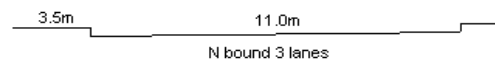


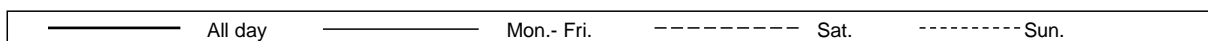
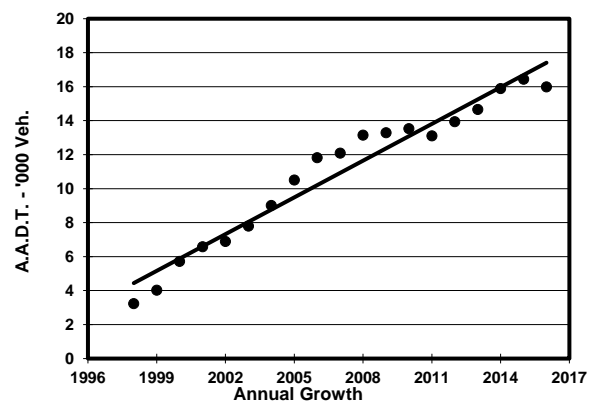
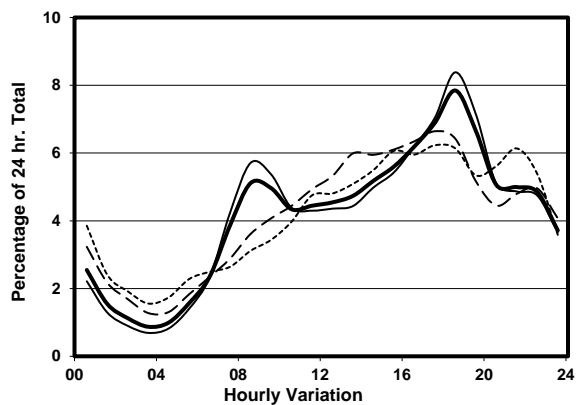
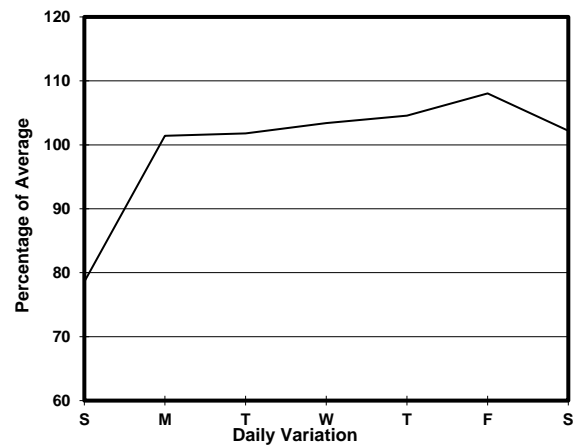
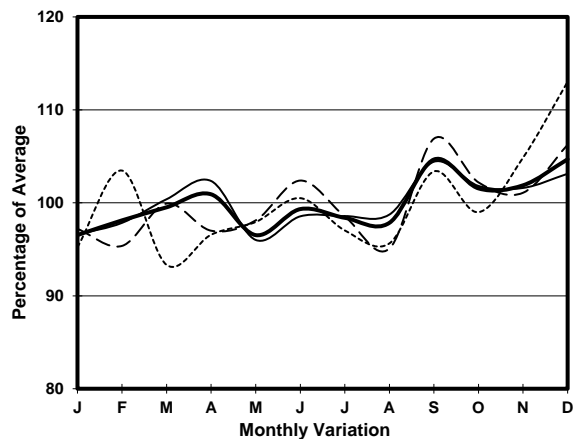
YEAR

2016

LINK LIN CHEUNG RD (from YAU MA TEI INT to CHERRY ST UNDERPASS)

