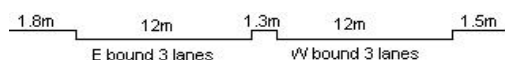
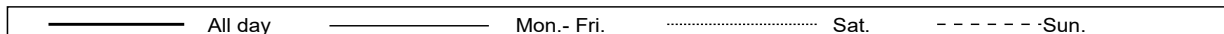
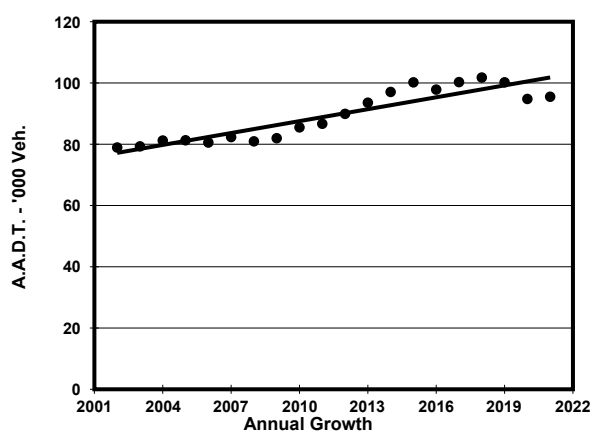
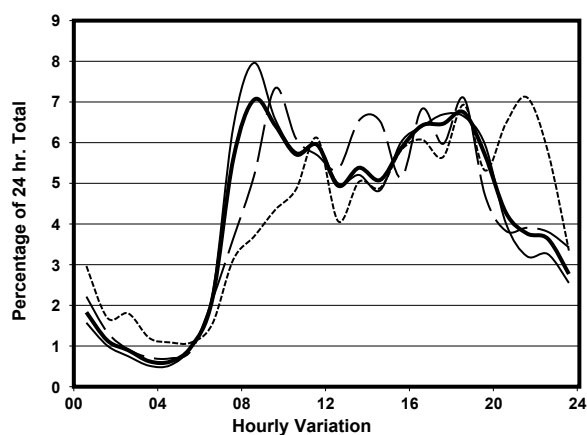
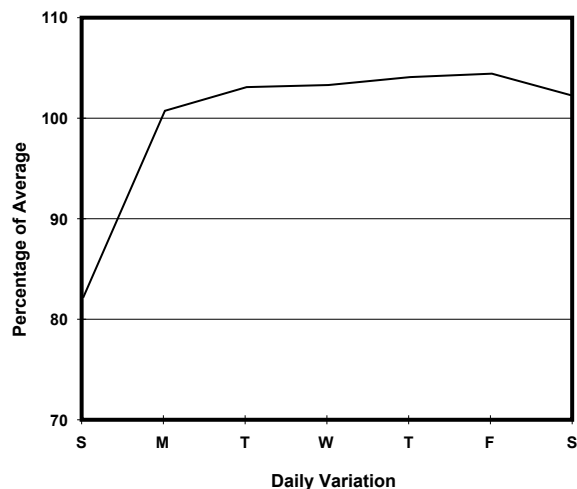
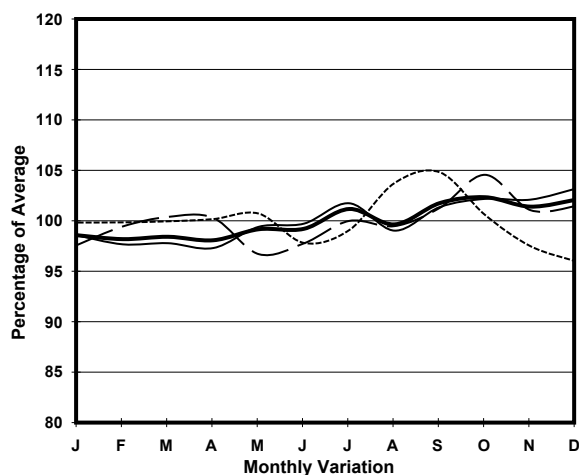


YEAR 2021  
CORE STATION 3002  
ROAD NETWORK MAJOR  
ROAD TYPE URBAN TRUNK ROAD

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.	46620	48560	48170	38560
R 12 / 24 - %	71.4	73.5	69.2	60.6
R 16 / 24 - %	89	90	87.3	84.4
AM Peak Hour	0800-0900	0800-0900	0900-1000	0800-0900
One-way flow at AM peak hour	3640	4460	2730	1580
T - % (AM)	-	11.9	-	-
PM Peak Hour	1600-1700	1700-1800	1600-1700	1600-1700
One-way flow at PM peak hour	3170	3040	4180	3180
T - % (PM)	-	9.3	-	-
Prop.of commercial vehicles - 16 hr.	-	11	-	-
<b>WEST BOUND</b>				
A.A.D.T.	48880	50900	50350	40610
R 12 / 24 - %	71.9	73.3	73.6	60.6
R 16 / 24 - %	89	89.7	88	86.1
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3300	3460	4500	2040
T - % (AM)	-	8.8	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	3640	3670	4750	2640
T - % (PM)	-	7.5	-	-
Prop.of commercial vehicles - 16 hr.	-	10.1	-	-

