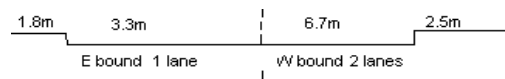
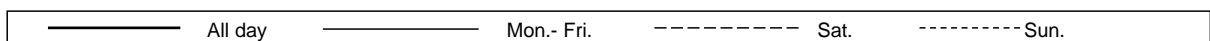
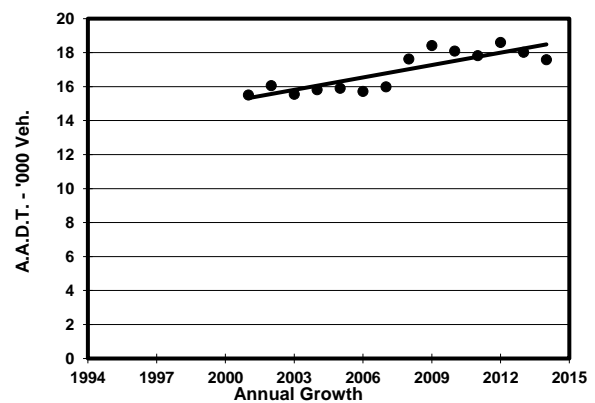
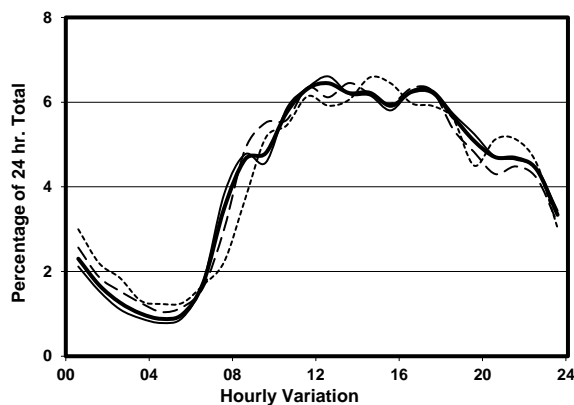
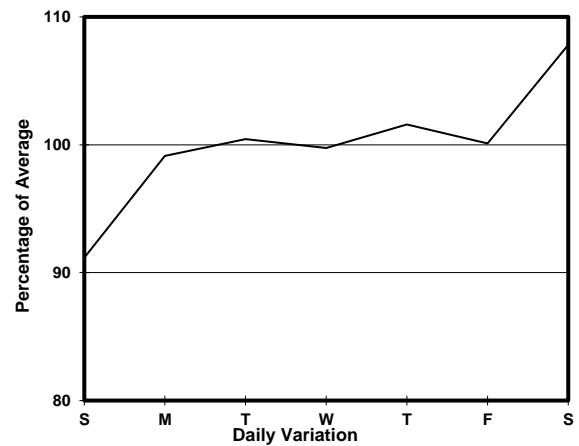
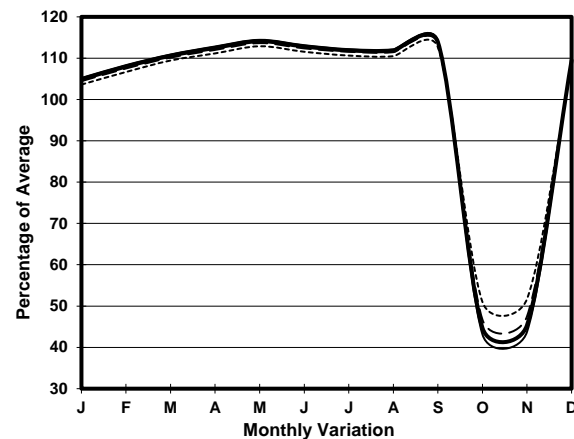


YEAR

2014

LINK TUNG LO WAN RD (from CAUSEWAY RD to MORETON
TERRACE)CORE STATION
ROAD NETWORK
ROAD TYPE1107
MINOR
LOCAL DISTRIBUTOR

1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	3600	3540	3950	3660
R 12 / 24 - %	69.5	70.3	67.1	67.8
R 16 / 24 - %	88.5	89.3	86.4	87
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	200	200	230	200
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1800-1900
One-way flow at PM peak hour	220	230	240	250
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	0.8	-	-
WEST BOUND				
A.A.D.T.	13980	14170	14910	12510
R 12 / 24 - %	67.5	67.9	68.2	64.4
R 16 / 24 - %	86.4	87	85.6	83.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	660	680	810	640
T - % (AM)	-	13.4	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1700-1800
One-way flow at PM peak hour	900	920	950	780
T - % (PM)	-	11.4	-	-
Prop.of commercial vehicles - 16 hr.	-	8	-	-

3. OTHER INFORMATION AND COMMENT

Traffic was diverted due to closure of some main roads in urban area from 28 September to 15 December 2014.

