

YEAR

2022

LINK

LUNG WO RD (from MAN YIU ST to LUNG HOP ST)

COVERAGE (B) STATION

2217

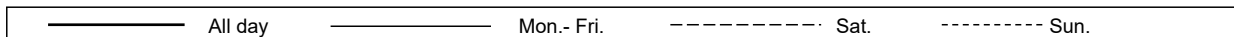
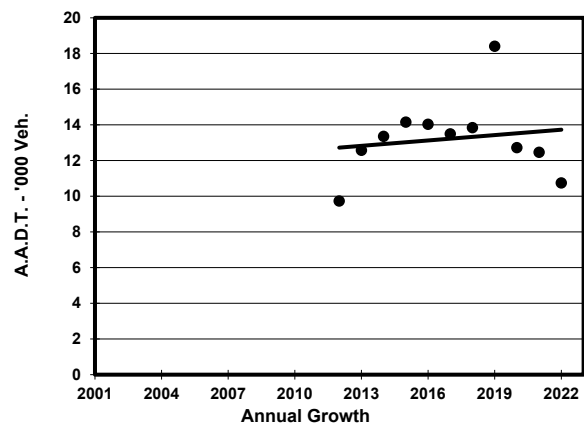
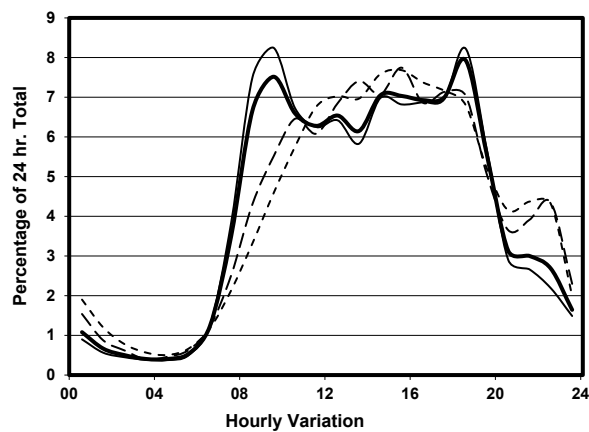
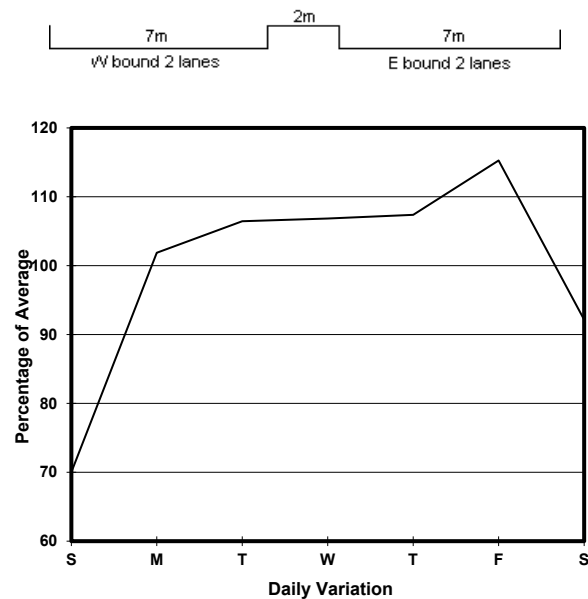
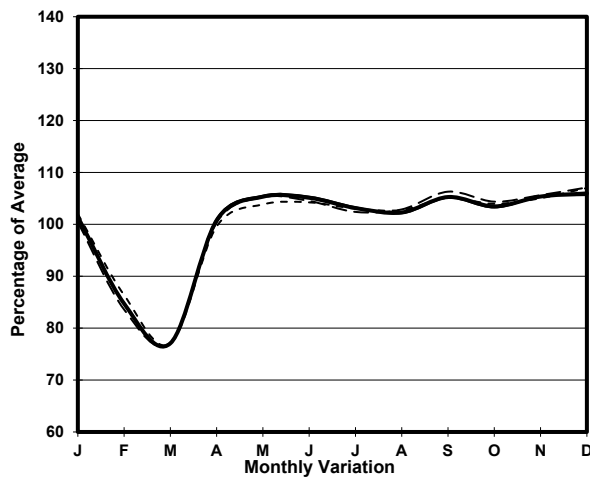
ROAD NETWORK

