

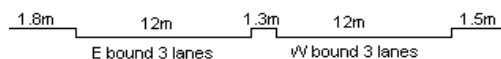
YEAR 2013

CORE STATION 3002

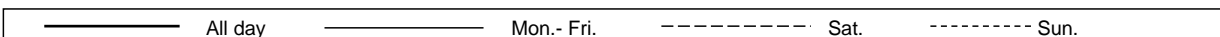
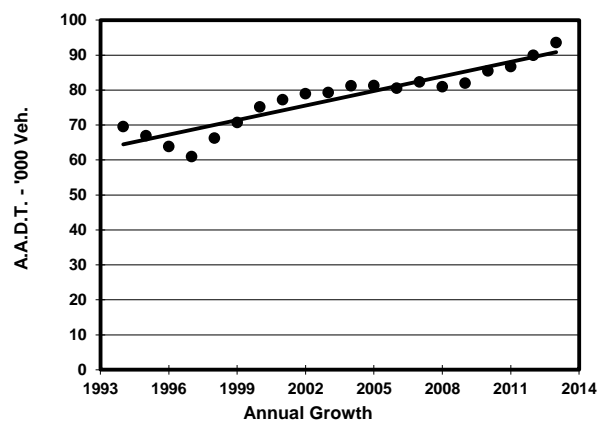
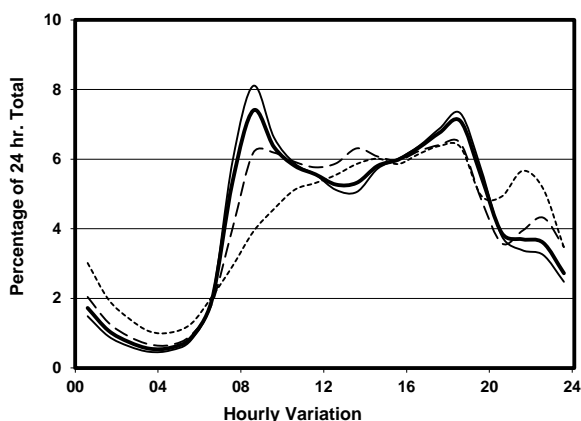
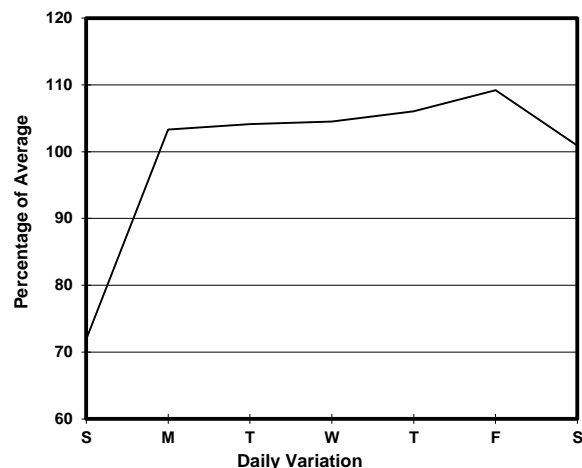
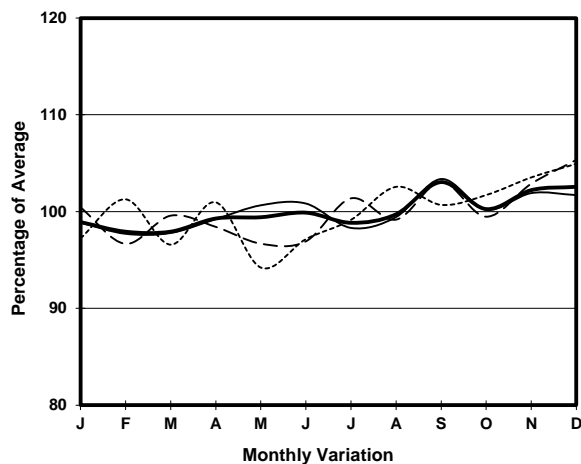
ROAD NETWORK MAJOR

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.	49830	53400	51110	36120
R 12 / 24 - %	73	74.6	71.4	63.9
R 16 / 24 - %	89.8	90.8	88.2	85
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	3630	4250	3140	1660
T - % (AM)	-	12.9	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1700-1800
One-way flow at PM peak hour	3350	3670	3250	2260
T - % (PM)	-	11.7	-	-
Prop.of commercial vehicles - 16 hr.	-	12.8	-	-
WEST BOUND				
A.A.D.T.	43730	46800	44790	32150
R 12 / 24 - %	73.1	74.7	71.5	64.2
R 16 / 24 - %	89.7	90.7	88	84.5
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3290	3870	2850	1460
T - % (AM)	-	8.7	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	3330	3690	3040	2160
T - % (PM)	-	10.9	-	-
Prop.of commercial vehicles - 16 hr.	-	12.1	-	-

