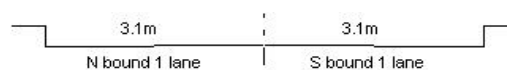
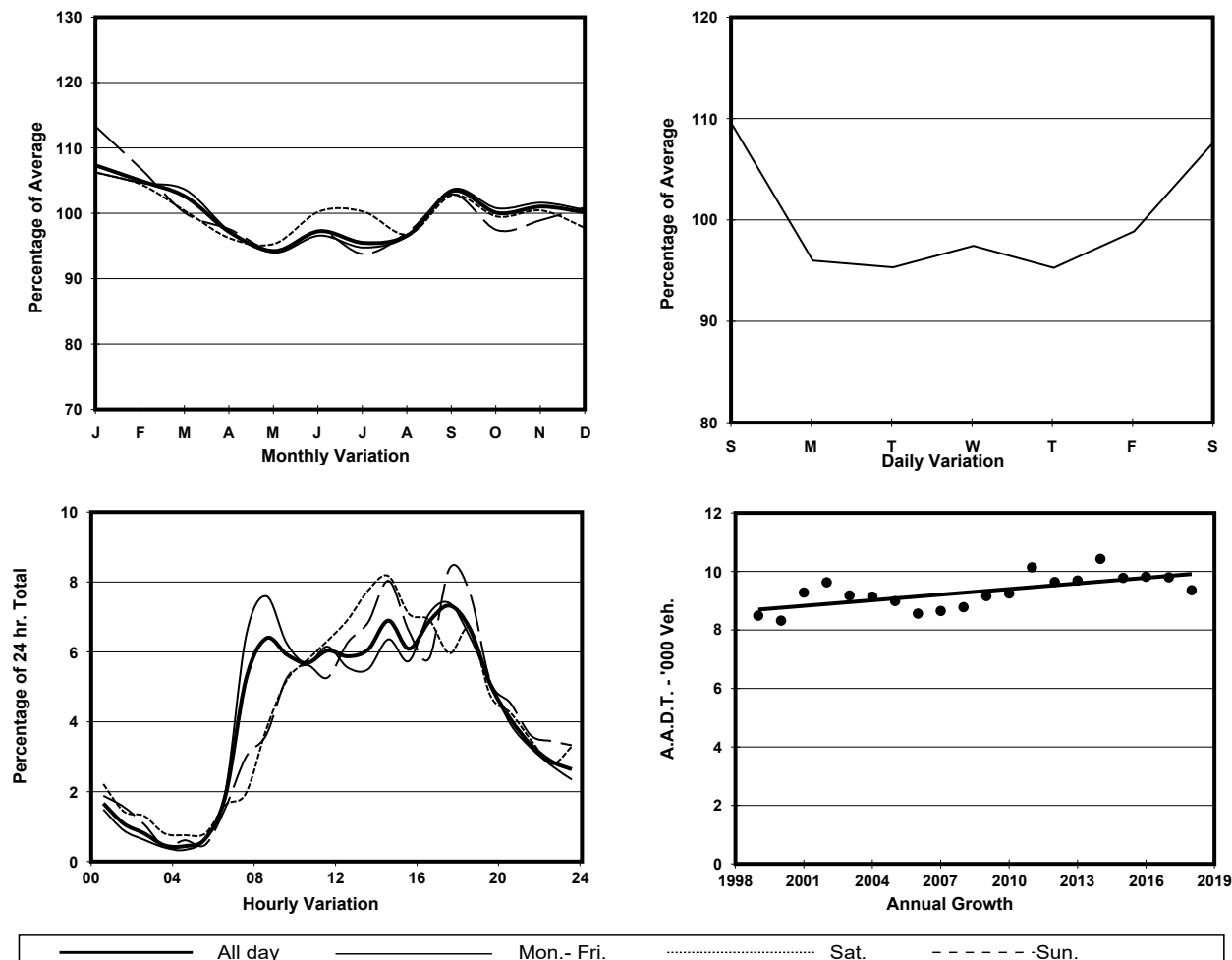


YEAR 2018 LINK TAI TAM RD (from CHAI WAN RD to SHEK O RD)

