

YEAR 2022

CORE STATION 3002

ROAD NETWORK MAJOR

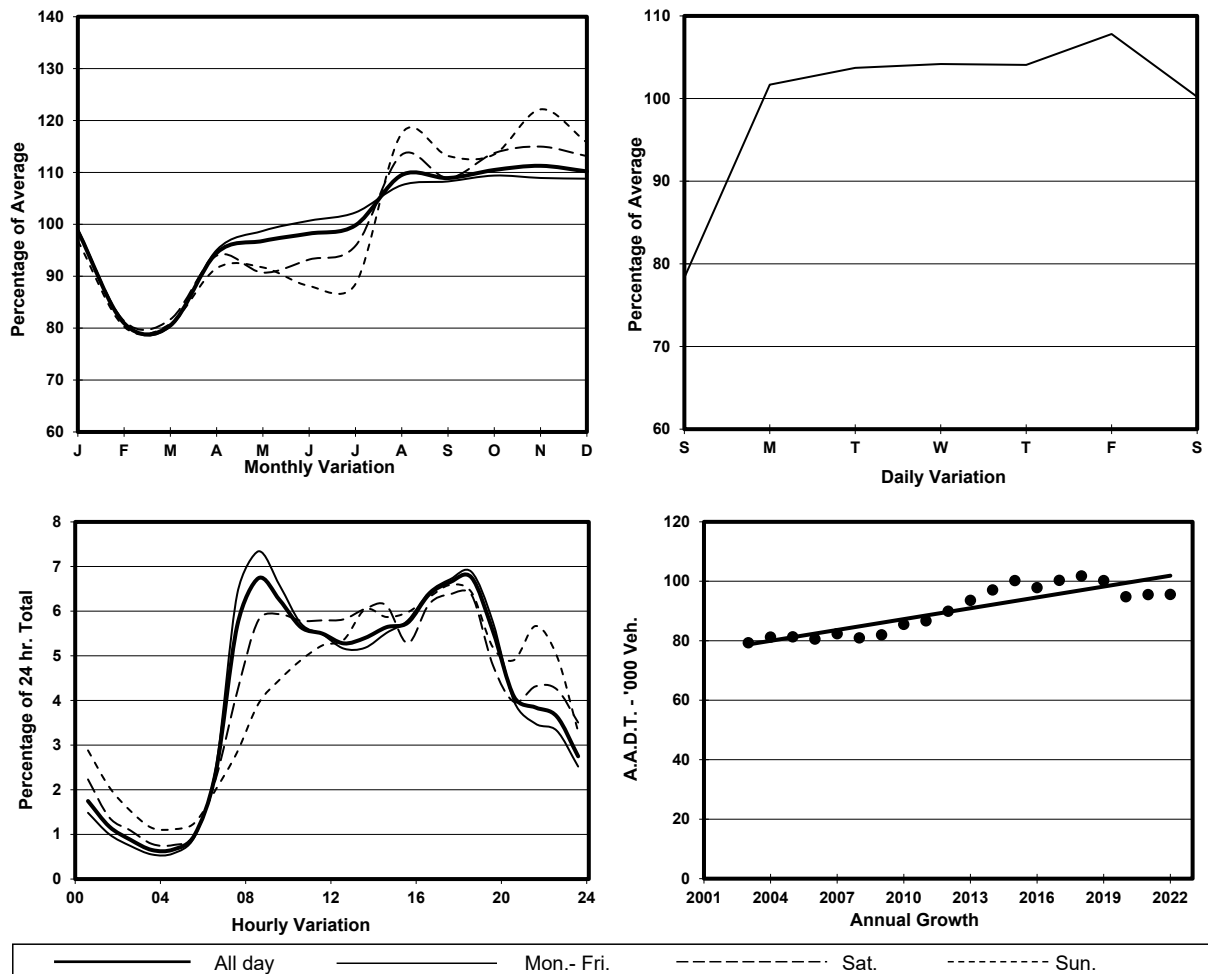
ROAD TYPE URBAN TRUNK ROAD

LINK LUNG CHEUNG RD (from NAM CHEONG ST to LION ROCK TUNNEL RD)

