YEAR	2011	**LINK**	LUNG CHEUNG RD (from NAM CHEONG ST to LION ROCK TUNNEL RD)
CORE STATION	3002		
ROAD NETWORK	MAJOR		
ROAD TYPE	URBAN TRUNK ROAD		

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.	45720	49370	46900	31600
R 12 / 24 - %	74	75.6	72.6	63.4
R 16 / 24 - %	90.4	91.4	88.9	84.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3370	3970	2930	1450
T - % (AM)	-	11.5	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	3130	3520	3070	1990
T - % (PM)	-	10.1	-	-
Prop.of commercial vehicles - 16 hr.	-	13.7	-	-
WEST BOUND				
A.A.D.T.	40960	44160	42070	28570
R 12 / 24 - %	74.2	75.8	72.7	64.2
R 16 / 24 - %	90.4	91.4	88.8	84.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3220	3800	2840	1320
T - % (AM)	-	11.4	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	3110	3470	2830	1910
T - % (PM)	-	10.9	-	-
Prop.of commercial vehicles - 16 hr.	-	13.4	-	-

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	27.9	16.4	1.5	3.4	27.0	9.8	4.2	0.0	2.8
	Ocp	1.0	1.3	2.2	3.2	14.6	1.3	1.3	21.8	0.0	81.7
0800-0900	Pro	5.2	39.8	17.8	0.9	3.0	21.9	6.4	2.7	0.0	2.4
Peak hour	Ocp	1.1	1.3	2.0	7.8	13.5	1.5	1.5	24.5	0.0	78.0
0900-1000	Pro	2.5	35.5	15.1	1.1	2.3	30.8	9.2	1.3	0.0	2.4
	Ocp	1.1	1.3	2.0	2.6	13.1	1.5	1.4	3.6	0.0	41.0
1000-1100	Pro	2.5	27.7	13.0	1.0	1.1	37.5	13.8	1.4	0.0	2.0
	Ocp	1.1	1.5	2.2	1.9	14.1	1.4	1.4	3.9	0.0	33.8
1100-1200	Pro	2.3	27.6	9.4	1.4	1.3	40.8	14.0	1.1	0.0	2.2
	Ocp	1.0	1.3	2.1	2.8	11.3	1.4	1.4	2.7	0.0	32.3
1200-1300	Pro	3.4	29.9	10.3	1.2	1.3	37.7	12.6	1.4	0.0	2.1
	Ocp	1.1	1.5	2.1	2.3	11.3	1.4	1.4	9.5	0.0	33.0
1300-1400	Pro	3.1	26.9	11.4	1.0	1.1	39.0	14.3	1.0	0.0	2.3
	Ocp	1.0	1.4	2.1	2.4	12.8	1.6	1.4	5.4	0.0	35.3
1400-1500	Pro	2.2	25.5	9.8	1.1	1.4	43.6	12.8	1.5	0.0	2.0
	Ocp	1.1	1.4	1.9	4.3	11.5	1.5	1.5	5.4	0.0	37.5
1500-1600	Pro	2.7	30.7	9.7	1.5	1.0	39.7	11.3	1.7	0.0	1.8
	Ocp	1.0	1.4	1.8	2.3	12.6	1.5	1.4	13.5	0.0	35.8
1600-1700	Pro	2.6	31.3	12.6	1.0	0.9	36.4	10.5	2.6	0.0	2.1
	Ocp	1.1	1.4	1.5	1.5	12.9	1.5	1.4	8.6	0.0	36.1
1700-1800	Pro	3.8	36.7	10.9	0.7	0.9	34.3	8.1	2.0	0.0	2.6
	Ocp	1.0	1.4	2.0	2.1	14.7	1.5	1.4	7.7	0.0	52.0
1800-1900	Pro	5.7	46.0	8.0	0.5	2.6	26.5	5.7	2.6	0.1	2.2
	Ocp	1.1	1.4	2.0	2.1	16.8	1.5	1.3	23.5	30.0	84.7
1900-2000	Pro	3.5	53.8	10.6	0.5	2.6	19.7	4.3	2.6	0.1	2.4
	Ocp	1.1	1.4	2.1	2.7	14.9	1.4	1.2	16.7	25.0	64.7
2000-2100	Pro	4.0	51.2	16.5	0.1	2.8	15.1	5.0	2.2	0.1	3.2
	Ocp	1.2	1.4	2.0	1.0	15.4	1.3	1.2	4.6	1.0	48.1
2100-2200	Pro	4.0	47.9	23.2	0.0	2.4	13.0	4.2	1.4	0.1	3.8
	Ocp	1.2	1.6	2.2	0.0	15.1	1.5	1.1	5.2	1.0	43.6
2200-2300	Pro	5.0	51.1	21.4	0.1	2.9	12.5	3.2	0.3	0.0	3.5
	Ocp	1.1	1.7	2.3	2.0	15.1	1.4	1.4	24.0	0.0	42.6
16 hours	Pro	3.7	36.3	13.0	0.9	1.9	30.6	9.2	2.0	0.1	2.4
	Ocp	1.1	1.4	2.0	3.1	14.1	1.5	1.4	13.9	11.6	51.4

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