	0.0	1.4	1.4	7.7	0.0	23.0
1700-1800	Pro	3.8	60.9	17.4	2.2	0.0	10.6	0.7	2.8	0.0	1.5
	Ocp	1.1	1.4	2.1	1.8	0.0	1.4	1.1	10.2	0.0	25.4
1800-1900 Peak hour	Pro	3.5	68.4	17.7	0.5	0.1	7.0	0.2	1.5	0.0	1.1
	Ocp	1.1	1.3	2.3	2.8	17.0	1.5	1.5	13.1	0.0	35.0
1900-2000	Pro	2.8	71.7	17.9	0.0	0.1	3.1	0.6	2.6	0.0	1.2
	Ocp	1.1	1.3	2.0	0.0	1.0	1.3	1.3	12.3	0.0	31.9
2000-2100	Pro	2.3	63.3	24.2	0.1	0.6	5.6	0.5	2.2	0.0	1.3
	Ocp	1.3	1.3	2.0	1.0	7.4	1.3	1.3	5.4	0.0	28.1
2100-2200	Pro	2.4	55.6	31.6	0.2	1.0	5.1	0.8	1.9	0.1	1.4
	Ocp	1.1	1.3	1.9	2.0	4.7	1.3	1.1	6.4	1.0	21.7
2200-2300	Pro	3.0	53.1	37.8	0.1	0.7	2.8	0.1	1.2	0.0	1.2
	Ocp	1.0	1.2	1.9	1.0	6.3	1.4	1.0	3.5	0.0	21.3
16 hours	Pro	2.9	58.1	21.0	1.4	0.2	11.3	1.3	2.5	0.1	1.3
	Ocp	1.1	1.3	2.0	3.9	6.5	1.5	1.3	9.3	1.0	21.2

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