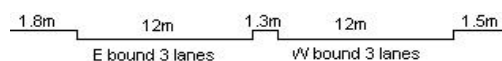
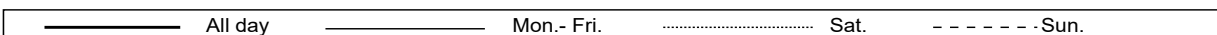
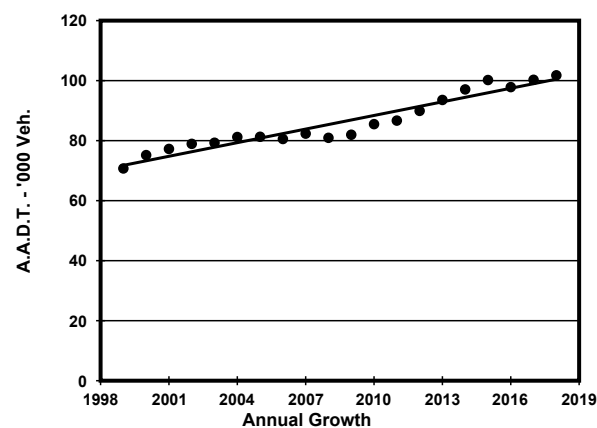
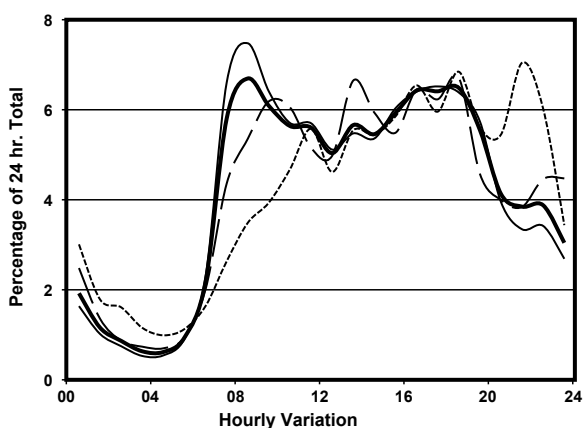
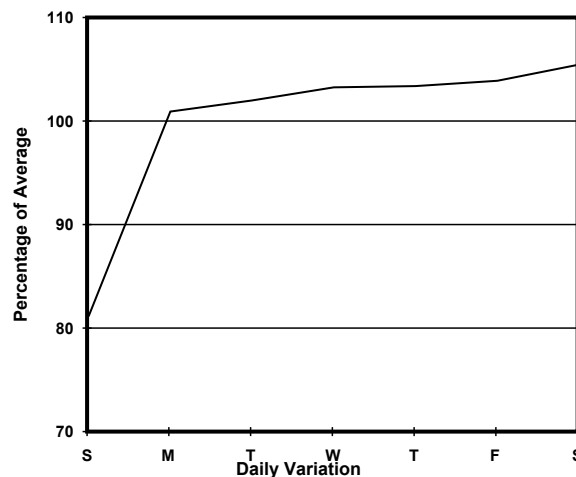
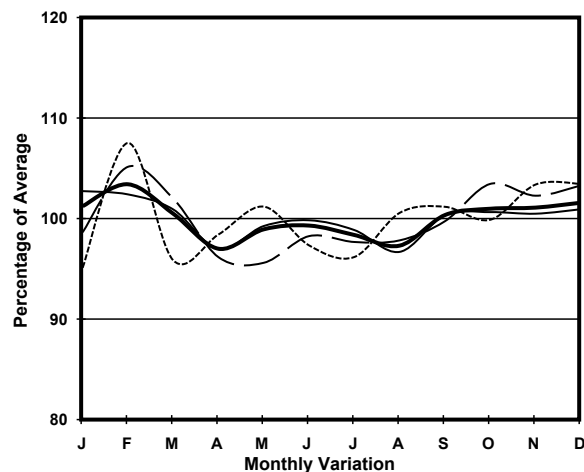


YEAR 2018  
CORE STATION 3002  
ROAD NETWORK MAJOR  
ROAD TYPE URBAN TRUNK ROAD

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.	49090	51380	50270	39930
R 12 / 24 - %	71.3	73.5	67.8	61.4
R 16 / 24 - %	88.7	89.8	85.7	85.4
AM Peak Hour	0800-0900	0800-0900	0700-0800	0900-1000
One-way flow at AM peak hour	3500	4240	2580	1440
T - % (AM)	-	11.9	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	3340	3370	3760	3040
T - % (PM)	-	11.8	-	-
Prop.of commercial vehicles - 16 hr.	-	10.6	-	-
<b>WEST BOUND</b>				
A.A.D.T.	52680	54180	58050	43580
R 12 / 24 - %	71.2	72.9	71.1	60.9
R 16 / 24 - %	88.6	89.4	87.1	85.1
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3310	3660	4230	1850
T - % (AM)	-	9.3	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1800-1900
One-way flow at PM peak hour	3660	3870	4720	2800
T - % (PM)	-	13.3	-	-
Prop.of commercial vehicles - 16 hr.	-	11.3	-	-

