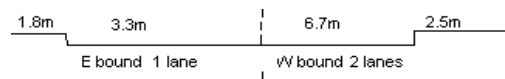


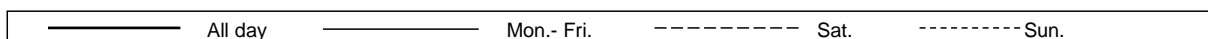
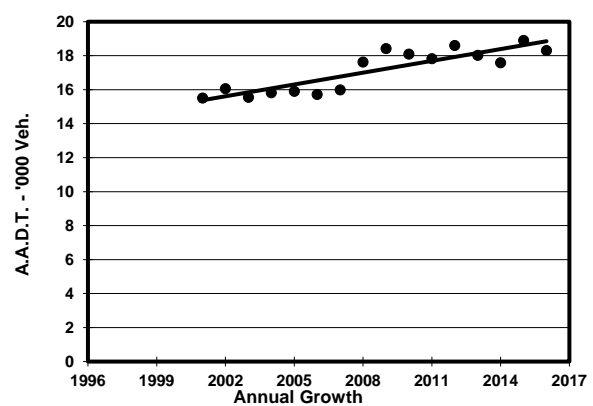
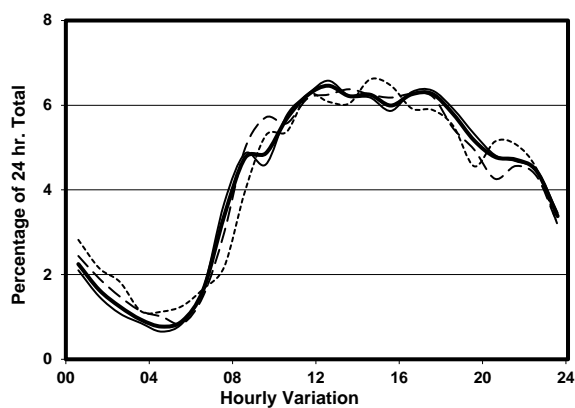
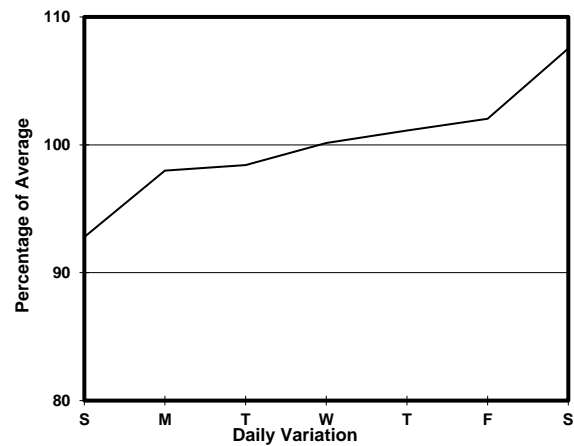
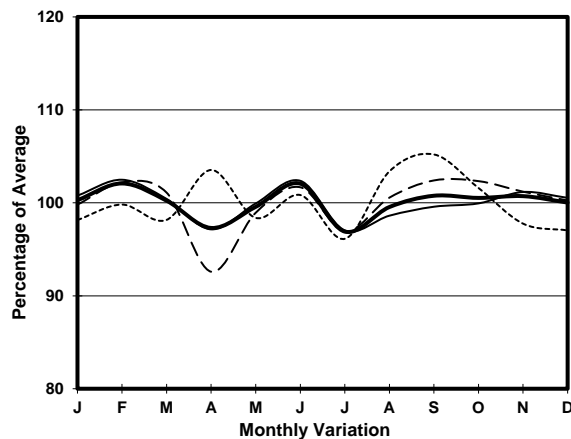
YEAR

2016

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.
<b>EAST BOUND</b>				
A.A.D.T.	3380	3300	3750	3440
R 12 / 24 - %	69.8	70.5	67.6	69.2
R 16 / 24 - %	89.3	90.2	87	87.9
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	190	180	240	190
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1800-1900
One-way flow at PM peak hour	210	210	230	220
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	0.3	-	-
<b>WEST BOUND</b>				
A.A.D.T.	14920	15060	15970	13580
R 12 / 24 - %	67.8	68.1	68.6	64.7
R 16 / 24 - %	86.8	87.3	86.4	84.1
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	710	730	880	710
T - % (AM)	-	13.1	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	970	990	1030	830
T - % (PM)	-	7.8	-	-
Prop.of commercial vehicles - 16 hr.	-	7.4	-	-

