

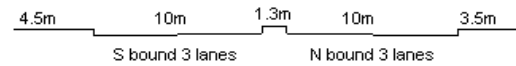
YEAR 2023

CORE STATION 3001

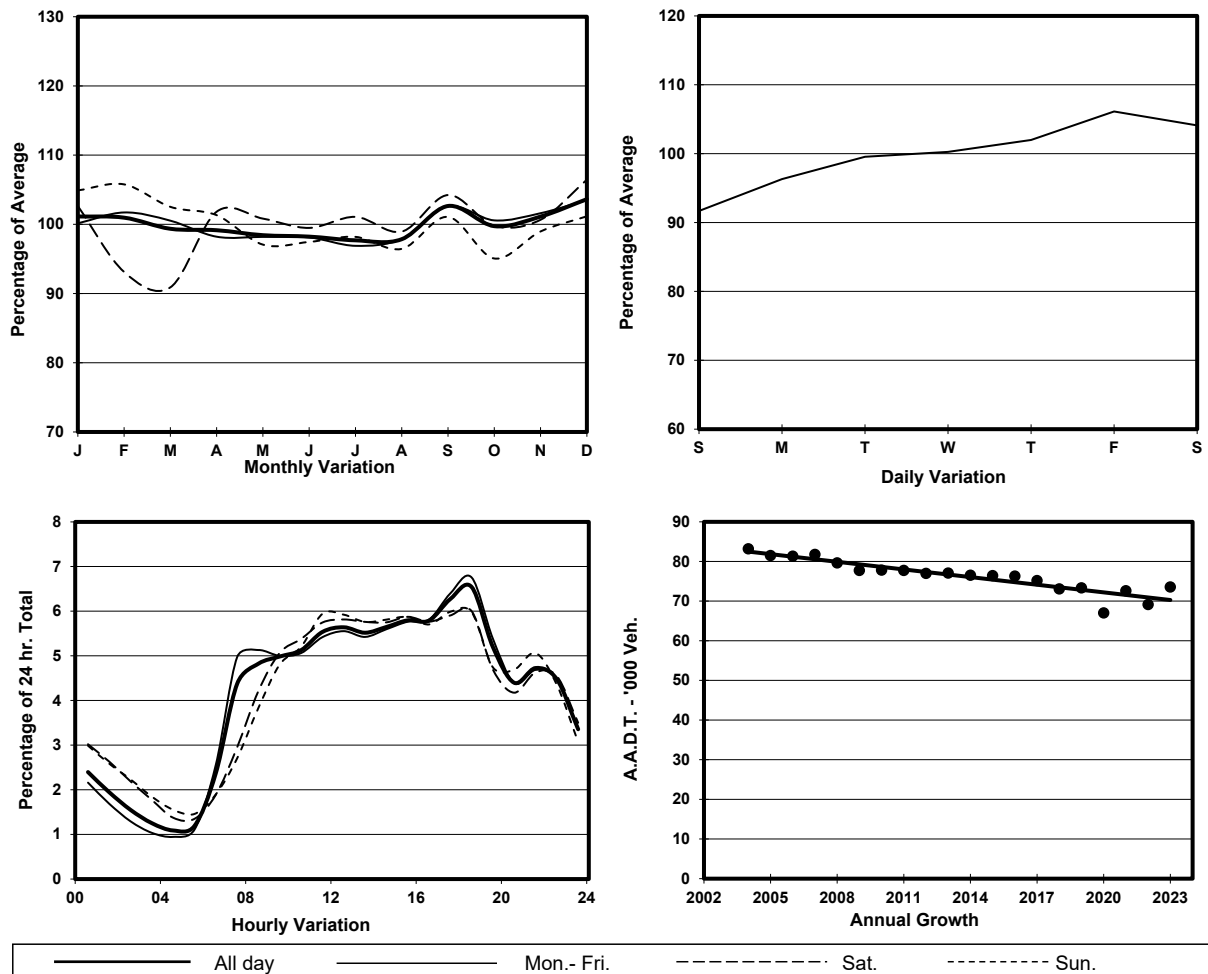
ROAD NETWORK MAJOR

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.	36740	37110	39150	33690
R 12 / 24 - %	69.7	70.4	67.9	67.6
R 16 / 24 - %	86.5	87.2	84.4	84.7
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2020	2100	2190	1810
T - % (AM)	-	3.6	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2590	2670	2610	2230
T - % (PM)	-	2.5	-	-
Prop.of commercial vehicles - 16 hr.	-	3.7	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	36800	37390	37800	34080
R 12 / 24 - %	62.4	63.4	60.4	59.6
R 16 / 24 - %	83.2	84.4	80.1	80.1
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1640	1730	1710	1440
T - % (AM)	-	9.1	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	2230	2360	2240	1980
T - % (PM)	-	2.9	-	-
Prop.of commercial vehicles - 16 hr.	-	4.9	-	-