## 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	5.4	38.2	16.4	2.0	2.1	22.6	6.8	3.4	0.1	3.0
	Ocp	1.1	1.4	2.1	6.1	14.3	1.4	1.2	15.8	1.0	80.5
0800-0900 Peak hour	Pro	5.5	46.2	14.6	1.0	1.7	20.5	5.1	2.4	0.0	3.0
	Ocp	1.1	1.3	2.1	3.7	13.7	1.5	1.2	21.0	0.0	78.2
0900-1000	Pro	3.3	36.4	16.9	0.9	1.2	29.6	7.3	1.6	0.0	2.9
	Ocp	1.1	1.2	2.0	1.9	10.4	1.6	1.3	6.3	0.0	45.0
1000-1100	Pro	2.3	34.2	15.1	1.0	0.8	33.6	10.1	0.6	0.0	2.3
	Ocp	1.1	1.3	2.0	1.7	10.9	1.4	1.4	5.7	0.0	41.7
1100-1200	Pro	3.0	34.5	13.2	0.8	0.9	35.9	8.0	1.1	0.0	2.5
	Ocp	1.0	1.3	2.0	2.3	8.5	1.4	1.3	5.5	0.0	39.7
1200-1300	Pro	3.7	38.0	12.7	1.1	0.8	30.5	9.2	1.6	0.0	2.5
	Ocp	1.1	1.3	2.1	3.6	10.6	1.3	1.4	10.3	0.0	37.6
1300-1400	Pro	3.3	34.4	12.2	1.0	0.6	36.2	8.3	1.4	0.0	2.6
	Ocp	1.0	1.7	2.2	2.3	7.6	1.4	1.3	11.0	0.0	45.1
1400-1500	Pro	3.2	37.8	12.3	1.2	0.5	32.6	8.7	1.6	0.0	2.1
	Ocp	1.1	1.4	2.2	2.1	12.7	1.4	1.3	8.8	0.0	44.6
1500-1600	Pro	2.7	37.6	12.0	1.6	0.6	33.1	8.7	1.4	0.0	2.3
	Ocp	1.1	1.3	2.0	5.4	10.3	1.4	1.3	10.3	0.0	40.3
1600-1700	Pro	3.8	36.5	17.6	1.5	0.5	26.9	8.3	2.5	0.0	2.5
	Ocp	1.1	1.3	1.9	2.7	10.6	1.4	1.4	10.2	0.0	47.8
1700-1800	Pro	5.9	41.9	10.5	1.7	0.9	26.8	7.1	2.0	0.0	3.3
	Ocp	1.1	1.3	2.1	1.5	14.0	1.4	1.2	7.2	0.0	60.3
1800-1900	Pro	6.3	53.0	10.0	0.4	1.5	21.5	3.2	1.0	0.0	3.1
	Ocp	1.1	1.3	2.1	1.3	15.4	1.4	1.3	30.2	0.0	83.5
1900-2000	Pro	3.2	65.2	10.7	0.2	1.2	12.4	2.4	2.2	0.1	2.5
	Ocp	1.0	1.3	2.1	1.3	15.9	1.4	1.4	11.1	1.0	70.9
2000-2100	Pro	3.8	52.1	21.1	0.0	1.2	12.5	3.1	1.7	0.1	4.5
	Ocp	1.0	1.3	2.0	0.0	13.8	1.4	1.4	14.6	1.0	52.4
2100-2200	Pro	3.1	55.4	22.8	0.2	1.5	10.5	1.6	1.0	0.0	3.8
	Ocp	1.1	1.3	2.0	1.0	13.3	1.3	1.1	5.2	0.0	47.0
2200-2300	Pro	3.9	55.9	23.5	0.2	1.2	9.5	1.5	0.8	0.1	3.4
	Ocp	1.1	1.3	2.2	1.0	13.4	1.3	1.1	8.1	1.0	47.5
16 hours	Pro	4.0	42.9	14.6	1.0	1.1	25.5	6.5	1.7	0.1	2.8
	Ocp	1.1	1.3	2.1	3.2	12.8	1.4	1.3	12.5	1.0	56.3

**Legend**

**Pro.** Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)\*

**Ocp.** Average occupancy of vehicles including both driver and passengers\*

**M&H** Medium and Heavy

**\*** All traffic data are collected from combined bounds except for one way traffic