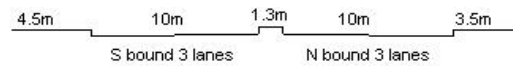
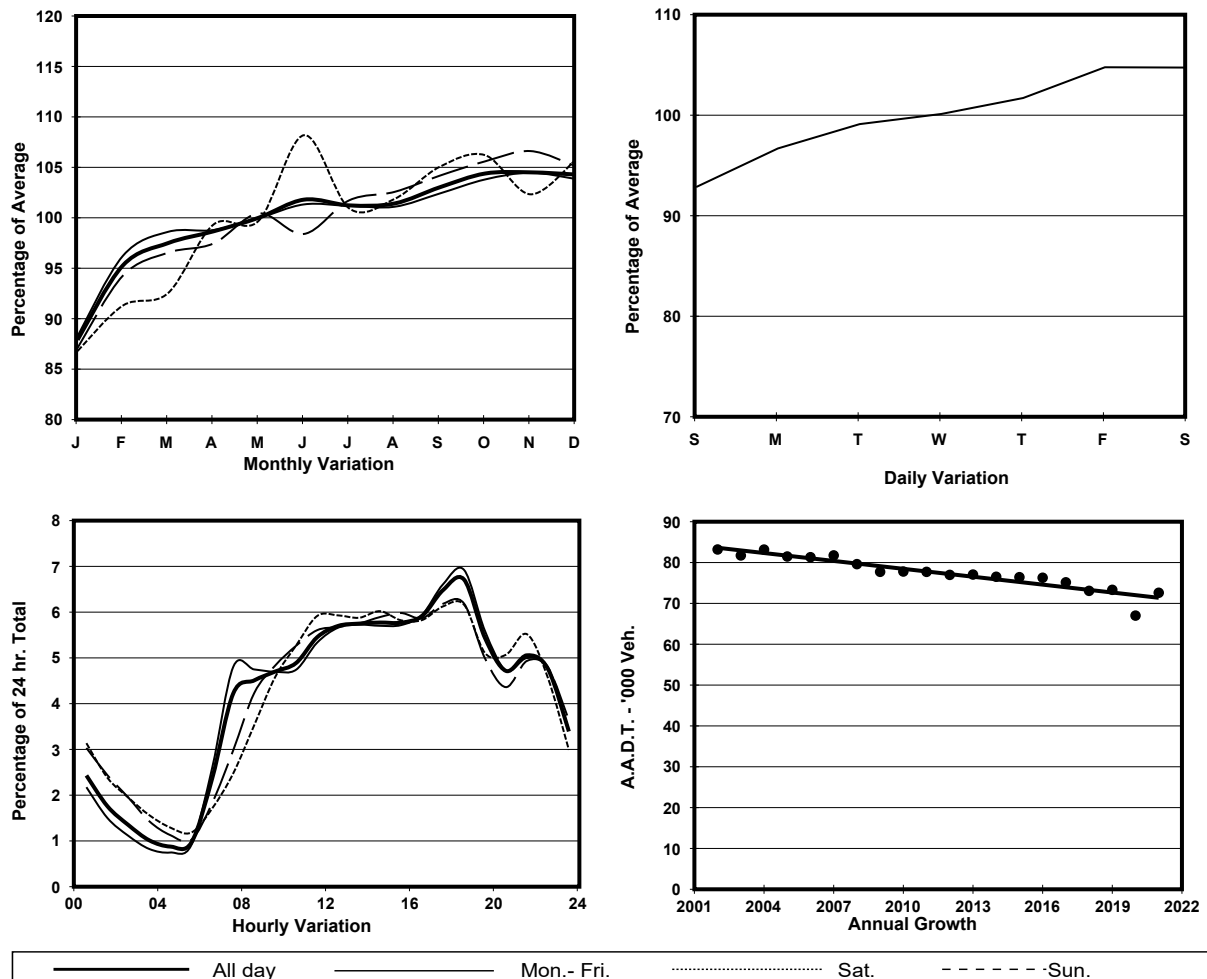


YEAR 2021  
CORE STATION 3001  
ROAD NETWORK MAJOR  
ROAD TYPE URBAN TRUNK ROAD

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.	35340	35420	37830	33420
R 12 / 24 - %	68.4	69	67.2	66.8
R 16 / 24 - %	86.1	86.7	84.4	84.8
AM Peak Hour	0900-1000	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	1740	1820	2010	1720
T - % (AM)	-	7.6	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2450	2530	2400	2130
T - % (PM)	-	2.9	-	-
Prop.of commercial vehicles - 16 hr.	-	4.4	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	37260	37870	38440	34130
R 12 / 24 - %	63.4	64.3	61.8	60.3
R 16 / 24 - %	85.6	86.7	82.7	82.9
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1670	1740	1680	1380
T - % (AM)	-	9.6	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	2430	2540	2320	2050
T - % (PM)	-	2.6	-	-
Prop.of commercial vehicles - 16 hr.	-	4.8	-	-

