

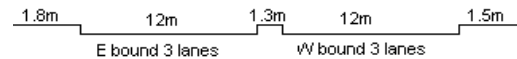
YEAR 2023

CORE STATION 3002

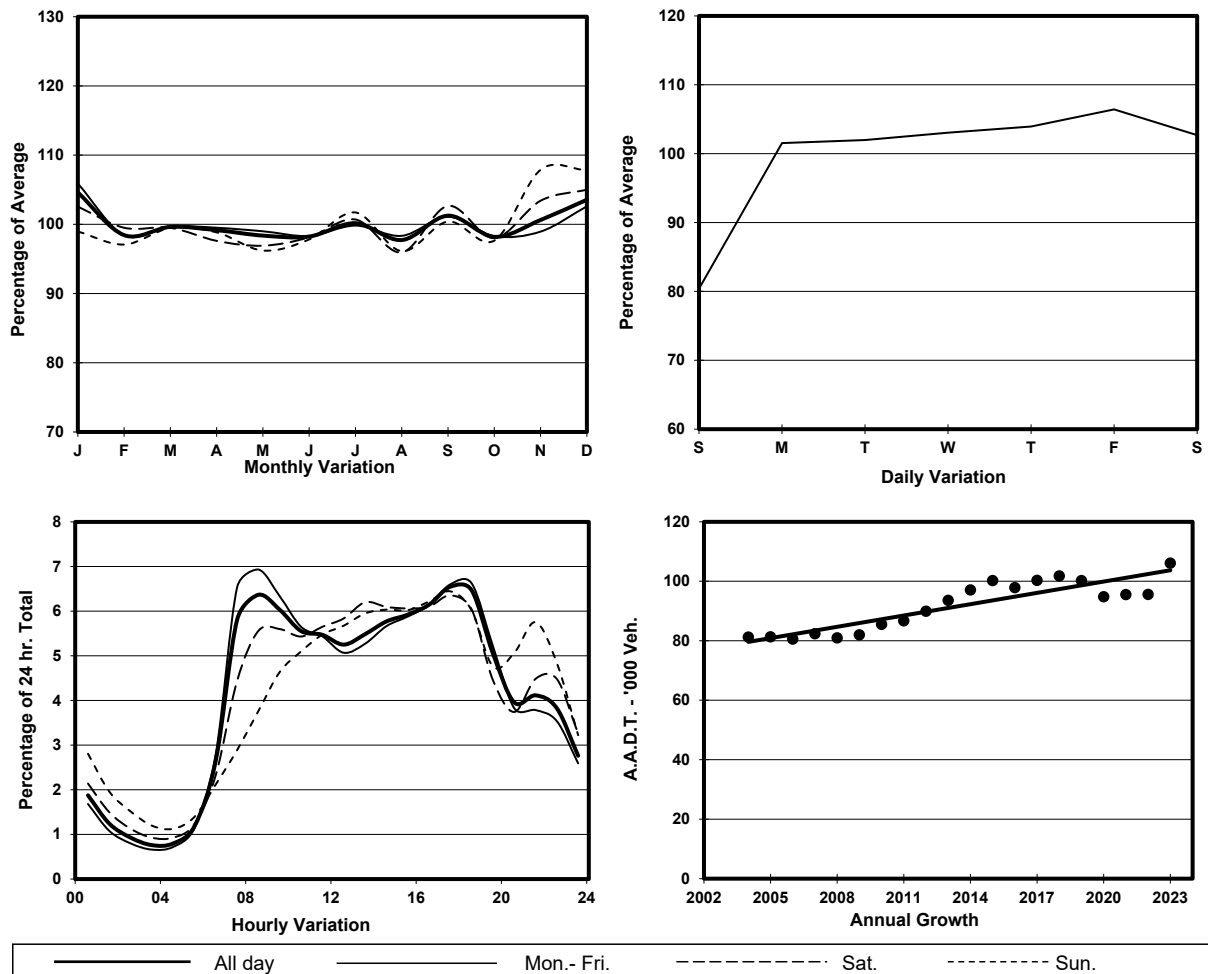
ROAD NETWORK MAJOR

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.	49810	51850	51950	41420
R 12 / 24 - %	70.9	72.4	69	63.8
R 16 / 24 - %	87.7	88.5	86.4	84.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3220	3640	3000	1950
T - % (AM)	-	14.7	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	3490	3760	3370	2710
T - % (PM)	-	7.6	-	-
Prop.of commercial vehicles - 16 hr.	-	11.7	-	-
<b>WEST BOUND</b>				
A.A.D.T.	56270	59010	58400	44890
R 12 / 24 - %	70.8	71.9	69.8	64.6
R 16 / 24 - %	87.8	88.5	86.7	85
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3540	4050	3180	2060
T - % (AM)	-	10.9	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	3530	3700	3650	2850
T - % (PM)	-	8.9	-	-
Prop.of commercial vehicles - 16 hr.	-	10.6	-	-