CORE STATION 1021  
ROAD NETWORK MAJOR  
ROAD TYPE PRIMARY DISTRIBUTOR



## 1. TRAFFIC FLOW VARIATION AND GROWTH



## 2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
<b>SOUTH BOUND</b>				
A.A.D.T.	3940	3790	4090	4440
R 12 / 24 - %	72.9	73.1	71.5	73.6
R 16 / 24 - %	90.1	90.5	89.7	88.8
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	260	250	210	310
T - % (AM)	-	4.9	-	-
PM Peak Hour	1600-1700	1600-1700	1700-1800	1600-1700
One-way flow at PM peak hour	260	260	340	270
T - % (PM)	-	10	-	-
Prop.of commercial vehicles - 16 hr.	-	7	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	5420	5200	5930	5740
R 12 / 24 - %	76.5	78.4	73	71.7
R 16 / 24 - %	90.5	91.8	88.8	87
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	390	470	320	220
T - % (AM)	-	8	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1800-1900
One-way flow at PM peak hour	450	440	590	470
T - % (PM)	-	7.2	-	-
Prop.of commercial vehicles - 16 hr.	-	7.2	-	-

## 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	5.7	54.6	9.2	8.5	3.5	5.7	0.7	9.2	0.0	2.8
	Ocp	1.0	1.5	2.4	9.8	13.4	1.9	2.0	22.7	0.0	30.8
0800-0900 Peak hour	Pro	6.6	65.4	9.2	2.6	1.3	8.3	1.8	3.1	0.0	1.6
	Ocp	1.0	1.5	2.2	2.2	13.0	1.7	1.0	8.3	0.0	31.0
0900-1000	Pro	2.0	60.0	13.6	0.0	1.4	17.7	2.0	0.7	0.0	2.6
	Ocp	1.0	1.5	2.0	0.0	7.5	1.7	1.3	7.0	0.0	26.1
1000-1100	Pro	6.3	51.1	13.3	1.3	3.2	19.6	1.3	1.9	0.0	2.2
	Ocp	1.0	1.5	2.0	3.0	10.6	1.5	1.0	18.3	0.0	26.8
1100-1200	Pro	4.2	46.5	14.8	2.8	1.4	19.7	2.1	6.3	0.0	2.1
	Ocp	1.2	1.7	1.8	2.8	10.5	1.8	1.3	17.6	0.0	27.7
1200-1300	Pro	4.1	46.7	12.3	4.1	2.5	21.3	3.3	3.3	0.0	2.5
	Ocp	1.2	1.5	2.2	4.2	15.7	1.8	1.5	17.5	0.0	30.5
1300-1400	Pro	5.3	46.2	12.4	1.8	2.7	25.8	1.8	0.9	0.0	3.1
	Ocp	1.3	1.5	2.1	1.0	13.3	1.8	1.0	16.0	0.0	28.4
1400-1500	Pro	4.4	53.2	9.6	3.0	3.7	19.2	2.2	2.2	0.0	2.4
	Ocp	1.2	1.5	1.8	4.0	12.6	1.8	1.0	6.7	0.0	23.4
1500-1600	Pro	6.1	53.0	7.5	2.0	2.7	20.4	2.7	3.4	0.0	2.2
	Ocp	1.2	1.6	2.6	6.0	11.3	1.8	1.0	6.8	0.0	27.7
1600-1700	Pro	7.4	50.4	14.9	3.2	2.7	13.8	0.5	5.3	0.0	1.9
	Ocp	1.0	1.7	2.2	5.0	13.2	1.9	3.0	28.2	0.0	33.1
1700-1800	Pro	9.0	44.0	16.9	1.8	2.4	18.1	3.0	3.0	0.0	1.8
	Ocp	1.0	1.5	1.9	1.3	13.0	1.8	1.6	12.0	0.0	48.2
1800-1900	Pro	9.3	63.6	11.3	4.6	4.6	4.6	0.0	0.0	0.0	2.0
	Ocp	1.2	1.7	1.9	7.3	16.0	1.3	0.0	0.0	0.0	34.1
1900-2000	Pro	3.0	65.4	18.3	0.0	3.8	3.8	0.8	2.3	0.0	2.7
	Ocp	1.0	1.3	1.8	0.0	12.8	1.2	2.0	6.0	0.0	18.9
2000-2100	Pro	9.3	53.7	21.7	0.0	2.1	4.1	2.1	3.1	0.0	3.9
	Ocp	1.2	1.5	1.6	0.0	5.5	1.5	1.0	13.3	0.0	9.7
2100-2200	Pro	7.5	55.4	22.5	0.0	4.5	4.5	1.5	0.0	0.0	4.1
	Ocp	1.2	1.4	2.1	0.0	4.0	1.3	2.0	0.0	0.0	6.2
2200-2300	Pro	7.0	59.2	19.7	0.0	4.2	4.2	0.0	1.4	0.0	4.2
	Ocp	1.2	1.3	1.9	0.0	6.0	1.0	0.0	5.0	0.0	7.0
16 hours	Pro	6.1	54.5	13.4	2.5	2.8	13.7	1.6	3.1	0.0	2.4
	Ocp	1.1	1.5	2.0	5.4	11.9	1.7	1.3	16.4	0.0	25.7

**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