MAJOR

ROAD TYPE

PRIMARY DISTRIBUTOR

## 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.	7750	8270	7660	6170
R 12 / 24 - %	77.5	78.8	74	72.4
R 16 / 24 - %	92.8	93.1	91.8	91.3
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	570	680	410	290
T - % (AM)	-	5.9	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1600-1700
One-way flow at PM peak hour	590	650	540	450
T - % (PM)	-	2.9	-	-
Prop.of commercial vehicles - 16 hr.	-	4.8	-	-
<b>WEST BOUND</b>				
A.A.D.T.	2990	3510	2310	1410
R 12 / 24 - %	83.7	85	78.3	76.8
R 16 / 24 - %	95.5	96.3	92.4	90.8
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	240	290	140	60
T - % (AM)	-	11.7	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1600-1700
One-way flow at PM peak hour	270	320	180	110
T - % (PM)	-	8.9	-	-
Prop.of commercial vehicles - 16 hr.	-	8.4	-	-

## 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	2.8	30.5	49.0	0.9	0.0	5.5	3.7	3.7	0.0	3.9
	Ocp	1.3	1.5	1.9	2.0	0.0	1.3	1.0	8.0	0.0	2.8
0800-0900	Pro	2.7	31.0	48.8	0.5	0.0	9.6	1.8	2.3	0.0	3.3
	Ocp	1.0	1.3	1.9	1.0	0.0	1.6	1.0	1.0	0.0	6.6
0900-1000 Peak hour	Pro	1.3	45.9	29.1	0.4	0.0	15.9	1.3	3.5	0.1	2.4
	Ocp	1.0	1.2	1.9	1.0	0.0	1.8	1.0	12.0	1.0	2.2
1000-1100	Pro	2.0	37.9	34.3	1.0	0.0	18.4	4.6	0.5	0.1	1.0
	Ocp	1.3	1.4	1.8	2.5	0.0	1.6	1.2	1.0	1.0	1.0
1100-1200	Pro	2.6	48.3	27.1	0.7	0.0	15.2	2.6	2.0	0.2	1.3
	Ocp	1.3	1.4	1.6	2.0	0.0	1.2	1.0	1.0	3.0	1.0
1200-1300	Pro	0.7	42.6	34.0	0.0	0.0	17.0	1.4	3.5	0.2	0.5
	Ocp	1.0	1.5	1.9	0.0	0.0	1.3	1.0	1.2	4.0	1.0
1300-1400	Pro	2.2	46.7	30.8	1.1	0.0	13.2	2.2	3.8	0.0	0.0
	Ocp	1.0	1.3	2.0	1.0	0.0	1.5	1.5	1.0	0.0	0.0
1400-1500	Pro	2.0	36.6	36.6	1.0	0.0	19.3	3.6	0.5	0.1	0.1
	Ocp	1.0	1.4	1.9	2.0	0.0	1.4	1.0	1.0	1.0	1.0
1500-1600	Pro	2.3	53.9	28.1	0.9	0.0	9.7	2.3	2.3	0.1	0.3
	Ocp	1.2	1.4	1.9	1.0	0.0	1.3	1.0	7.6	1.0	1.0
1600-1700	Pro	2.6	48.6	26.9	1.9	0.0	14.1	3.2	2.6	0.0	0.2
	Ocp	1.0	1.4	1.8	2.7	0.0	1.7	1.2	19.5	0.0	1.0
1700-1800	Pro	3.7	43.1	33.8	1.8	0.0	11.1	0.6	4.3	0.0	1.5
	Ocp	1.0	1.5	1.8	7.3	0.0	1.2	1.0	8.1	0.0	1.0
1800-1900	Pro	2.4	57.4	28.4	0.5	0.0	6.3	1.0	3.4	0.1	0.6
	Ocp	1.2	1.4	2.0	4.0	0.0	1.2	1.0	1.4	1.0	3.4
1900-2000	Pro	1.8	69.3	21.8	0.0	0.0	3.1	0.9	2.7	0.1	0.4
	Ocp	1.3	1.4	2.0	0.0	0.0	1.1	1.0	2.2	1.0	6.3
2000-2100	Pro	2.7	51.5	37.0	0.9	0.0	5.4	0.9	0.9	0.0	0.7
	Ocp	1.0	1.5	1.9	5.0	0.0	1.2	1.0	8.0	0.0	1.0
2100-2200	Pro	2.3	37.9	48.3	0.0	0.0	9.2	2.3	0.0	0.0	0.0
	Ocp	1.0	1.2	1.8	0.0	0.0	1.0	1.0	0.0	0.0	0.0
2200-2300	Pro	0.0	46.3	40.2	1.2	0.0	8.5	3.7	0.0	0.0	0.0
	Ocp	0.0	1.7	1.8	1.0	0.0	1.3	1.0	0.0	0.0	0.0
16 hours	Pro	2.2	46.3	33.4	0.8	0.0	11.6	2.2	2.4	0.1	1.1
	Ocp	1.1	1.4	1.9	2.8	0.0	1.4	1.1	5.5	1.6	3.2

**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