### 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	6.7	57.4	15.3	4.4	0.0	7.8	3.3	3.5	0.0	1.7
	Ocp	1.0	1.3	2.0	6.0	0.0	1.4	1.1	11.4	0.0	12.1
0800-0900	Pro	3.6	63.9	10.4	1.6	0.0	11.1	4.1	2.7	0.1	2.7
	Ocp	1.1	1.2	1.9	2.6	0.0	1.4	1.3	4.0	1.0	9.5
0900-1000	Pro	2.3	60.3	13.2	0.4	0.0	17.0	3.4	1.1	0.0	2.5
	Ocp	1.0	1.3	1.8	1.7	0.0	1.5	1.3	2.1	0.0	7.6
1000-1100	Pro	1.6	51.8	19.9	1.5	0.0	19.5	2.8	0.8	0.0	2.0
	Ocp	1.1	1.3	1.8	1.8	0.0	1.5	1.3	2.7	0.0	8.3
1100-1200	Pro	1.7	57.2	19.9	1.4	0.0	14.8	2.7	1.1	0.0	1.3
	Ocp	1.0	1.4	1.9	2.5	0.0	1.4	1.3	4.8	0.0	10.0
1200-1300	Pro	1.6	63.0	17.5	1.7	0.0	10.9	2.7	1.5	0.0	1.0
	Ocp	1.0	1.5	2.0	2.9	0.0	1.5	1.3	3.2	0.0	15.6
1300-1400	Pro	2.2	61.2	15.9	2.3	0.0	13.9	1.8	1.9	0.0	0.7
	Ocp	1.1	1.5	2.1	5.9	0.0	1.4	1.4	3.7	0.0	21.3
1400-1500	Pro	2.4	61.2	16.8	0.6	0.0	14.0	3.6	0.7	0.0	0.7
	Ocp	1.0	1.4	2.0	1.8	0.0	1.4	1.3	2.9	0.0	19.0
1500-1600	Pro	2.1	62.6	15.6	1.0	0.0	15.1	1.5	1.0	0.0	1.0
	Ocp	1.1	1.4	1.9	2.5	0.0	1.5	1.4	4.1	0.0	15.1
1600-1700	Pro	3.4	60.1	18.2	1.1	0.0	13.8	1.4	0.7	0.0	1.3
	Ocp	1.2	1.4	1.8	2.3	0.0	1.3	1.1	2.1	0.0	17.7
1700-1800	Pro	4.0	65.9	16.3	0.5	0.1	9.4	0.9	1.1	0.0	1.8
	Ocp	1.1	1.4	1.8	1.4	1.0	1.6	1.0	2.5	0.0	18.2
1800-1900 Peak hour	Pro	3.1	75.3	14.3	0.2	0.0	4.5	0.4	1.4	0.0	0.9
	Ocp	1.0	1.3	2.0	2.0	0.0	1.4	1.0	15.8	0.0	32.6
1900-2000	Pro	3.8	73.5	15.7	0.3	0.0	3.2	0.7	1.6	0.0	1.3
	Ocp	1.1	1.4	2.0	1.3	0.0	1.4	1.0	12.4	0.0	24.5
2000-2100	Pro	2.5	65.9	25.2	0.0	0.1	3.6	0.4	1.0	0.0	1.3
	Ocp	1.1	1.4	2.0	0.0	17.0	1.3	1.0	5.1	0.0	20.3
2100-2200	Pro	1.8	57.9	34.0	0.2	0.4	2.7	0.6	1.0	0.0	1.4
	Ocp	1.2	1.5	1.8	1.5	11.0	1.5	1.4	6.5	0.0	16.7
2200-2300	Pro	3.5	56.7	35.0	0.0	0.0	2.7	0.7	0.4	0.0	1.0
	Ocp	1.0	1.5	1.8	0.0	0.0	2.0	1.2	2.3	0.0	22.8
16 hours	Pro	2.9	62.6	18.6	1.1	0.1	10.2	1.9	1.3	0.1	1.4
	Ocp	1.1	1.4	1.9	3.7	10.2	1.4	1.3	6.5	1.0	15.7

**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