## 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	7.0	46.8	15.1	1.8	1.0	17.3	5.5	2.2	0.0	3.2
	Ocp	1.1	1.3	2.1	6.3	15.8	1.3	1.2	16.8	0.0	70.5
0800-0900 Peak hour	Pro	4.8	41.6	18.4	0.7	0.9	21.0	7.1	1.9	0.0	3.7
	Ocp	1.1	1.3	2.1	2.4	15.1	1.5	1.2	24.7	0.0	65.6
0900-1000	Pro	3.7	41.6	17.6	1.2	0.5	24.8	6.0	1.2	0.0	3.4
	Ocp	1.0	1.3	2.1	2.2	11.6	1.4	1.3	10.7	0.0	40.1
1000-1100	Pro	2.7	34.4	14.9	1.1	0.4	29.8	12.8	0.9	0.0	3.0
	Ocp	1.1	1.3	2.1	2.6	9.8	1.4	1.3	23.2	0.0	32.4
1100-1200	Pro	3.4	37.1	15.3	0.5	0.5	31.2	8.1	0.8	0.0	3.0
	Ocp	1.1	1.4	2.2	1.4	11.0	1.4	1.3	14.7	0.0	28.6
1200-1300	Pro	3.4	38.7	12.1	0.3	0.6	32.1	8.8	0.8	0.0	3.2
	Ocp	1.0	1.3	2.1	1.8	12.9	1.4	1.3	14.9	0.0	33.3
1300-1400	Pro	1.4	35.8	16.1	1.3	0.3	32.0	9.1	0.8	0.0	3.1
	Ocp	1.0	1.3	2.1	2.9	11.8	1.4	1.3	3.9	0.0	32.8
1400-1500	Pro	2.1	36.5	11.6	0.8	0.3	34.0	10.5	1.3	0.0	2.8
	Ocp	1.0	1.3	2.2	1.6	6.8	1.5	1.3	3.2	0.0	33.6
1500-1600	Pro	2.4	34.6	16.3	1.1	0.4	32.7	9.1	0.8	0.0	2.7
	Ocp	1.1	1.4	1.9	3.7	10.6	1.4	1.2	11.6	0.0	33.1
1600-1700	Pro	3.7	42.6	15.0	1.5	0.5	24.8	6.4	1.9	0.0	3.6
	Ocp	1.1	1.3	1.8	2.0	12.2	1.4	1.2	5.7	0.0	40.6
1700-1800	Pro	6.2	46.6	11.1	1.7	0.8	23.0	5.5	1.6	0.0	3.5
	Ocp	1.0	1.3	2.0	2.5	15.0	1.5	1.2	9.0	0.0	60.4
1800-1900	Pro	6.0	57.0	11.9	0.3	0.8	16.5	2.4	1.7	0.0	3.4
	Ocp	1.1	1.3	2.1	1.2	15.7	1.4	1.2	27.8	0.0	81.8
1900-2000	Pro	4.1	61.5	16.1	0.3	1.0	10.3	1.7	1.7	0.0	3.4
	Ocp	1.1	1.3	2.1	1.0	15.0	1.3	1.1	15.4	0.0	57.1
2000-2100	Pro	4.9	55.2	21.1	0.2	0.4	11.5	1.5	1.3	0.0	4.0
	Ocp	1.0	1.3	2.0	1.0	17.8	1.3	1.4	6.5	0.0	38.7
2100-2200	Pro	4.0	54.8	22.6	0.4	0.7	10.9	1.6	0.7	0.1	4.2
	Ocp	1.1	1.4	2.0	3.3	11.0	1.3	1.2	1.0	1.0	39.1
2200-2300	Pro	6.0	54.5	25.5	0.4	0.6	7.0	1.0	0.3	0.1	4.6
	Ocp	1.1	1.4	2.1	1.7	9.0	1.2	1.0	1.0	1.0	31.0
16 hours	Pro	4.2	44.4	15.8	0.9	0.6	23.2	6.4	1.3	0.1	3.4
	Ocp	1.1	1.3	2.1	3.0	13.5	1.4	1.3	14.5	1.0	47.5

**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