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor	Private	Taxi	Private	PLB	Goods veh.		Non	Fr. Bus	
		Cycle	Car		LB		Light	M & H	Fr. Bus	SD	DD
0700-0800	Pro	3.1	24.9	37.4	5.4	0.0	14.0	1.6	9.3	1.0	3.3
	Ocp	1.0	1.4	1.7	10.1	0.0	1.2	1.5	27.9	17.8	19.2
0800-0900	Pro	2.7	58.2	17.4	1.1	0.0	9.8	0.5	6.5	0.4	3.4
	Ocp	1.2	1.6	2.0	8.0	0.0	1.9	5.0	18.0	9.7	17.8
0900-1000	Pro	4.3	58.9	7.7	1.9	0.0	18.7	2.4	1.9	1.1	3.1
	Ocp	1.1	1.3	1.8	1.8	0.0	1.8	1.6	4.8	6.1	15.8
1000-1100	Pro	4.4	30.7	25.7	0.6	0.6	32.6	1.3	1.3	0.8	2.2
	Ocp	1.0	1.4	1.7	2.0	3.0	1.5	1.0	7.5	2.8	13.4
1100-1200	Pro	2.4	42.5	28.9	1.0	0.5	20.0	1.0	1.0	0.6	2.1
	Ocp	1.0	1.4	1.5	1.5	1.0	1.5	1.0	6.0	7.6	13.1
1200-1300 Peak hour	Pro	1.5	49.8	27.6	1.9	0.0	13.5	0.5	1.9	0.1	3.1
	Ocp	1.0	1.7	1.6	5.0	0.0	1.7	1.0	13.3	1.0	11.7
1300-1400	Pro	1.9	47.0	31.8	0.5	0.0	12.8	1.9	1.4	0.4	2.4
	Ocp	1.0	1.4	1.6	2.0	0.0	1.6	1.5	9.3	3.7	11.1
1400-1500	Pro	3.3	48.0	24.7	0.9	0.0	18.2	0.9	1.4	0.0	2.7
	Ocp	1.0	1.5	1.6	1.0	0.0	1.6	3.0	1.3	0.0	10.6
1500-1600	Pro	4.3	53.3	21.3	0.5	0.0	13.9	1.1	2.7	0.1	2.8
	Ocp	1.0	1.6	1.6	10.0	0.0	1.5	2.0	15.4	32.0	9.8
1600-1700	Pro	2.5	51.5	25.5	2.5	0.0	12.7	0.5	1.5	0.5	2.9
	Ocp	1.0	1.7	1.6	4.6	0.0	1.7	3.0	6.7	1.0	10.4
1700-1800	Pro	4.9	48.8	27.9	2.2	0.0	6.6	1.1	4.9	0.1	3.4
	Ocp	1.1	1.5	1.4	5.5	0.0	1.8	1.0	10.3	25.0	14.2
1800-1900	Pro	3.0	59.9	24.7	0.5	0.0	4.5	0.0	4.0	0.6	2.8
	Ocp	1.0	1.5	1.2	1.0	0.0	1.8	0.0	12.1	1.4	13.2
1900-2000	Pro	3.8	58.3	29.7	0.5	0.5	1.1	0.5	2.2	0.1	3.2
	Ocp	1.0	1.4	1.8	2.0	1.0	1.0	4.0	2.3	1.0	10.7
2000-2100	Pro	1.9	45.3	46.3	0.0	1.0	1.5	0.5	0.5	0.1	2.9
	Ocp	1.0	1.5	1.6	0.0	1.0	1.3	1.0	1.0	33.0	6.8
2100-2200	Pro	4.7	30.9	54.5	0.5	0.0	6.8	0.0	0.0	0.1	2.5
	Ocp	1.2	1.6	1.7	3.0	0.0	1.8	0.0	0.0	11.0	5.3
2200-2300	Pro	1.0	35.9	58.9	0.0	0.0	1.0	0.0	0.5	0.1	2.5
	Ocp	1.5	1.9	1.5	0.0	0.0	2.0	0.0	1.0	1.0	7.0
16 hours	Pro	3.1	47.2	30.4	1.2	0.2	11.6	0.8	2.4	0.4	2.8
	Ocp	1.1	1.5	1.6	5.1	1.4	1.6	1.8	13.4	7.6	11.9

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