

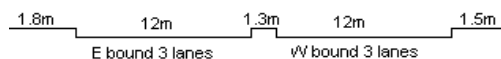
YEAR 2012

CORE STATION 3002

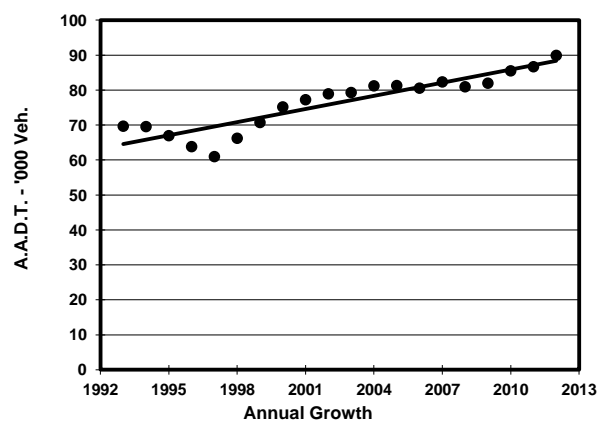
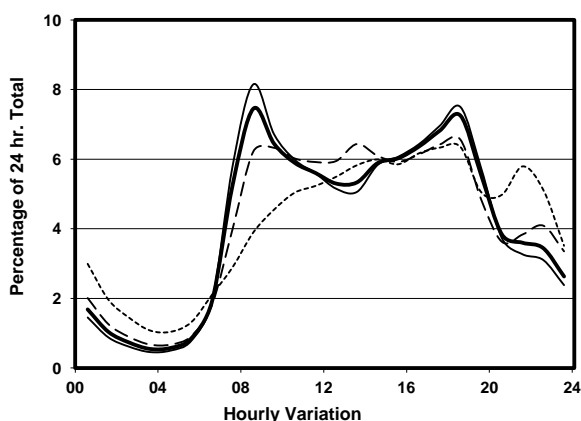
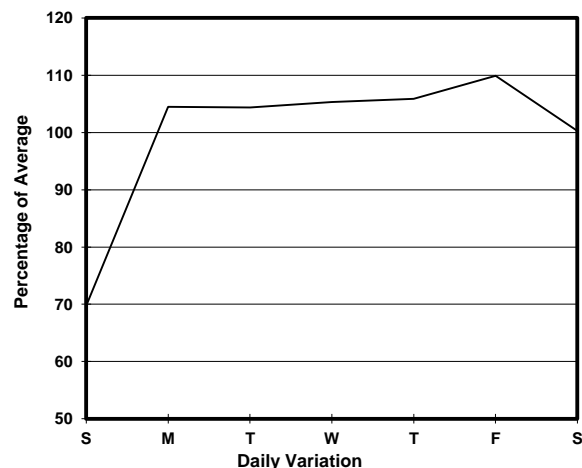
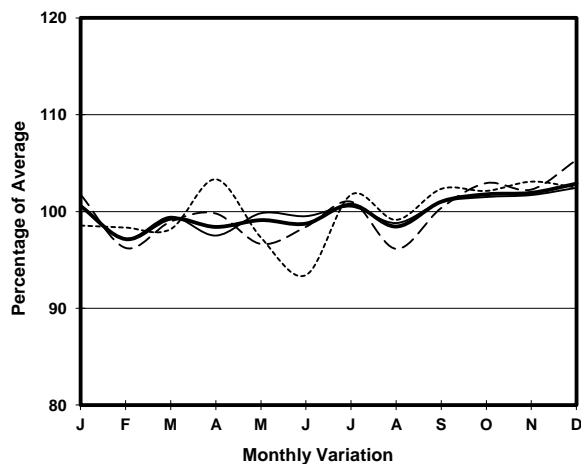
ROAD NETWORK MAJOR

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.
<b>EAST BOUND</b>				
A.A.D.T.	48000	51700	49040	33920
R 12 / 24 - %	73.5	75.1	72.1	63.5
R 16 / 24 - %	90.1	91.1	88.5	84.8
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3510	4130	3020	1540
T - % (AM)	-	14.8	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1600-1700
One-way flow at PM peak hour	3310	3670	3200	2120
T - % (PM)	-	10.6	-	-
Prop.of commercial vehicles - 16 hr.	-	13.2	-	-
<b>WEST BOUND</b>				
A.A.D.T.	41920	45130	42630	30020
R 12 / 24 - %	73.7	75.4	72	63.8
R 16 / 24 - %	90	91.1	88.3	84.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3190	3760	2780	1370
T - % (AM)	-	8.9	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	3210	3590	2860	1990
T - % (PM)	-	12.3	-	-
Prop.of commercial vehicles - 16 hr.	-	13.9	-	-