## 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	6.9	40.1	15.6	1.8	1.5	22.2	6.9	2.1	0.1	2.8
	Ocp	1.1	1.4	1.5	6.3	11.7	1.3	1.2	21.8	1.0	75.7
0800-0900 Peak hour	Pro	5.6	46.7	15.9	0.5	1.2	19.9	5.5	1.7	0.0	3.0
	Ocp	1.1	1.3	2.0	4.1	16.3	1.5	1.4	20.0	0.0	72.5
0900-1000	Pro	3.5	44.3	12.3	1.0	0.8	26.7	7.6	0.9	0.0	3.0
	Ocp	1.0	1.3	2.0	3.1	12.0	1.4	1.3	1.4	0.0	43.7
1000-1100	Pro	3.1	40.0	14.9	0.5	0.5	27.3	10.7	0.6	0.0	2.5
	Ocp	1.0	1.3	2.0	2.1	9.5	1.4	1.2	2.0	0.0	37.5
1100-1200	Pro	2.9	34.8	14.0	1.0	0.3	34.0	9.4	1.0	0.0	2.7
	Ocp	1.2	1.3	1.9	1.5	11.0	1.3	1.3	3.1	0.0	36.9
1200-1300	Pro	2.0	38.1	16.1	1.5	0.4	30.3	8.0	1.1	0.0	2.5
	Ocp	1.0	1.4	2.0	4.2	8.4	1.4	1.3	3.1	0.0	38.8
1300-1400	Pro	3.4	37.1	15.1	1.1	0.4	30.2	9.5	0.9	0.0	2.3
	Ocp	1.0	1.3	2.0	5.8	10.0	1.4	1.5	5.3	0.0	43.1
1400-1500	Pro	3.1	42.9	12.7	0.8	0.3	27.9	8.8	1.2	0.0	2.2
	Ocp	1.0	1.4	2.0	2.2	9.2	1.4	1.3	2.6	0.0	35.1
1500-1600	Pro	3.3	38.1	13.7	1.4	0.3	30.2	10.4	0.2	0.0	2.5
	Ocp	1.1	1.3	1.9	1.6	10.8	1.3	1.5	1.3	0.0	35.2
1600-1700	Pro	3.7	41.6	13.3	0.8	0.4	30.2	6.7	0.7	0.1	2.6
	Ocp	1.1	1.4	1.7	1.8	11.7	1.4	1.3	1.9	3.0	39.4
1700-1800	Pro	6.5	47.3	10.8	1.3	0.6	24.8	4.7	0.8	0.0	3.3
	Ocp	1.1	1.3	2.1	2.0	17.3	1.4	1.3	4.2	0.0	56.6
1800-1900	Pro	7.6	49.0	11.7	0.4	1.1	21.9	3.2	1.6	0.0	3.6
	Ocp	1.1	1.4	2.3	1.7	15.8	1.4	1.4	28.0	0.0	81.1
1900-2000	Pro	6.1	58.9	14.0	0.0	1.1	12.2	3.1	1.3	0.1	3.3
	Ocp	1.1	1.4	2.0	0.0	12.7	1.3	1.3	18.7	1.0	61.1
2000-2100	Pro	5.3	56.0	19.5	0.2	0.8	11.3	3.0	0.2	0.0	3.8
	Ocp	1.1	1.3	1.8	1.0	15.5	1.2	1.1	1.0	0.0	45.7
2100-2200	Pro	5.2	50.5	23.8	0.2	0.8	11.9	3.3	0.3	0.0	4.0
	Ocp	1.2	1.3	1.9	1.0	12.9	1.2	1.1	1.7	0.0	39.6
2200-2300	Pro	4.2	54.4	20.7	0.2	1.3	14.1	1.7	0.4	0.0	3.1
	Ocp	1.1	1.2	1.9	2.0	10.7	1.1	1.0	10.5	0.0	38.6
16 hours	Pro	4.6	44.5	14.8	0.8	0.7	24.1	6.6	1.0	0.1	2.9
	Ocp	1.1	1.3	1.9	3.3	12.9	1.4	1.3	12.4	1.7	51.4

**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