

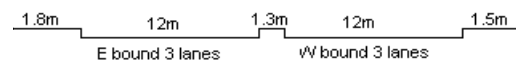
YEAR 2009

CORE STATION 3002

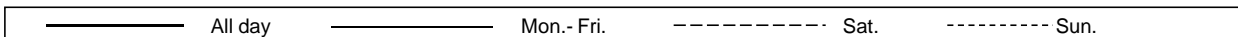
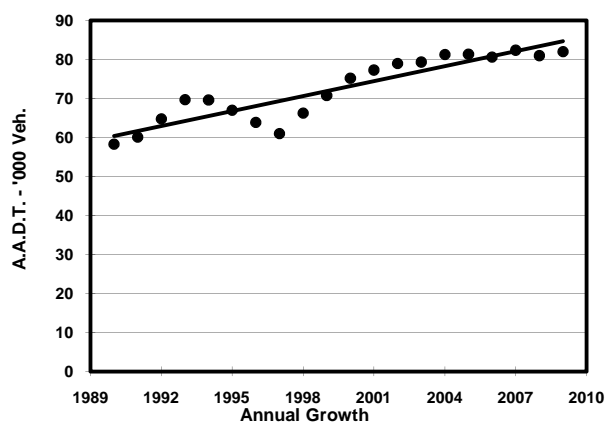
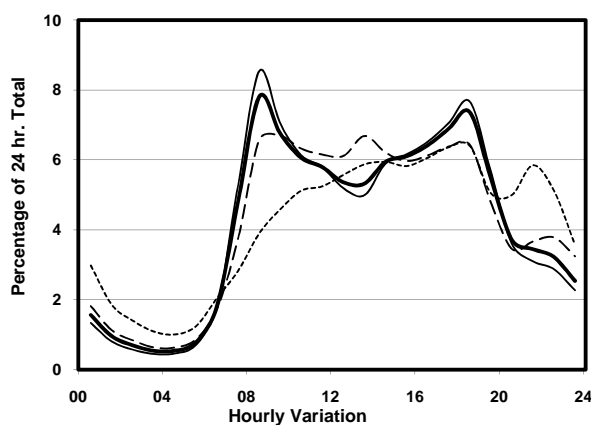
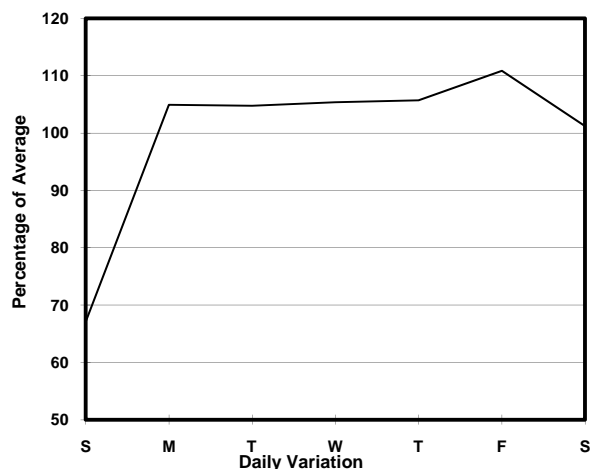
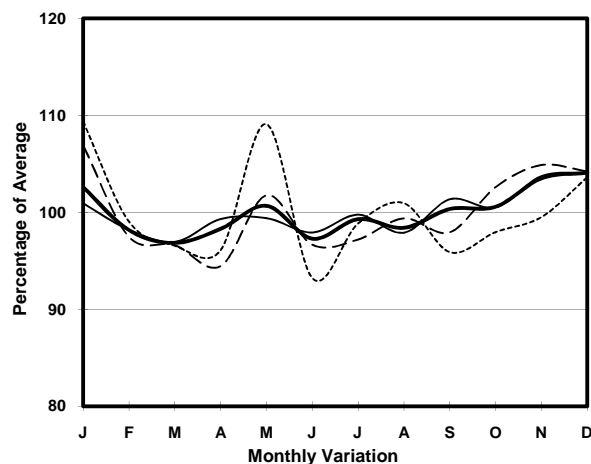
ROAD NETWORK MAJOR

