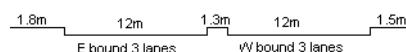
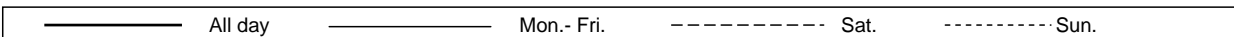
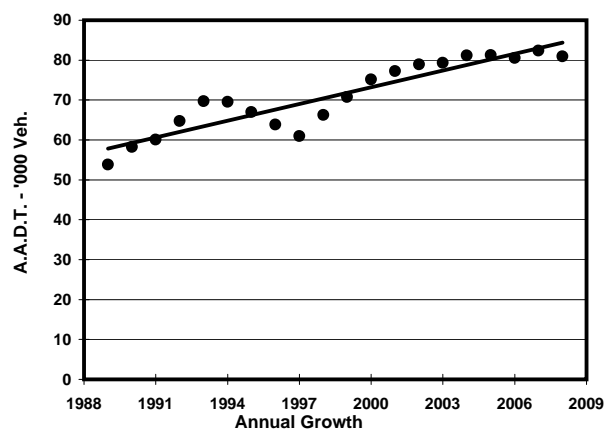
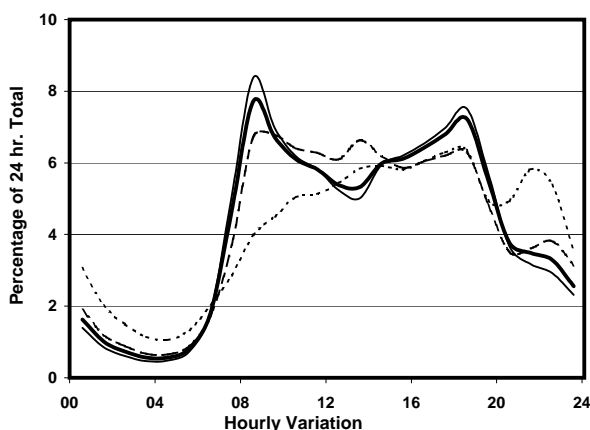
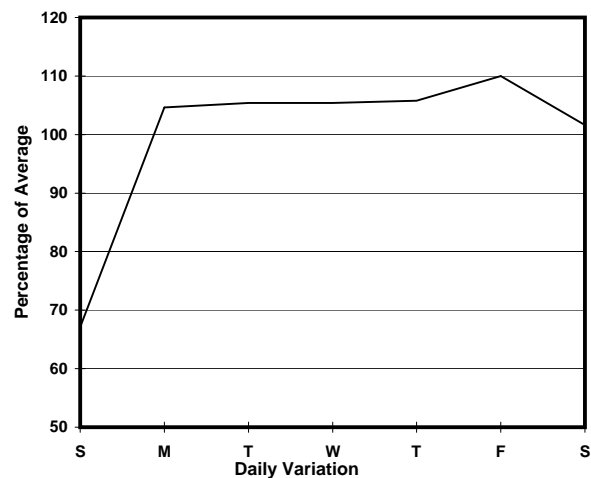
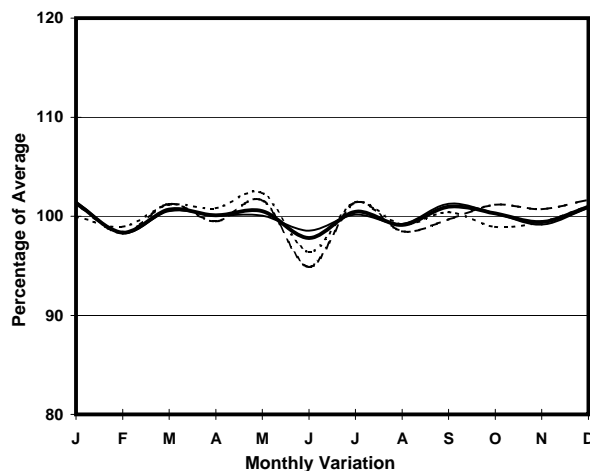


YEAR 2008
CORE STATION 3002
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD

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.	42750	46240	44320	29140
R 12 / 24 - %	74.4	76	73.2	62.8
R 16 / 24 - %	90.4	91.4	89.1	84.5
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3220	3780	2910	1320
T - % (AM)	-	16.7	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	2980	3340	2800	1830
T - % (PM)	-	11.5	-	-
Prop.of commercial vehicles - 16 hr.	-	15.7	-	-
WEST BOUND				
A.A.D.T.	38190	41290	39440	26170
R 12 / 24 - %	74.2	75.7	73.3	63.7
R 16 / 24 - %	90.3	91.3	88.9	84.1
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3030	3560	2770	1170
T - % (AM)	-	12.5	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2870	3240	2520	1750
T - % (PM)	-	14.9	-	-
Prop.of commercial vehicles - 16 hr.	-	15.2	-	-

