YEAR 2011 **LINK** LIN CHEUNG RD (from CHERRY ST to YAU MA TEI INT)

CORE STATION 3026
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD

1. TRAFFIC FLOW VARIATION AND GROWTH

All day — Mon.- Fri. — Sat. — Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	25120	26430	26220	19570
R 12 / 24 - %	71.8	73.4	69	64.9
R 16 / 24 - %	87.5	88.8	84.6	82.9
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2190	2710	1640	910
T - % (AM)	-	6.9	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	1590	1630	1630	1450
T - % (PM)	-	7.6	-	-
Prop.of commercial vehicles - 16 hr.	-	8.7	-	-
A.A.D.T.	-	-	-	-
R 12 / 24 - %	-	-	-	-
R 16 / 24 - %	-	-	-	-
AM Peak Hour	-	-	-	-
One-way flow at AM peak hour	-	-	-	-
T - % (AM)	-	-	-	-
PM Peak Hour	-	-	-	-
One-way flow at PM peak hour	-	-	-	-
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

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	3.0	25.2	22.6	3.0	0.0	23.6	9.1	11.1	0.1	2.3
	Ocp	1.2	1.2	2.5	4.7	0.0	1.8	1.1	11.9	1.0	45.9
0800-0900	Pro	1.1	54.2	29.2	0.8	0.0	7.8	3.7	2.6	0.0	0.7
Peak hour	Ocp	1.1	1.5	2.1	3.8	0.0	1.6	1.4	25.8	0.0	76.1
0900-1000	Pro	1.1	42.6	31.6	0.4	0.0	19.0	3.8	0.9	0.0	0.7
	Ocp	1.0	1.3	2.0	4.0	0.0	1.7	1.7	1.0	0.0	56.9
1000-1100	Pro	2.1	39.7	27.6	0.9	0.0	23.4	4.9	0.7	0.0	0.7
	Ocp	1.1	1.4	2.2	1.0	0.0	1.7	1.1	3.7	0.0	41.5
1100-1200	Pro	0.3	42.4	28.3	0.6	1.2	19.4	4.6	2.5	0.0	0.7
	Ocp	1.0	1.5	2.3	1.5	1.0	1.6	1.2	15.5	0.0	42.0
1200-1300	Pro	0.0	46.9	29.1	2.0	0.3	10.5	7.1	3.4	0.0	0.8
	Ocp	0.0	1.5	2.1	2.7	1.0	1.6	1.6	8.4	0.0	26.9
1300-1400	Pro	2.8	46.4	23.0	0.7	0.0	16.1	7.7	2.4	0.0	0.9
	Ocp	1.0	1.7	2.1	1.5	0.0	1.7	1.5	3.3	0.0	25.3
1400-1500	Pro	3.6	42.1	18.4	1.0	0.3	28.0	4.3	1.0	0.0	1.3
	Ocp	1.0	1.4	2.3	1.7	1.0	1.5	1.5	20.3	0.0	33.4
1500-1600	Pro	2.6	39.2	27.2	0.4	0.0	18.7	7.8	2.2	0.1	1.8
	Ocp	1.0	1.4	2.0	2.0	0.0	1.4	1.1	13.0	1.0	15.8
1600-1700	Pro	3.5	47.3	20.4	1.9	0.0	16.9	3.8	2.7	0.1	3.4
	Ocp	1.0	1.6	1.9	1.8	0.0	1.4	1.1	6.0	1.0	10.2
1700-1800	Pro	2.1	46.2	26.7	1.5	0.3	11.4	3.3	6.0	0.0	2.5
	Ocp	1.0	1.3	1.7	1.6	15.0	1.7	1.2	6.2	0.0	15.5
1800-1900	Pro	2.1	49.2	30.4	1.2	0.9	8.5	1.2	3.9	0.0	2.5
	Ocp	1.1	1.4	2.1	2.3	13.0	1.4	1.0	7.2	0.0	37.5
1900-2000	Pro	2.8	56.8	27.8	0.0	0.3	4.7	2.8	2.8	0.0	1.9
	Ocp	1.1	1.3	1.8	0.0	14.0	1.3	1.1	11.4	0.0	33.6
2000-2100	Pro	1.8	47.1	37.0	0.0	1.4	3.7	4.1	3.7	0.0	1.3
	Ocp	1.0	1.5	1.7	0.0	6.3	1.1	1.3	6.0	0.0	46.5
2100-2200	Pro	1.6	39.4	40.5	0.5	2.7	5.9	5.4	1.1	0.1	2.7
	Ocp	1.0	1.3	1.5	1.0	4.4	1.1	1.2	1.0	1.0	18.2
2200-2300	Pro	1.9	37.1	51.0	0.0	1.4	2.3	1.9	2.8	0.0	1.7
	Ocp	1.3	1.3	1.7	0.0	3.3	1.6	1.3	3.7	0.0	27.3
16 hours	Pro	1.9	45.0	29.0	0.9	0.4	14.1	4.5	2.8	0.1	1.4
	Ocp	1.1	1.4	2.0	2.5	5.7	1.6	1.3	10.3	1.0	31.7

Legend

Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)
Ocp. Average occupancy of vehicles
M&H Medium and Heavy