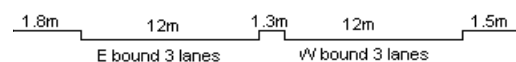
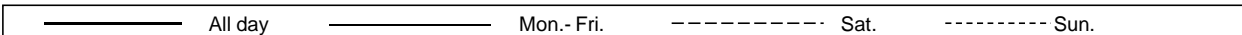
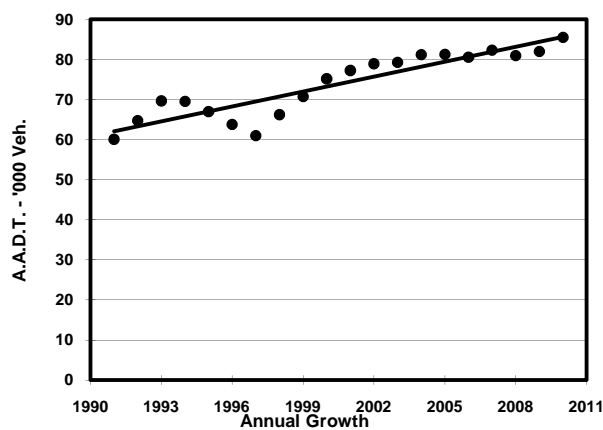
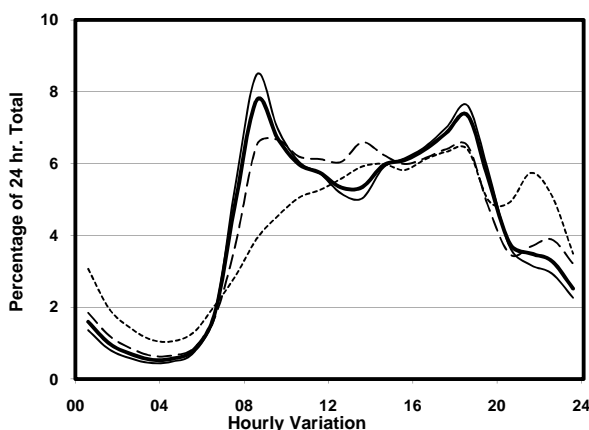
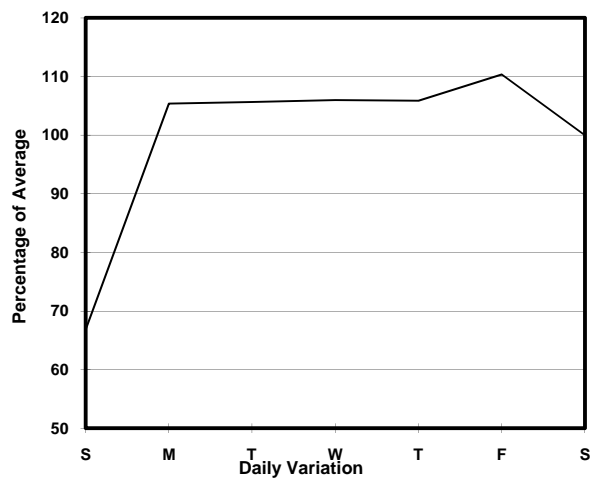
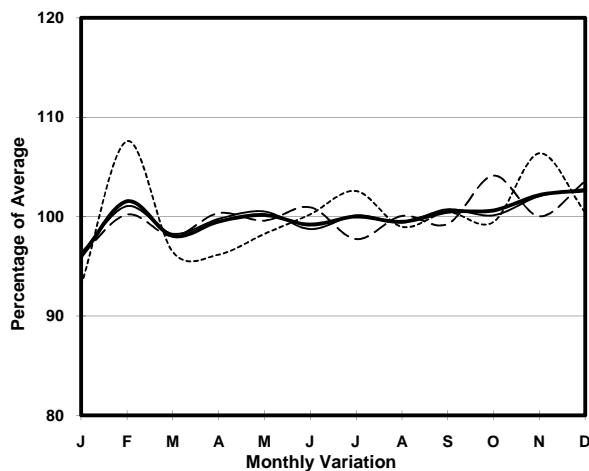


YEAR 2010
CORE STATION 3002
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD