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	6.9	24.9	14.2	0.8	3.9	27.5	13.0	5.7	0.0	3.2
	Ocp	1.1	1.4	2.2	2.1	13.0	1.5	1.3	17.8	0.0	80.9
0800-0900 Peak hour	Pro	6.1	36.5	15.9	0.7	3.3	23.0	8.8	3.2	0.1	2.5
	Ocp	1.1	1.3	2.1	4.1	14.2	1.6	1.6	26.6	1.0	73.6
0900-1000	Pro	3.4	32.6	13.4	1.0	2.2	31.7	11.9	1.2	0.1	2.6
	Ocp	1.1	1.3	2.0	3.0	12.7	1.6	1.6	6.5	1.0	39.7
1000-1100	Pro	2.7	23.7	10.5	1.2	1.2	42.5	15.1	0.7	0.0	2.3
	Ocp	1.0	1.4	1.8	2.9	13.1	1.5	1.6	2.0	0.0	28.3
1100-1200	Pro	3.2	25.0	7.7	1.4	1.0	43.6	15.1	0.7	0.0	2.3
	Ocp	1.1	1.4	1.8	2.7	8.9	1.5	1.5	5.0	0.0	31.9
1200-1300	Pro	3.1	29.8	8.9	0.8	1.0	40.8	11.5	1.6	0.0	2.5
	Ocp	1.0	1.4	1.8	2.0	10.7	1.6	1.6	11.0	0.0	28.3
1300-1400	Pro	4.0	27.1	8.2	0.8	1.2	40.6	14.3	1.6	0.0	2.4
	Ocp	1.2	1.3	2.0	2.3	8.9	1.5	1.5	5.0	0.0	31.2
1400-1500	Pro	3.0	26.5	7.8	1.5	1.0	42.9	13.9	1.4	0.0	2.0
	Ocp	1.1	1.5	1.9	2.3	12.0	1.4	1.4	2.9	0.0	28.7
1500-1600	Pro	2.4	28.8	7.6	1.6	1.1	43.5	12.8	0.4	0.0	1.9
	Ocp	1.1	1.3	1.7	2.5	11.2	1.6	1.5	4.0	0.0	34.3
1600-1700	Pro	3.1	26.7	10.7	1.4	1.0	38.5	13.7	2.6	0.0	2.3
	Ocp	1.0	1.4	1.5	3.5	13.5	1.5	1.5	6.2	0.0	39.6
1700-1800	Pro	4.8	33.5	9.3	1.1	1.1	35.8	10.4	1.3	0.0	2.6
	Ocp	1.1	1.4	1.7	2.6	14.9	1.6	1.5	4.1	0.0	48.6
1800-1900	Pro	5.8	39.6	8.4	0.9	2.9	29.2	7.7	2.7	0.1	2.8
	Ocp	1.1	1.4	2.2	3.8	17.0	1.6	1.5	23.8	42.0	80.9
1900-2000	Pro	5.4	52.7	10.1	0.4	2.6	18.6	4.9	2.8	0.0	2.5
	Ocp	1.1	1.5	2.0	3.2	15.7	1.5	1.4	18.9	0.0	63.4
2000-2100	Pro	3.9	51.3	12.9	0.2	2.8	17.0	6.8	1.8	0.0	3.3
	Ocp	1.1	1.4	2.0	3.0	14.0	1.4	1.4	4.1	0.0	47.5
2100-2200	Pro	7.9	49.1	17.4	0.3	2.8	13.2	4.7	0.6	0.1	3.9
	Ocp	1.1	1.6	2.1	1.0	16.9	1.8	1.4	1.0	1.0	43.3
2200-2300	Pro	5.2	53.8	18.4	0.3	2.7	9.8	5.6	0.8	0.0	3.5
	Ocp	1.2	1.6	2.2	2.0	16.3	1.6	1.4	9.3	0.0	45.9
16 hours	Pro	4.3	34.0	11.1	1.0	2.0	32.3	10.9	1.9	0.1	2.6
	Ocp	1.1	1.4	1.9	2.8	13.9	1.5	1.5	14.1	11.3	48.9

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