CORE STATION
ROAD NETWORK
ROAD TYPE3025
MAJOR
URBAN TRUNK ROAD

1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
NORTH BOUND				
A.A.D.T.	15990	16800	16530	12700
R 12 / 24 - %	63.7	64.8	62.7	57.7
R 16 / 24 - %	85.3	86.7	82.1	80.2
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	820	960	670	440
T - % (AM)	-	12.3	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	1250	1410	1100	790
T - % (PM)	-	6.4	-	-
Prop.of commercial vehicles - 16 hr.	-	12.1	-	-
SOUTH BOUND				
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	Private	Taxi	Private	PLB	Goods veh.		Non	Fr. Bus	
		Cycle	Car		LB		Light	M & H	Fr. Bus	SD	DD
0700-0800	Pro	3.6	23.8	30.5	2.8	0.4	17.8	14.3	4.8	0.1	2.1
	Ocp	1.0	1.5	1.6	7.6	2.0	1.3	1.1	4.6	1.0	19.0
0800-0900	Pro	2.2	47.3	25.8	1.5	0.2	10.6	7.0	3.4	0.0	1.9
	Ocp	1.0	1.3	1.7	2.7	1.0	1.4	1.4	4.3	0.0	19.1
0900-1000	Pro	0.9	42.6	23.7	0.7	0.5	17.9	7.4	2.8	0.0	3.5
	Ocp	1.0	1.3	1.7	3.0	1.0	1.5	1.3	3.0	0.0	6.1
1000-1100	Pro	0.6	37.2	24.0	0.3	0.3	17.7	13.2	3.9	0.0	2.7
	Ocp	1.0	1.5	1.6	6.0	1.0	1.5	1.3	9.1	0.0	9.7
1100-1200	Pro	1.4	36.1	18.5	0.0	0.6	24.2	12.1	5.2	0.0	1.9
	Ocp	1.0	1.5	1.7	0.0	5.5	1.7	1.3	10.9	0.0	9.9
1200-1300	Pro	0.8	37.5	24.9	3.3	0.8	18.6	9.9	2.7	0.0	1.4
	Ocp	1.0	1.4	1.8	3.0	1.0	1.5	1.4	3.3	0.0	14.4
1300-1400	Pro	0.9	37.2	21.3	0.6	0.3	21.0	12.4	5.3	0.0	1.1
	Ocp	1.0	1.5	2.3	8.5	1.0	1.4	1.4	8.9	0.0	25.2
1400-1500	Pro	1.4	35.6	23.8	0.8	0.3	23.5	10.7	2.8	0.0	1.1
	Ocp	1.0	1.6	1.8	1.7	1.0	1.5	1.2	14.4	0.0	32.2
1500-1600	Pro	1.5	45.1	16.0	1.8	0.0	24.0	8.0	2.5	0.0	1.1
	Ocp	1.0	1.5	2.4	6.4	0.0	1.5	1.3	6.8	0.0	25.8
1600-1700	Pro	3.3	40.1	28.3	0.5	0.0	15.0	6.0	6.0	0.0	0.8
	Ocp	1.1	1.5	1.6	2.5	0.0	1.6	1.3	4.5	0.0	58.4
1700-1800	Pro	3.1	45.1	19.5	1.7	0.0	18.8	7.2	3.1	0.0	1.3
	Ocp	1.0	1.4	1.9	2.3	0.0	1.6	1.1	6.9	0.0	47.0
1800-1900 Peak hour	Pro	2.8	62.6	14.5	0.6	0.0	13.1	2.2	3.3	0.0	0.9
	Ocp	1.1	1.3	2.8	1.3	0.0	1.7	1.0	8.4	0.0	67.0
1900-2000	Pro	2.4	65.6	19.5	0.0	0.0	4.2	2.0	4.4	0.1	1.9
	Ocp	1.4	1.7	2.3	0.0	0.0	1.4	1.4	15.5	1.0	29.3
2000-2100	Pro	2.0	54.7	28.7	0.3	0.3	5.0	2.0	4.1	0.1	2.8
	Ocp	1.3	1.6	2.2	1.0	1.0	1.2	1.3	9.9	1.0	16.7
2100-2200	Pro	4.4	55.4	29.3	0.0	0.3	7.6	0.9	0.6	0.0	1.5
	Ocp	1.3	1.7	2.6	0.0	1.0	1.5	1.0	14.5	0.0	27.7
2200-2300	Pro	2.6	51.9	36.0	0.3	0.9	3.5	1.7	1.4	0.2	1.5
	Ocp	1.3	1.7	2.5	2.0	1.0	1.1	1.0	6.0	1.0	20.2
16 hours	Pro	2.1	46.2	23.4	0.9	0.3	14.9	6.9	3.5	0.1	1.7
	Ocp	1.1	1.5	2.0	3.9	1.6	1.5	1.3	8.2	1.0	22.6

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 except for one way traffic