

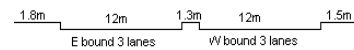
YEAR 2007

CORE STATION 3002

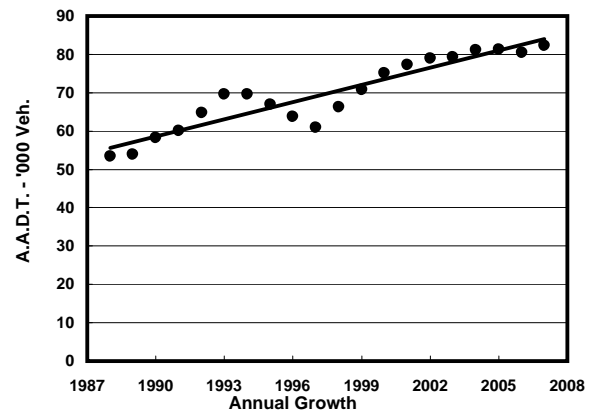
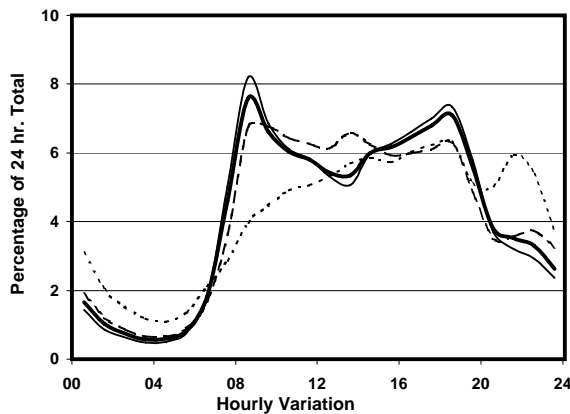
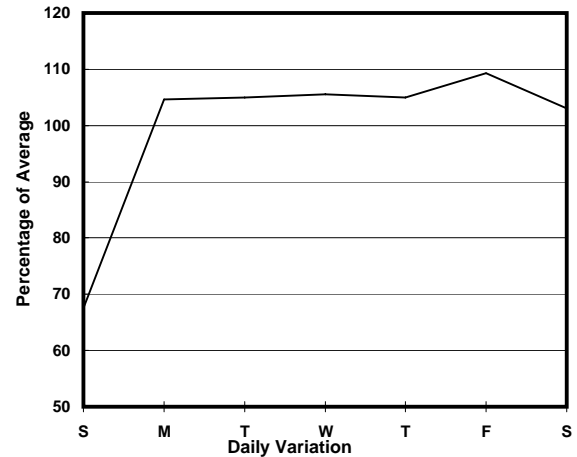
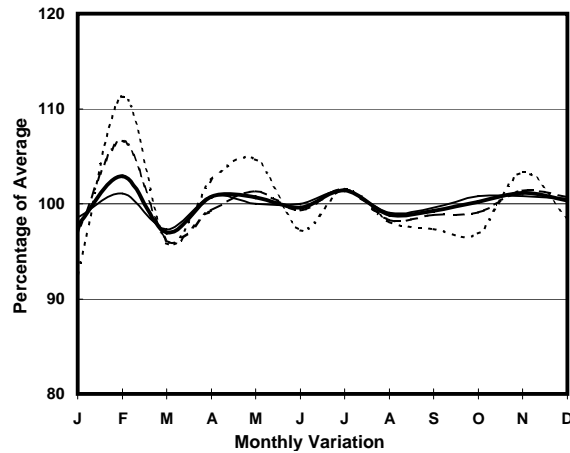
ROAD NETWORK MAJOR

ROAD TYPE URBAN TRUNK ROAD

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



1. TRAFFIC FLOW VARIATION AND GROWTH



— All day - - - - - Mon.- Fri. - - - - - Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	43020	46310	45140	29780
R 12 / 24 - %	74	75.7	73.2	61.9
R 16 / 24 - %	90.1	91.1	88.9	84
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3200	3740	3000	1340
T - % (AM)	-	17.7	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	2930	3250	2820	1840
T - % (PM)	-	14.6	-	-
Prop.of commercial vehicles - 16 hr.	-	16.8	-	-

