

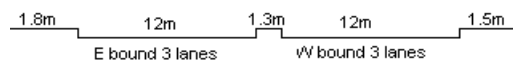
YEAR 2015

CORE STATION 3002

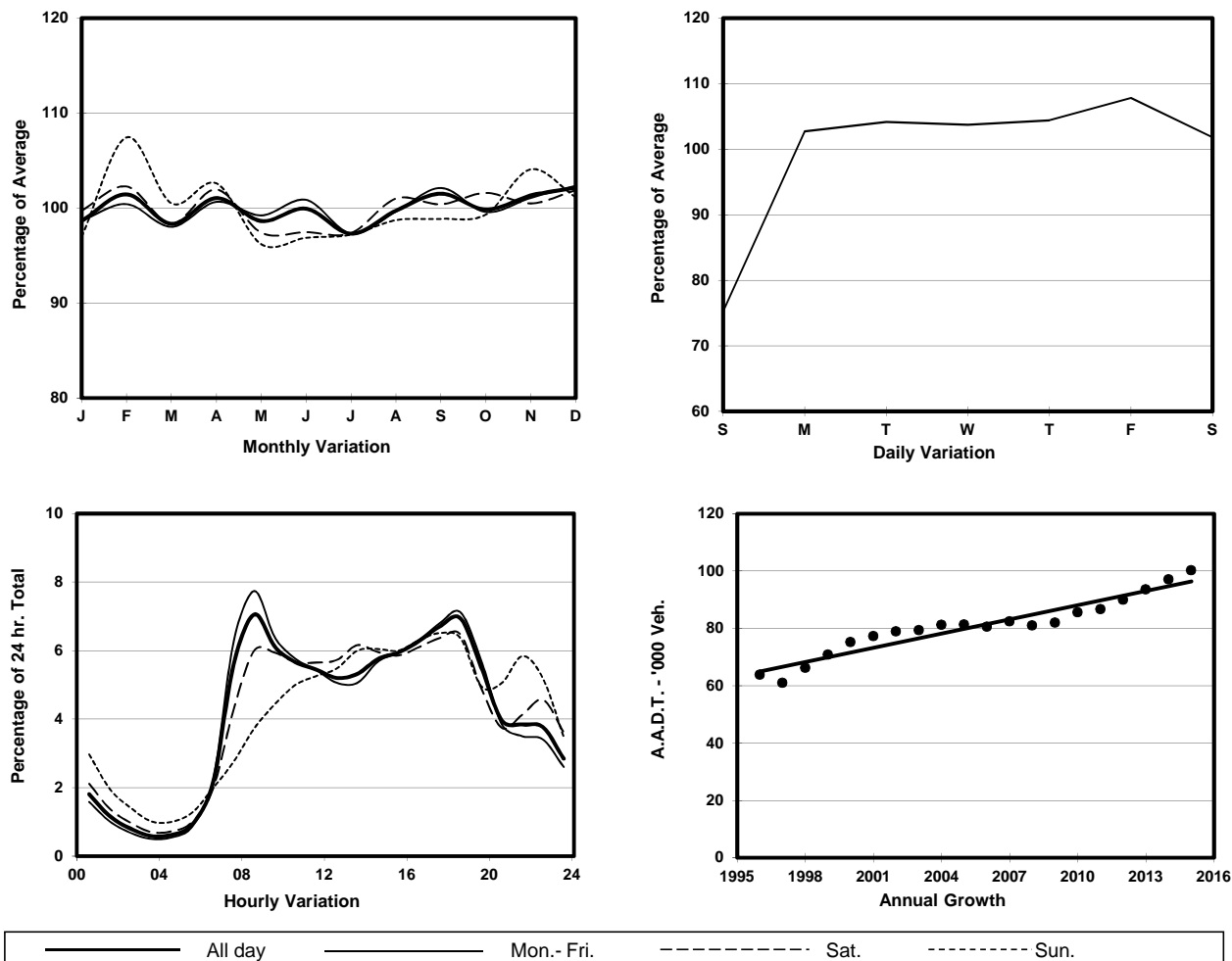
ROAD NETWORK MAJOR

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.	53320	56550	54720	40710
R 12 / 24 - %	71.9	73.5	69.9	63.8
R 16 / 24 - %	89.1	90	87.4	85.1
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	3750	4360	3340	1820
T - % (AM)	-	12.5	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	3480	3750	3370	2610
T - % (PM)	-	11.2	-	-
Prop.of commercial vehicles - 16 hr.	-	12.5	-	-
<b>WEST BOUND</b>				
A.A.D.T.	46880	49610	48600	35900
R 12 / 24 - %	72.1	73.6	70.5	64
R 16 / 24 - %	89.1	90.1	87.6	84.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3320	3860	2960	1580
T - % (AM)	-	11.6	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	3560	3900	3360	2410
T - % (PM)	-	9.1	-	-
Prop.of commercial vehicles - 16 hr.	-	12.2	-	-

