

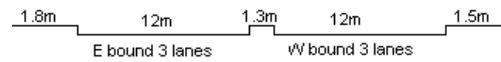
YEAR 2005

CORE STATION 3002

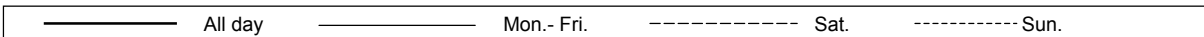
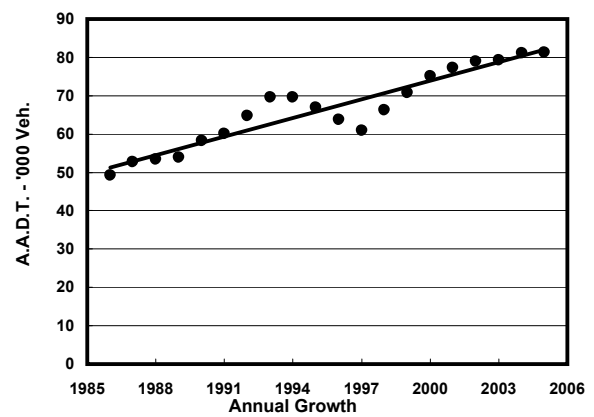
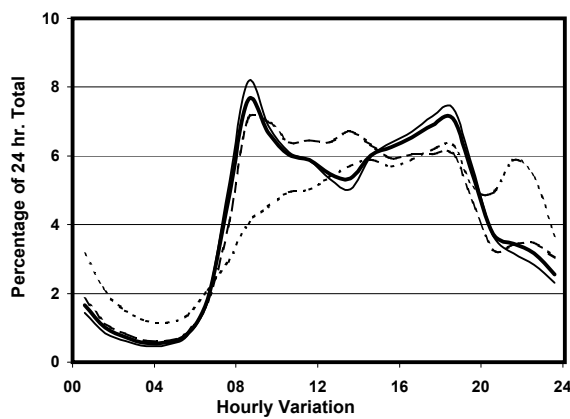
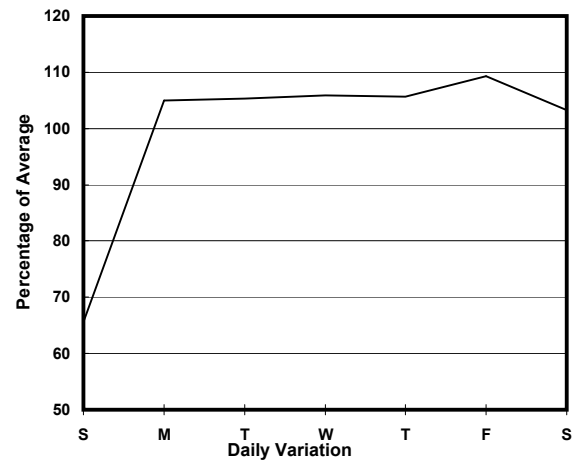
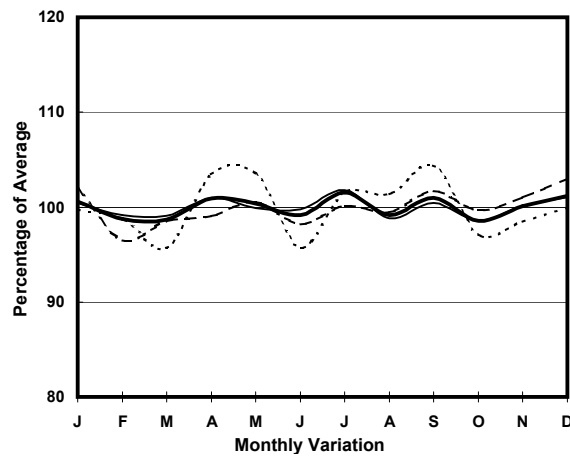
ROAD NETWORK MAJOR

ROAD TYPE URBAN TRUNK ROAD

LINK LUNG CHEUNG RD (from NAM CHEONG ST to LION ROCK TUNNEL RD)



## 1. TRAFFIC FLOW VARIATION AND GROWTH



## 2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
<b>EAST BOUND</b>				
A.A.D.T.	42120	45450	44380	28070
R 12 / 24 - %	74.6	76.2	74.4	61.9
R 16 / 24 - %	90.1	91.1	89.2	83.8
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	3240	3760	3120	1280
T - % (AM)	-	17.1	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1700-1800
One-way flow at PM peak hour	2840	3170	2720	1710
T - % (PM)	-	19.5	-	-
Prop.of commercial vehicles - 16 hr.	-	18.4	-	-