WEST BOUND				
A.A.D.T.	39320	42410	41040	27030
R 12 / 24 - %	73.9	75.3	73.2	63.1
R 16 / 24 - %	90.1	91.2	88.8	83.8
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	3040	3530	2850	1210
T - % (AM)	-	16	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2900	3260	2610	1780
T - % (PM)	-	14.7	-	-
Prop.of commercial vehicles - 16 hr.	-	16.8	-	-

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	7.0	25.2	15.0	1.2	4.2	26.4	11.8	5.9	0.0	3.3
	Ocp	1.1	1.3	2.1	4.1	13.0	1.5	1.3	20.0	0.0	75.2
0800-0900	Pro	8.0	31.8	15.0	0.6	3.7	24.0	11.0	3.4	0.0	2.5
	Ocp	1.0	1.4	2.0	4.9	13.9	1.6	1.4	23.5	0.0	77.6
0900-1000	Pro	3.4	32.4	9.9	1.0	2.0	32.1	15.1	1.7	0.1	2.5
	Ocp	1.0	1.3	1.8	2.9	12.2	1.6	1.4	7.1	1.0	43.5
1000-1100	Pro	2.2	25.5	10.0	1.6	1.3	39.1	17.1	1.1	0.0	2.2
	Ocp	1.1	1.4	1.8	2.2	11.8	1.5	1.6	4.9	0.0	38.3
1100-1200	Pro	2.6	25.0	7.0	1.2	0.9	42.1	18.1	1.0	0.0	2.1
	Ocp	1.1	1.4	1.8	1.6	12.5	1.5	1.4	4.2	0.0	34.9
1200-1300	Pro	3.3	28.3	7.7	1.0	1.0	40.4	15.0	0.9	0.0	2.4
	Ocp	1.1	1.5	1.9	2.0	14.3	1.6	1.4	7.4	0.0	30.0
1300-1400	Pro	4.1	28.5	8.5	1.0	1.3	38.3	14.5	1.1	0.0	2.8
	Ocp	1.1	1.5	1.9	3.0	12.1	1.6	1.6	6.8	0.0	35.0
1400-1500	Pro	3.1	26.7	8.1	1.1	1.5	41.7	14.0	1.4	0.0	2.3
	Ocp	1.1	1.4	1.9	1.5	9.3	1.5	1.4	2.9	0.0	38.5
1500-1600	Pro	3.1	27.9	7.8	1.3	1.2	39.6	15.9	1.3	0.0	1.9
	Ocp	1.1	1.3	1.8	2.6	12.5	1.5	1.4	7.1	0.0	34.2
1600-1700	Pro	3.0	29.4	11.4	1.4	0.8	34.9	13.7	3.0	0.0	2.3
	Ocp	1.1	1.5	1.6	3.5	14.2	1.6	1.5	7.8	0.0	38.8
1700-1800	Pro	4.4	30.8	8.9	0.7	1.1	39.0	10.4	2.0	0.0	2.8
	Ocp	1.1	1.5	1.6	2.3	16.4	1.6	1.4	7.0	0.0	49.3
1800-1900	Pro	6.7	42.8	6.5	1.0	2.4	26.0	8.7	3.4	0.1	2.5
	Ocp	1.1	1.5	1.9	1.7	16.1	1.6	1.4	28.9	30.0	79.3
1900-2000	Pro	4.1	55.6	10.0	0.8	2.1	17.6	4.9	2.2	0.0	2.6
	Ocp	1.1	1.4	2.0	2.4	15.5	1.6	1.4	17.2	0.0	62.7
2000-2100	Pro	3.6	52.1	12.5	0.5	3.2	17.3	6.4	1.2	0.0	3.2
	Ocp	1.2	1.4	1.9	2.0	15.2	1.6	1.3	13.5	0.0	48.2
2100-2200	Pro	6.9	52.4	15.7	0.1	2.6	13.6	4.4	0.6	0.0	3.7
	Ocp	1.1	1.5	2.0	2.0	16.7	1.7	1.4	1.0	0.0	45.5
2200-2300	Pro	6.5	48.1	20.5	0.4	3.5	10.3	5.3	0.5	0.0	4.9
	Ocp	1.1	1.3	2.0	1.0	15.8	1.6	1.2	1.0	0.0	39.8
16 hours	Pro	4.5	34.0	10.4	1.0	2.0	31.4	12.2	2.1	0.1	2.6
	Ocp	1.1	1.4	1.9	2.6	13.9	1.6	1.4	15.0	15.5	50.4

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