## 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	7.6	32.9	18.3	1.3	2.1	24.1	8.9	2.6	0.0	2.5
	Ocp	1.0	1.4	2.1	7.9	14.5	1.4	1.3	19.2	0.0	78.7
0800-0900 Peak hour	Pro	4.6	44.4	15.6	1.2	3.0	19.1	7.1	2.3	0.0	2.6
	Ocp	1.1	1.3	1.7	6.6	15.9	1.6	1.3	26.9	0.0	77.9
0900-1000	Pro	2.7	36.1	12.9	0.7	1.4	33.2	8.8	1.4	0.0	2.8
	Ocp	1.1	1.4	2.0	2.3	13.9	1.5	1.4	14.0	0.0	40.6
1000-1100	Pro	2.4	31.9	15.2	0.7	0.8	33.7	11.8	0.9	0.0	2.6
	Ocp	1.0	1.4	1.9	3.9	13.1	1.4	1.3	13.3	0.0	36.6
1100-1200	Pro	1.8	34.2	12.7	1.1	0.8	33.2	12.4	1.2	0.0	2.5
	Ocp	1.1	1.3	2.0	1.6	9.6	1.4	1.4	9.8	0.0	33.7
1200-1300	Pro	2.2	33.9	11.3	0.7	0.8	36.3	10.9	1.7	0.0	2.3
	Ocp	1.1	1.3	1.9	5.1	11.2	1.5	1.3	5.7	0.0	40.8
1300-1400	Pro	2.6	33.4	11.8	0.9	0.9	36.9	10.0	1.3	0.1	2.3
	Ocp	1.1	1.4	2.1	3.4	10.1	1.4	1.3	6.9	1.0	44.8
1400-1500	Pro	2.6	33.9	10.4	0.5	0.9	37.0	11.4	1.2	0.0	2.2
	Ocp	1.0	1.4	2.1	1.7	11.1	1.4	1.4	6.4	0.0	39.9
1500-1600	Pro	1.7	33.0	11.4	1.3	0.6	37.7	10.9	1.2	0.1	2.2
	Ocp	1.0	1.4	1.9	4.7	9.3	1.5	1.3	10.9	1.0	38.4
1600-1700	Pro	2.4	33.7	14.8	1.9	0.7	31.8	9.9	2.5	0.0	2.2
	Ocp	1.1	1.4	1.7	4.7	12.5	1.5	1.3	8.5	0.0	43.1
1700-1800	Pro	4.7	40.5	12.9	1.4	0.7	28.8	6.2	2.0	0.0	2.7
	Ocp	1.1	1.3	1.8	2.6	16.4	1.5	1.3	5.0	0.0	60.4
1800-1900	Pro	5.7	52.9	11.2	0.4	1.8	19.6	4.2	1.7	0.1	2.6
	Ocp	1.1	1.4	2.1	1.5	15.5	1.5	1.3	28.1	1.0	83.3
1900-2000	Pro	6.4	51.9	14.0	0.1	1.3	16.9	4.0	2.3	0.0	3.1
	Ocp	1.0	1.3	2.3	1.0	15.2	1.3	1.3	14.3	0.0	65.8
2000-2100	Pro	3.9	51.7	20.0	0.1	1.5	15.0	3.6	1.5	0.0	2.8
	Ocp	1.1	1.2	2.0	2.0	15.2	1.3	1.2	4.5	0.0	49.6
2100-2200	Pro	5.6	48.2	22.4	0.0	1.6	12.9	4.1	1.7	0.0	3.4
	Ocp	1.1	1.3	2.1	0.0	15.3	1.4	1.1	3.0	0.0	51.9
2200-2300	Pro	4.8	54.5	26.4	0.0	1.4	6.2	2.9	0.7	0.0	3.1
	Ocp	1.2	1.3	2.2	0.0	15.1	1.5	1.5	6.4	0.0	46.2
16 hours	Pro	3.9	40.1	14.6	0.8	1.3	26.9	8.1	1.7	0.1	2.6
	Ocp	1.1	1.3	2.0	4.3	14.2	1.4	1.3	13.6	1.0	54.2

**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