<b>WEST BOUND</b>				
A.A.D.T.	39170	42300	41130	26080
R 12 / 24 - %	74.4	75.7	74.5	63.3
R 16 / 24 - %	90.4	91.5	89.4	83.8
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	2950	3400	2950	1180
T - % (AM)	-	13	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2970	3350	2620	1740
T - % (PM)	-	13.6	-	-
Prop.of commercial vehicles - 16 hr.	-	15.8	-	-

## 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	8.3	25.4	11.9	1.2	4.1	26.7	14.2	5.0	0.1	3.2
	Ocp	1.1	1.6	2.0	4.0	12.6	1.6	1.4	21.7	1.0	73.7
0800-0900 Peak hour	Pro	7.7	37.7	14.0	0.7	3.9	21.2	9.6	2.7	0.0	2.4
	Ocp	1.0	1.4	2.0	2.4	13.6	1.6	1.5	26.5	0.0	70.4
0900-1000	Pro	2.5	33.2	10.9	1.3	2.0	31.2	15.0	1.2	0.1	2.7
	Ocp	1.0	1.3	1.7	2.8	12.3	1.6	1.5	5.7	1.0	41.7
1000-1100	Pro	2.6	27.2	8.4	0.9	1.5	39.3	16.9	0.7	0.0	2.3
	Ocp	1.1	1.4	1.8	2.2	11.1	1.6	1.5	3.0	0.0	38.9
1100-1200	Pro	3.3	26.6	7.5	0.8	1.2	40.5	17.7	0.5	0.1	2.0
	Ocp	1.0	1.4	1.8	2.9	12.8	1.6	1.6	7.0	1.0	37.0
1200-1300	Pro	2.0	27.9	5.4	0.7	1.2	41.0	18.2	0.9	0.0	2.7
	Ocp	1.1	1.5	1.7	3.7	13.1	1.6	1.5	8.1	0.0	35.6
1300-1400	Pro	3.6	26.2	7.7	1.0	1.5	39.8	15.5	1.9	0.0	2.9
	Ocp	1.1	1.5	1.9	1.7	10.9	1.7	1.5	5.7	0.0	35.8
1400-1500	Pro	3.1	21.8	7.7	0.7	1.4	46.6	15.7	1.1	0.0	2.1
	Ocp	1.1	1.5	1.9	2.0	9.8	1.6	1.6	6.1	0.0	32.9
1500-1600	Pro	1.9	28.4	7.6	1.4	0.9	42.9	13.9	1.0	0.1	2.1
	Ocp	1.1	1.5	1.7	3.3	12.4	1.6	1.5	8.1	1.0	31.8
1600-1700	Pro	2.2	28.5	12.2	1.3	1.0	36.1	13.3	2.9	0.1	2.4
	Ocp	1.1	1.4	1.3	3.6	11.7	1.5	1.5	5.1	1.0	36.2
1700-1800	Pro	4.1	35.8	9.4	1.3	1.1	31.2	12.3	1.9	0.0	2.9
	Ocp	1.2	1.4	1.7	2.5	17.0	1.6	1.5	6.9	0.0	50.4
1800-1900	Pro	5.7	46.9	6.2	0.8	3.1	24.3	7.2	3.2	0.0	2.6
	Ocp	1.1	1.5	1.9	2.2	15.9	1.7	1.6	26.2	0.0	77.2
1900-2000	Pro	3.3	50.8	7.7	0.7	3.1	20.4	8.4	2.9	0.0	2.7
	Ocp	1.0	1.5	1.7	2.8	15.0	1.6	1.4	14.8	0.0	70.1
2000-2100	Pro	4.5	50.2	10.4	0.3	3.5	20.5	6.2	1.1	0.1	3.2
	Ocp	1.0	1.4	1.8	2.5	14.0	1.6	1.3	4.2	1.0	49.2
2100-2200	Pro	7.5	46.9	14.6	0.5	4.1	15.6	5.3	0.5	0.0	4.9
	Ocp	1.0	1.5	1.9	1.3	13.1	1.6	1.1	1.0	0.0	46.7
2200-2300	Pro	6.1	56.6	16.8	0.3	4.3	8.6	2.6	0.3	0.1	4.4
	Ocp	1.0	1.5	1.9	1.0	13.1	1.4	1.2	23.5	1.0	44.0
16 hours	Pro	4.2	34.6	9.7	0.9	2.2	31.4	12.5	1.9	0.1	2.7
	Ocp	1.1	1.4	1.8	2.8	13.4	1.6	1.5	14.8	1.0	49.9

**Legend**

- Pro.** Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)
- Ocp.** Average occupancy of vehicles
- M&H** Medium and Heavy