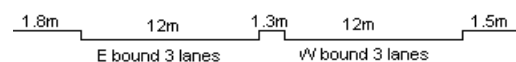
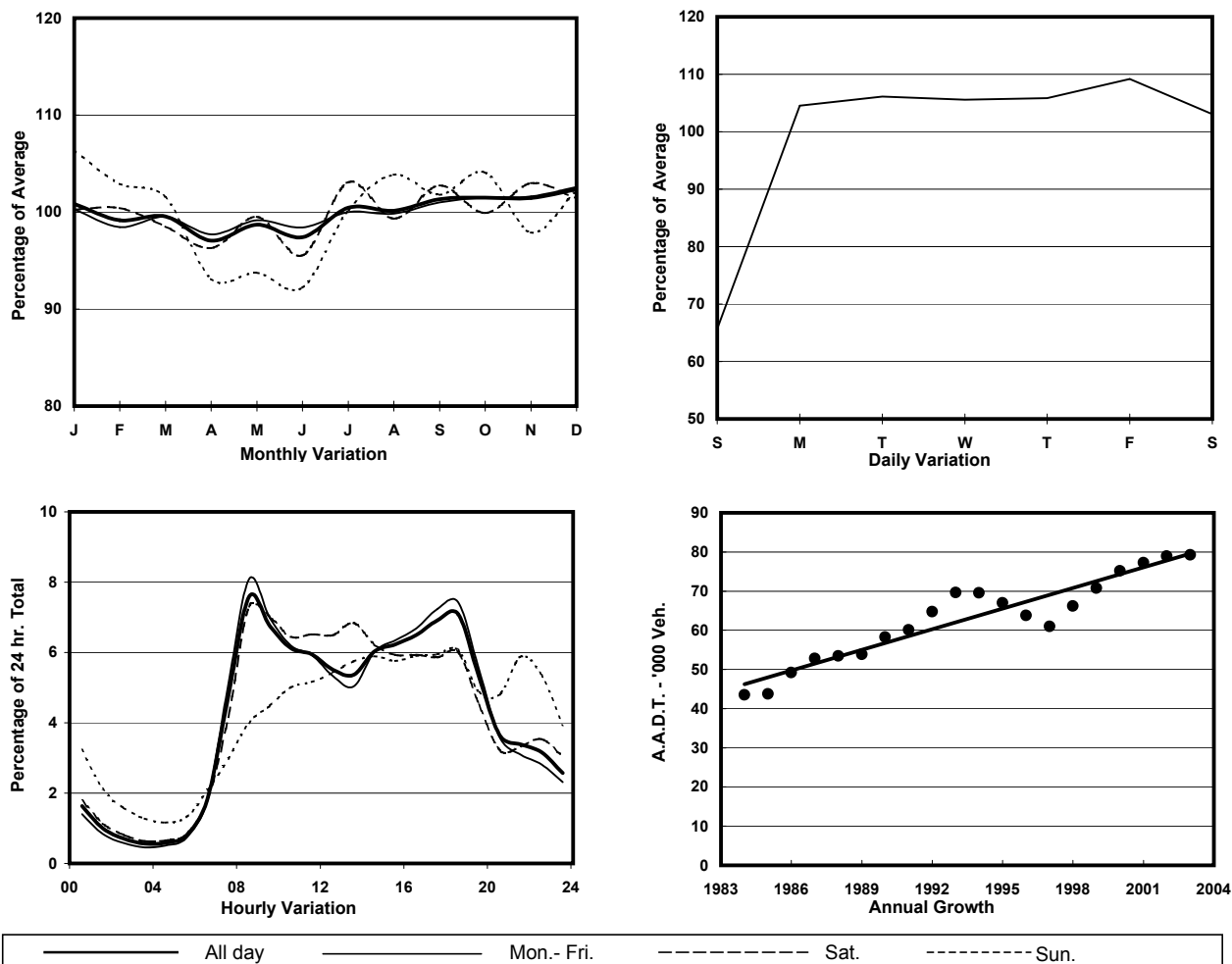


YEAR 2003
CORE STATION 3002
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD

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.
EAST BOUND				
A.A.D.T.	40710	44030	42810	27370
R 12 / 24 - %	74.9	76.7	74.5	61.7
R 16 / 24 - %	90.2	91.2	89.1	83.2
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	3080	3560	3100	1230
T - % (AM)	-	18.3	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1600-1700
One-way flow at PM peak hour	2750	3110	2560	1620
T - % (PM)	-	15.9	-	-
Prop.of commercial vehicles - 16 hr.	-	17.5	-	-
WEST BOUND				
A.A.D.T.	38590	41810	40610	25580
R 12 / 24 - %	74.7	76.1	74.9	63.1
R 16 / 24 - %	90.5	91.6	89.5	83.4
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	2940	3390	3000	1150
T - % (AM)	-	12	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2930	3350	2560	1630
T - % (PM)	-	13	-	-
Prop.of commercial vehicles - 16 hr.	-	16.6	-	-