## 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	6.3	29.0	16.7	0.9	3.9	25.8	10.5	4.1	0.0	2.9
	Ocp	1.0	1.4	2.2	3.3	13.8	1.5	1.3	15.4	0.0	76.5
0800-0900 Peak hour	Pro	5.9	43.9	16.4	0.4	2.8	18.8	6.4	3.2	0.0	2.5
	Ocp	1.1	1.4	2.0	6.5	14.3	1.6	1.3	26.4	0.0	80.0
0900-1000	Pro	3.8	33.6	8.9	1.0	2.4	33.7	11.2	2.5	0.0	2.8
	Ocp	1.0	1.3	1.9	2.1	14.5	1.7	1.3	5.9	0.0	42.1
1000-1100	Pro	2.7	28.3	13.0	1.7	1.6	38.5	11.4	0.4	0.0	2.3
	Ocp	1.1	1.4	1.9	1.9	9.7	1.5	1.4	1.0	0.0	30.2
1100-1200	Pro	3.2	26.7	11.7	0.9	0.9	39.9	13.8	1.0	0.0	2.1
	Ocp	1.1	1.4	2.2	1.5	10.3	1.5	1.4	8.4	0.0	37.6
1200-1300	Pro	2.6	32.5	9.1	0.9	0.9	39.0	11.1	1.6	0.0	2.3
	Ocp	1.1	1.3	2.0	3.4	10.0	1.5	1.4	4.6	0.0	32.1
1300-1400	Pro	2.3	30.5	11.6	1.7	0.8	39.2	9.8	1.4	0.0	2.6
	Ocp	1.0	1.4	2.1	2.4	14.2	1.5	1.4	14.7	0.0	29.0
1400-1500	Pro	3.4	26.2	10.2	1.0	0.9	42.7	12.5	1.1	0.0	2.1
	Ocp	1.0	1.5	2.0	1.9	9.0	1.5	1.5	1.6	0.0	29.9
1500-1600	Pro	2.8	30.2	11.4	1.6	1.0	38.1	11.5	1.5	0.0	2.0
	Ocp	1.1	1.5	1.8	3.5	10.9	1.5	1.4	9.1	0.0	29.8
1600-1700	Pro	3.0	30.1	14.9	0.8	0.9	35.1	10.7	2.4	0.0	2.2
	Ocp	1.0	1.3	1.8	2.3	11.9	1.5	1.3	6.8	0.0	40.4
1700-1800	Pro	3.8	35.4	11.0	1.0	1.1	34.8	7.1	3.0	0.0	2.7
	Ocp	1.1	1.4	1.8	1.7	14.3	1.5	1.4	5.9	0.0	49.4
1800-1900	Pro	7.4	42.6	11.3	0.7	1.9	24.7	7.0	2.3	0.0	2.1
	Ocp	1.1	1.4	2.3	2.8	16.8	1.6	1.3	24.5	0.0	83.7
1900-2000	Pro	5.3	54.0	12.2	0.6	1.9	16.5	4.8	2.3	0.0	2.5
	Ocp	1.1	1.3	2.3	1.9	16.9	1.5	1.3	16.9	0.0	74.8
2000-2100	Pro	3.3	53.8	18.7	0.2	2.3	13.3	4.6	1.2	0.1	2.5
	Ocp	1.1	1.4	2.3	1.5	15.1	1.4	1.2	11.8	1.0	57.4
2100-2200	Pro	4.7	46.6	21.1	0.1	2.3	14.5	5.5	1.5	0.0	3.6
	Ocp	1.1	1.6	2.4	1.0	14.4	1.7	1.3	3.9	0.0	42.2
2200-2300	Pro	4.9	53.3	21.8	0.0	2.6	7.9	3.8	1.7	0.1	4.0
	Ocp	1.2	1.5	2.2	0.0	15.1	1.4	1.3	5.4	1.0	38.2
16 hours	Pro	4.2	36.7	13.3	0.9	1.8	29.7	9.0	2.0	0.1	2.5
	Ocp	1.1	1.4	2.1	2.6	13.8	1.5	1.4	13.1	1.0	50.5

**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