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	5.5	29.2	19.2	1.6	3.3	25.5	8.7	4.4	0.1	2.7
	Ocp	1.1	1.4	2.1	4.6	13.1	1.5	1.3	14.8	1.0	78.7
0800-0900 Peak hour	Pro	4.4	44.0	16.8	0.6	2.4	21.1	5.7	2.6	0.0	2.5
	Ocp	1.1	1.3	2.0	5.6	14.2	1.5	1.3	28.0	0.0	78.4
0900-1000	Pro	3.1	35.6	15.3	0.7	1.5	30.2	9.5	1.4	0.0	2.7
	Ocp	1.1	1.3	2.1	1.6	12.4	1.6	1.5	8.3	0.0	44.4
1000-1100	Pro	2.4	31.1	13.3	0.7	1.3	36.8	11.4	0.8	0.0	2.2
	Ocp	1.1	1.4	1.9	1.4	9.3	1.4	1.4	4.0	0.0	39.6
1100-1200	Pro	3.0	30.6	12.5	0.6	1.0	37.3	11.2	1.4	0.1	2.3
	Ocp	1.0	1.4	2.0	1.5	11.0	1.4	1.3	11.7	1.0	36.2
1200-1300	Pro	3.1	34.3	10.8	0.9	1.2	35.7	9.5	2.2	0.1	2.3
	Ocp	1.0	1.5	2.0	3.1	7.8	1.5	1.4	9.3	1.0	34.9
1300-1400	Pro	2.7	33.4	10.0	0.9	1.0	37.9	10.1	1.6	0.0	2.4
	Ocp	1.1	1.4	2.1	1.8	12.2	1.5	1.5	8.0	0.0	42.3
1400-1500	Pro	3.2	30.7	9.6	0.7	0.9	39.6	12.0	1.2	0.0	1.9
	Ocp	1.0	1.5	2.2	2.2	8.6	1.5	1.3	3.0	0.0	34.2
1500-1600	Pro	2.4	31.3	11.6	1.1	0.5	37.8	12.0	1.3	0.0	2.1
	Ocp	1.1	1.4	2.0	5.9	13.7	1.4	1.3	11.0	0.0	37.4
1600-1700	Pro	2.4	31.6	14.6	1.4	0.7	35.5	9.4	2.1	0.1	2.3
	Ocp	1.0	1.4	1.8	4.2	11.9	1.5	1.3	7.5	1.0	39.5
1700-1800	Pro	4.0	39.1	10.1	1.5	1.2	32.2	7.6	1.7	0.1	2.6
	Ocp	1.1	1.4	2.0	2.2	15.9	1.6	1.4	6.8	1.0	59.0
1800-1900	Pro	5.7	51.0	9.9	0.7	2.0	20.8	4.9	2.7	0.0	2.4
	Ocp	1.1	1.4	2.2	1.5	15.8	1.5	1.3	20.2	0.0	80.9
1900-2000	Pro	5.2	54.7	12.3	0.2	1.7	17.8	4.2	1.5	0.0	2.4
	Ocp	1.1	1.4	2.1	1.3	16.2	1.4	1.3	14.1	0.0	71.2
2000-2100	Pro	3.7	56.9	17.5	0.0	2.0	11.1	2.8	3.0	0.1	3.1
	Ocp	1.0	1.4	2.1	0.0	13.9	1.3	1.1	10.6	1.0	52.5
2100-2200	Pro	5.4	50.2	20.2	0.3	2.8	13.1	3.3	1.5	0.0	3.2
	Ocp	1.1	1.5	2.3	2.0	15.6	1.5	1.3	3.3	0.0	40.3
2200-2300	Pro	6.5	50.8	25.5	0.1	2.2	7.6	2.2	1.1	0.1	3.9
	Ocp	1.2	1.5	2.2	1.0	14.6	1.4	1.3	4.5	1.0	43.0
16 hours	Pro	3.8	39.1	13.8	0.8	1.6	28.5	8.1	1.9	0.1	2.5
	Ocp	1.1	1.4	2.1	3.1	13.4	1.5	1.3	13.2	1.0	53.2

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