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	7.0	28.0	10.6	1.4	4.2	27.6	12.9	4.9	0.0	3.4
	Ocp	1.0	1.4	2.1	2.8	12.1	1.6	1.3	21.3	0.0	69.2
0800-0900 Peak hour	Pro	6.8	41.0	12.2	0.8	3.3	20.9	9.1	3.7	0.0	2.2
	Ocp	1.1	1.3	2.0	2.7	12.6	1.5	1.5	22.5	0.0	65.4
0900-1000	Pro	3.0	33.9	9.2	0.7	2.4	31.1	15.8	1.3	0.0	2.7
	Ocp	1.1	1.4	1.9	2.9	11.8	1.6	1.4	7.4	0.0	36.5
1000-1100	Pro	3.5	26.1	8.5	1.0	1.2	40.4	16.2	0.5	0.0	2.5
	Ocp	1.1	1.5	1.8	3.6	11.7	1.6	1.4	14.9	0.0	32.5
1100-1200	Pro	2.3	26.3	5.7	1.8	1.6	43.4	16.4	0.7	0.0	1.9
	Ocp	1.2	1.4	1.7	3.0	9.0	1.6	1.4	1.1	0.0	37.6
1200-1300	Pro	3.1	34.5	6.9	1.2	0.7	35.7	15.2	0.3	0.0	2.3
	Ocp	1.1	1.5	1.8	2.4	11.6	1.5	1.5	9.3	0.0	34.5
1300-1400	Pro	3.0	28.7	7.3	0.9	1.1	40.3	15.1	1.3	0.0	2.4
	Ocp	1.1	1.6	1.8	2.4	12.5	1.6	1.4	5.9	0.0	38.1
1400-1500	Pro	3.2	26.5	7.5	1.3	0.8	42.5	15.3	0.8	0.0	2.1
	Ocp	1.1	1.4	1.9	2.0	14.0	1.6	1.5	5.1	0.0	30.9
1500-1600	Pro	2.7	25.0	7.2	1.6	1.0	40.2	18.8	1.4	0.0	2.1
	Ocp	1.1	1.5	1.8	3.5	10.8	1.5	1.4	10.8	0.0	33.6
1600-1700	Pro	2.6	28.6	9.9	1.2	0.8	37.5	13.4	3.3	0.0	2.6
	Ocp	1.0	1.4	1.6	3.1	11.5	1.6	1.4	5.4	0.0	39.6
1700-1800	Pro	3.6	36.7	7.1	1.2	1.5	33.8	11.5	1.7	0.0	2.9
	Ocp	1.1	1.5	1.8	1.9	13.6	1.6	1.5	4.7	0.0	49.6
1800-1900	Pro	7.3	42.0	5.7	0.7	2.2	29.4	7.8	2.4	0.0	2.5
	Ocp	1.1	1.5	1.9	1.4	14.9	1.6	1.5	27.6	0.0	69.8
1900-2000	Pro	5.1	42.5	12.0	1.1	2.4	24.6	6.7	2.7	0.0	3.0
	Ocp	1.1	1.5	1.9	1.8	15.8	1.5	1.5	13.9	0.0	57.4
2000-2100	Pro	3.4	51.3	10.3	0.7	2.8	19.0	7.5	1.5	0.0	3.5
	Ocp	1.1	1.5	1.7	1.3	15.0	1.6	1.3	11.1	0.0	41.6
2100-2200	Pro	4.3	47.6	16.3	0.8	1.9	17.2	7.2	0.6	0.0	4.0
	Ocp	1.2	1.6	2.0	2.8	15.6	1.5	1.1	1.8	0.0	37.8
2200-2300	Pro	5.3	52.6	17.5	0.4	3.3	11.1	5.2	0.6	0.0	3.9
	Ocp	1.2	1.6	1.9	1.7	14.3	1.6	1.1	18.5	0.0	37.5
16 hours	Pro	4.2	34.7	9.1	1.1	1.9	32.0	12.6	1.8	0.0	2.6
	Ocp	1.1	1.5	1.9	2.6	13.0	1.6	1.4	14.7	0.0	45.7

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