## 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	6.3	29.7	28.2	9.4	0.0	10.2	0.8	11.7	0.4	3.3
	Ocp	1.0	1.2	1.7	12.6	0.0	1.5	2.0	31.5	34.0	19.4
0800-0900	Pro	2.1	69.5	7.9	2.1	0.0	7.9	2.1	5.3	0.1	3.0
	Ocp	1.0	1.4	1.9	6.0	0.0	1.3	1.5	17.2	7.0	24.9
0900-1000	Pro	2.3	69.5	6.9	0.5	0.0	14.3	1.4	1.8	0.2	3.1
	Ocp	1.2	1.5	1.7	5.0	0.0	2.1	1.7	9.5	12.5	10.9
1000-1100	Pro	4.6	41.2	26.8	0.5	0.0	21.1	2.6	1.0	0.0	2.1
	Ocp	1.0	1.4	1.5	1.0	0.0	1.5	1.2	6.0	0.0	10.1
1100-1200	Pro	3.9	53.7	23.0	1.0	0.0	13.7	1.0	1.0	0.1	2.7
	Ocp	1.0	1.4	1.6	1.0	0.0	1.7	1.0	3.5	12.0	13.8
1200-1300 Peak hour	Pro	2.2	48.7	28.8	0.0	0.0	15.5	0.9	1.8	0.0	2.1
	Ocp	1.2	1.4	1.4	0.0	0.0	1.7	1.0	11.3	0.0	13.6
1300-1400	Pro	2.5	42.4	34.0	0.5	0.0	14.8	2.0	2.0	0.1	1.7
	Ocp	1.0	1.4	1.7	1.0	0.0	1.9	1.3	6.3	19.0	10.2
1400-1500	Pro	5.4	50.7	25.1	0.5	0.0	13.3	1.5	1.0	0.0	2.6
	Ocp	1.2	1.4	1.5	2.0	0.0	1.7	1.0	4.5	0.0	9.9
1500-1600	Pro	2.4	47.3	28.4	2.8	0.0	13.2	1.4	2.4	0.1	2.0
	Ocp	1.0	1.4	1.5	6.8	0.0	1.4	1.3	6.0	10.0	11.6
1600-1700	Pro	2.5	51.1	28.3	1.0	0.0	9.4	1.5	3.5	0.0	2.9
	Ocp	1.0	1.3	1.4	2.5	0.0	1.6	1.3	2.3	0.0	9.9
1700-1800	Pro	3.5	46.7	30.7	3.0	0.0	9.5	0.0	4.0	0.3	2.3
	Ocp	1.0	1.6	1.5	6.3	0.0	1.7	0.0	15.0	15.0	16.2
1800-1900	Pro	2.4	60.0	25.0	1.2	0.0	5.4	0.0	3.0	0.3	2.8
	Ocp	1.0	1.3	1.9	3.5	0.0	1.2	0.0	10.0	43.0	12.5
1900-2000	Pro	5.4	55.0	32.1	0.5	0.0	3.4	0.0	1.5	0.1	2.1
	Ocp	1.0	1.3	1.6	1.0	0.0	1.3	0.0	1.7	33.0	10.8
2000-2100	Pro	2.4	52.7	39.7	0.5	0.0	1.9	0.0	0.5	0.4	1.9
	Ocp	1.2	1.4	1.5	4.0	0.0	2.3	0.0	1.0	20.0	6.1
2100-2200	Pro	2.5	44.0	48.9	0.0	0.0	1.2	0.0	1.2	0.0	2.2
	Ocp	1.0	1.5	1.7	0.0	0.0	3.0	0.0	2.0	0.0	7.8
2200-2300	Pro	4.7	54.1	36.1	0.0	0.0	2.3	0.0	0.6	0.3	1.9
	Ocp	1.1	1.8	1.7	0.0	0.0	1.8	0.0	1.0	23.0	5.7
16 hours	Pro	3.4	51.5	27.8	1.3	0.0	10.1	1.0	2.4	0.1	2.4
	Ocp	1.1	1.4	1.6	7.1	0.0	1.7	1.3	13.4	22.0	12.5

**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 except for one way traffic