## 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	6.0	60.9	13.8	4.2	0.0	8.1	1.7	3.8	0.0	1.6
	Ocp	1.0	1.3	2.2	8.2	0.0	1.3	1.1	14.9	0.0	12.8
0800-0900	Pro	3.1	67.5	12.6	1.4	0.0	9.5	1.5	2.0	0.0	2.4
	Ocp	1.1	1.3	2.0	5.4	0.0	1.6	1.5	10.6	0.0	8.8
0900-1000	Pro	2.4	56.3	16.5	0.8	0.0	17.0	2.0	2.6	0.0	2.3
	Ocp	1.0	1.4	1.9	2.4	0.0	1.5	1.4	11.7	0.0	6.7
1000-1100	Pro	2.4	52.7	18.8	1.8	0.0	19.5	2.3	1.4	0.0	1.2
	Ocp	1.0	1.4	2.0	2.7	0.0	1.5	1.5	8.5	0.0	11.6
1100-1200	Pro	2.9	54.7	22.5	1.7	0.0	13.8	1.7	1.5	0.0	1.1
	Ocp	1.1	1.4	2.1	2.9	0.0	1.4	1.3	5.9	0.0	10.6
1200-1300	Pro	1.9	58.5	21.0	2.4	0.0	12.1	0.8	2.5	0.0	0.8
	Ocp	1.0	1.5	2.1	3.3	0.0	1.4	1.3	6.6	0.0	14.1
1300-1400	Pro	2.2	58.4	18.5	1.5	0.0	14.7	2.5	1.5	0.0	0.6
	Ocp	1.2	1.4	2.2	4.2	0.0	1.3	1.4	4.9	0.0	20.2
1400-1500	Pro	2.5	57.3	18.2	1.6	0.0	16.1	2.0	1.7	0.0	0.7
	Ocp	1.0	1.5	2.1	2.5	0.0	1.5	1.3	9.3	0.0	18.5
1500-1600	Pro	3.1	56.1	20.0	1.8	0.0	14.3	1.1	2.4	0.1	1.2
	Ocp	1.1	1.5	2.2	6.0	0.0	1.4	1.9	12.3	1.0	14.7
1600-1700	Pro	2.7	53.2	23.3	1.9	0.0	14.2	0.8	2.7	0.1	1.1
	Ocp	1.1	1.5	2.0	2.1	0.0	1.4	1.3	3.8	1.0	21.8
1700-1800	Pro	4.4	68.3	12.5	0.7	0.0	9.8	1.0	1.6	0.0	1.7
	Ocp	1.1	1.4	2.0	2.0	0.0	1.4	1.1	6.6	0.0	21.8
1800-1900 Peak hour	Pro	4.2	70.1	16.5	0.1	0.0	6.4	0.5	1.0	0.0	1.2
	Ocp	1.1	1.4	2.3	7.0	0.0	1.5	1.2	11.7	0.0	21.1
1900-2000	Pro	1.8	74.6	16.9	0.2	0.0	3.9	0.6	1.1	0.0	1.1
	Ocp	1.1	1.3	2.1	2.0	0.0	1.3	1.1	7.7	0.0	19.3
2000-2100	Pro	3.3	63.8	25.1	0.1	0.0	4.1	0.9	1.3	0.0	1.4
	Ocp	1.2	1.4	2.3	2.0	0.0	1.4	1.0	6.4	0.0	14.2
2100-2200	Pro	2.4	61.7	28.4	0.2	0.0	4.4	0.7	0.7	0.0	1.4
	Ocp	1.1	1.5	2.2	3.0	0.0	1.6	1.3	10.3	0.0	14.2
2200-2300	Pro	2.4	64.5	26.9	0.1	0.0	4.1	0.3	0.6	0.1	1.1
	Ocp	1.1	1.4	2.0	1.0	0.0	1.2	1.0	1.6	1.0	15.3
16 hours	Pro	3.0	61.6	19.2	1.2	0.0	10.7	1.3	1.7	0.1	1.3
	Ocp	1.1	1.4	2.1	4.2	0.0	1.4	1.3	8.9	1.0	14.5

**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