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.	43710	47220	45270	29930
R 12 / 24 - %	74.5	76.2	73.4	63.3
R 16 / 24 - %	90.5	91.5	89.1	85
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3280	3860	2940	1350
T - % (AM)	-	16.6	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	3130	3520	2970	1880
T - % (PM)	-	12.8	-	-
Prop.of commercial vehicles - 16 hr.	-	16	-	-
WEST BOUND				
A.A.D.T.	38260	41370	39270	26400
R 12 / 24 - %	74.9	76.5	73.5	64.3
R 16 / 24 - %	90.5	91.6	89.1	84.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3130	3710	2720	1240
T - % (AM)	-	11.3	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2910	3270	2570	1790
T - % (PM)	-	10.5	-	-
Prop.of commercial vehicles - 16 hr.	-	13.3	-	-

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	8.0	24.4	16.6	1.5	3.6	27.4	9.9	5.4	0.0	3.3
	Ocp	1.1	1.5	2.0	2.8	13.2	1.5	1.3	18.9	0.0	72.8
0800-0900	Pro	6.8	38.2	15.7	1.0	3.6	20.9	8.1	3.4	0.0	2.3
	Ocp	1.1	1.4	2.0	4.4	14.0	1.6	1.4	24.6	0.0	73.6
0900-1000	Pro	3.3	31.5	14.9	1.0	2.0	31.6	11.7	1.6	0.0	2.5
	Ocp	1.0	1.3	2.0	2.7	13.7	1.6	1.5	8.0	0.0	46.1
1000-1100	Pro	3.8	26.0	11.9	0.7	1.1	39.1	13.9	1.2	0.0	2.1
	Ocp	1.0	1.4	2.0	1.6	10.5	1.5	1.6	5.9	0.0	38.4
1100-1200	Pro	3.1	26.2	7.8	1.3	1.2	41.5	15.8	0.7	0.0	2.3
	Ocp	1.0	1.4	2.0	1.7	10.9	1.6	1.6	1.0	0.0	34.8
1200-1300	Pro	3.5	29.2	7.7	1.3	1.3	39.6	13.2	1.6	0.0	2.6
	Ocp	1.1	1.4	1.8	5.2	11.6	1.5	1.5	13.9	0.0	37.5
1300-1400	Pro	3.4	26.1	7.8	1.0	1.0	43.3	14.0	0.8	0.0	2.4
	Ocp	1.0	1.4	2.1	3.4	14.5	1.5	1.5	7.7	0.0	39.3
1400-1500	Pro	2.6	26.2	7.4	1.4	1.0	43.4	14.0	2.0	0.0	1.9
	Ocp	1.2	1.4	2.0	2.4	8.8	1.5	1.4	8.3	0.0	33.0
1500-1600	Pro	4.5	27.3	8.6	1.4	1.1	41.4	12.2	1.2	0.0	2.2
	Ocp	1.0	1.5	1.9	3.1	12.2	1.5	1.4	7.8	0.0	36.2
1600-1700	Pro	3.5	30.5	11.6	1.7	0.9	35.4	12.0	2.2	0.0	2.2
	Ocp	1.0	1.4	1.6	2.2	13.9	1.5	1.6	8.9	0.0	40.4
1700-1800	Pro	5.1	32.7	9.8	0.4	1.1	38.2	8.2	1.9	0.0	2.6
	Ocp	1.0	1.5	1.8	3.5	16.7	1.6	1.4	5.6	0.0	53.4
1800-1900	Pro	7.1	47.5	8.2	0.8	2.6	22.1	6.2	2.8	0.1	2.6
	Ocp	1.1	1.4	2.1	4.4	15.9	1.7	1.5	31.6	28.0	80.7
1900-2000	Pro	5.2	63.5	7.7	0.5	2.0	13.2	3.7	1.8	0.0	2.5
	Ocp	1.2	1.5	2.1	1.2	15.9	1.5	1.6	10.4	0.0	68.2
2000-2100	Pro	4.0	53.3	14.7	0.0	3.0	14.7	4.9	1.7	0.0	3.7
	Ocp	1.3	1.3	2.1	0.0	15.5	1.8	1.5	3.5	0.0	51.0
2100-2200	Pro	6.0	48.0	19.5	0.5	3.6	13.3	4.5	0.8	0.0	3.8
	Ocp	1.1	1.5	2.2	3.7	15.5	1.4	1.2	1.2	0.0	43.9
2200-2300	Pro	6.0	56.0	18.1	0.2	3.4	8.9	2.8	0.6	0.1	4.0
	Ocp	1.1	1.7	1.9	2.0	14.0	1.7	1.1	10.8	1.0	47.6
16 hours	Pro	4.8	35.7	11.4	1.0	2.0	30.6	10.0	2.0	0.1	2.6
	Ocp	1.1	1.4	2.0	3.0	13.9	1.5	1.5	15.0	14.5	52.1

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