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.	45710	49640	46560	30900
R 12 / 24 - %	74.3	75.9	73.2	63.3
R 16 / 24 - %	90.5	91.5	89.1	84.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3440	4080	2990	1400
T - % (AM)	-	14.1	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	3230	3640	3060	1920
T - % (PM)	-	12.6	-	-
Prop.of commercial vehicles - 16 hr.	-	16.1	-	-
WEST BOUND				
A.A.D.T.	39790	43200	40310	27210
R 12 / 24 - %	74.6	76.2	73.2	64.4
R 16 / 24 - %	90.5	91.6	89	84.5
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3200	3800	2800	1240
T - % (AM)	-	10	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	3040	3430	2690	1840
T - % (PM)	-	12.1	-	-
Prop.of commercial vehicles - 16 hr.	-	13.2	-	-

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	5.5	27.4	14.7	1.9	3.7	26.6	11.2	5.8	0.0	3.2
	Ocp	1.1	1.4	2.1	3.5	14.7	1.5	1.2	19.0	0.0	77.2
0800-0900	Pro	5.4	39.4	18.1	1.3	3.1	20.7	6.8	2.9	0.0	2.4
	Ocp	1.0	1.2	2.0	6.2	13.9	1.5	1.4	24.7	0.0	74.1
0900-1000	Pro	3.7	33.9	13.6	0.7	1.4	31.3	12.0	1.1	0.0	2.4
	Ocp	1.0	1.3	2.0	3.2	13.1	1.6	1.5	5.1	0.0	40.9
1000-1100	Pro	3.1	25.1	13.6	0.7	1.3	38.5	14.7	0.9	0.0	2.1
	Ocp	1.1	1.3	1.9	2.7	11.6	1.5	1.5	9.7	0.0	38.5
1100-1200	Pro	3.2	25.7	9.8	1.0	1.2	39.4	16.5	1.2	0.0	2.1
	Ocp	1.1	1.4	2.1	1.8	11.1	1.4	1.5	2.6	0.0	31.6
1200-1300	Pro	2.4	30.8	10.0	1.3	1.0	37.3	13.4	1.6	0.0	2.3
	Ocp	1.0	1.4	2.0	1.9	12.2	1.6	1.4	3.2	0.0	33.7
1300-1400	Pro	2.3	30.4	10.1	1.2	1.1	39.2	12.4	0.8	0.0	2.4
	Ocp	1.0	1.6	2.2	3.3	14.5	1.6	1.5	15.0	0.0	38.5
1400-1500	Pro	2.4	28.1	7.9	1.5	1.0	41.8	14.2	1.2	0.0	2.0
	Ocp	1.1	1.4	1.9	2.1	11.0	1.5	1.4	4.1	0.0	38.0
1500-1600	Pro	3.1	29.7	11.3	2.4	1.1	36.4	12.6	1.4	0.0	2.1
	Ocp	1.0	1.4	1.9	3.2	12.0	1.5	1.4	9.2	0.0	37.3
1600-1700	Pro	2.8	28.2	13.0	1.5	0.8	37.2	11.7	2.9	0.0	2.0
	Ocp	1.1	1.4	1.8	2.4	15.1	1.5	1.4	4.5	0.0	38.2
1700-1800	Pro	3.8	35.1	11.6	0.6	1.5	33.5	9.9	1.5	0.0	2.6
	Ocp	1.0	1.3	1.9	2.6	13.5	1.6	1.4	4.4	0.0	52.6
1800-1900	Pro	5.3	43.5	9.6	0.5	2.5	26.3	6.7	3.0	0.1	2.5
	Ocp	1.1	1.3	1.8	2.0	16.7	1.5	1.4	22.2	25.0	83.0
1900-2000	Pro	2.7	58.0	9.0	0.2	2.4	18.8	5.1	1.7	0.1	2.0
	Ocp	1.2	1.6	2.0	1.0	15.7	1.4	1.3	5.5	27.0	69.3
2000-2100	Pro	3.8	52.9	16.6	0.1	2.1	16.1	3.5	1.4	0.0	3.4
	Ocp	1.0	1.4	2.0	1.0	14.5	1.4	1.3	6.1	0.0	51.4
2100-2200	Pro	5.8	45.7	21.2	0.1	3.2	14.9	4.1	1.0	0.1	3.9
	Ocp	1.2	1.5	2.1	2.0	16.2	1.4	1.2	3.4	1.0	44.0
2200-2300	Pro	5.1	56.8	18.5	0.0	3.8	8.2	3.5	0.2	0.0	4.0
	Ocp	1.3	1.5	2.2	0.0	11.5	1.4	1.4	25.0	0.0	41.3
16 hours	Pro	3.7	35.9	12.7	1.0	1.9	30.2	10.2	1.9	0.1	2.5
	Ocp	1.1	1.4	2.0	3.1	14.0	1.5	1.4	12.8	17.7	51.5

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