1.8m 12m 1.3m 12m 1.5m

E bound 3 lanes W bound 3 lanes

1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	46790	49460	47030	37230
R 12 / 24 - %	71.9	73.7	69.1	63.4
R 16 / 24 - %	89	90	86.9	84.8
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3240	3760	2740	1600
T - % (AM)	-	9.8	-	-
PM Peak Hour	1700-1800	1800-1900	1600-1700	1700-1800
One-way flow at PM peak hour	3170	3410	3090	2620
T - % (PM)	-	6.8	-	-
Prop.of commercial vehicles - 16 hr.	-	10.3	-	-
WEST BOUND				
A.A.D.T.	48770	51600	49990	37660
R 12 / 24 - %	71.4	72.7	70.3	64.5
R 16 / 24 - %	88.5	89.4	87.1	84.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3200	3660	3020	1750
T - % (AM)	-	8.3	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	3310	3550	3330	2400
T - % (PM)	-	6.9	-	-
Prop.of commercial vehicles - 16 hr.	-	10.4	-	-

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	6.5	43.2	16.8	1.7	1.3	19.3	6.0	2.2	0.0	3.0
	Ocp	1.1	1.2	2.0	6.1	15.0	1.3	1.3	14.9	0.0	69.0
0800-0900 Peak hour	Pro	3.8	53.4	13.9	0.7	1.3	18.0	4.1	1.7	0.0	3.1
	Ocp	1.1	1.2	2.0	4.5	11.9	1.4	1.3	21.2	0.0	68.0
0900-1000	Pro	2.6	42.5	16.4	0.8	0.9	25.6	6.0	1.3	0.0	3.7
	Ocp	1.1	1.2	2.0	1.8	12.7	1.4	1.3	2.3	0.0	46.9
1000-1100	Pro	2.4	35.6	16.2	0.9	0.3	31.5	9.6	0.5	0.0	2.9
	Ocp	1.1	1.3	1.9	2.4	15.3	1.3	1.3	6.8	0.0	30.7
1100-1200	Pro	1.8	36.4	16.3	1.4	0.4	32.5	7.8	0.6	0.0	2.8
	Ocp	1.0	1.2	2.0	1.2	6.6	1.3	1.2	1.5	0.0	27.4
1200-1300	Pro	2.5	40.2	14.5	1.5	0.5	29.9	7.4	0.6	0.0	2.9
	Ocp	1.0	1.3	1.9	4.6	10.4	1.3	1.3	3.4	0.0	31.3
1300-1400	Pro	3.4	36.7	13.4	2.4	0.2	31.1	8.1	1.6	0.1	3.0
	Ocp	1.1	1.2	1.6	9.0	15.3	1.3	1.3	6.8	3.0	35.3
1400-1500	Pro	2.9	36.6	12.8	1.8	0.4	31.5	9.5	1.7	0.0	2.9
	Ocp	1.1	1.3	2.0	2.1	11.0	1.3	1.2	3.4	0.0	28.3
1500-1600	Pro	2.8	34.8	14.9	1.2	0.3	32.9	10.1	0.3	0.0	2.7
	Ocp	1.0	1.2	1.9	1.3	7.2	1.3	1.2	1.6	0.0	26.6
1600-1700	Pro	3.4	38.4	14.8	1.1	0.6	30.1	7.2	1.3	0.0	3.1
	Ocp	1.1	1.2	1.8	2.4	5.4	1.3	1.1	10.1	0.0	34.8
1700-1800	Pro	6.1	45.6	11.8	1.1	0.5	25.3	5.3	0.7	0.1	3.4
	Ocp	1.1	1.2	2.0	1.7	15.1	1.4	1.2	4.7	1.0	55.8
1800-1900	Pro	4.1	66.3	8.8	0.3	0.7	13.0	2.3	1.2	0.0	3.3
	Ocp	1.1	1.2	1.9	1.6	16.1	1.1	1.0	24.7	0.0	76.3
1900-2000	Pro	5.1	58.0	14.0	0.3	0.8	13.7	1.3	2.7	0.0	4.0
	Ocp	1.1	1.1	1.9	1.5	15.2	1.1	1.1	6.0	0.0	56.2
2000-2100	Pro	3.1	55.8	19.8	0.4	0.6	12.6	2.4	1.2	0.0	4.1
	Ocp	1.0	1.1	1.9	1.3	12.6	1.1	1.1	8.0	0.0	38.7
2100-2200	Pro	5.5	50.7	23.4	0.5	0.8	12.2	1.5	1.3	0.1	4.1
	Ocp	1.1	1.2	1.9	1.4	14.3	1.2	1.1	1.6	1.0	32.0
2200-2300	Pro	4.1	54.0	23.7	0.5	0.4	10.0	2.4	1.1	0.1	3.7
	Ocp	1.2	1.1	2.0	1.0	12.8	1.2	1.1	1.0	1.0	30.1
16 hours	Pro	3.8	45.2	15.2	1.1	0.7	23.7	5.9	1.3	0.1	3.2
	Ocp	1.1	1.2	1.9	3.6	12.7	1.3	1.2	9.4	1.5	45.2

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