

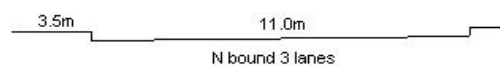
YEAR 2018

CORE STATION 3025

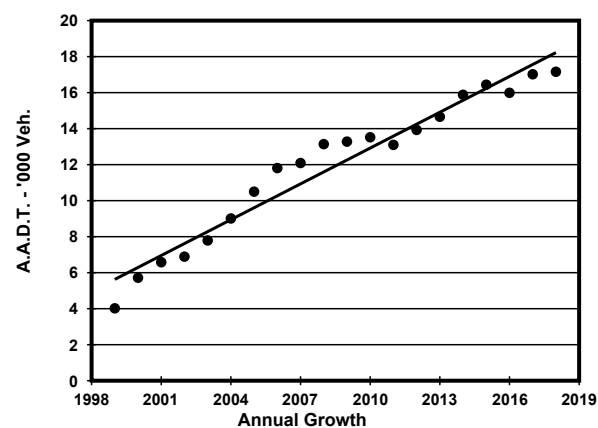
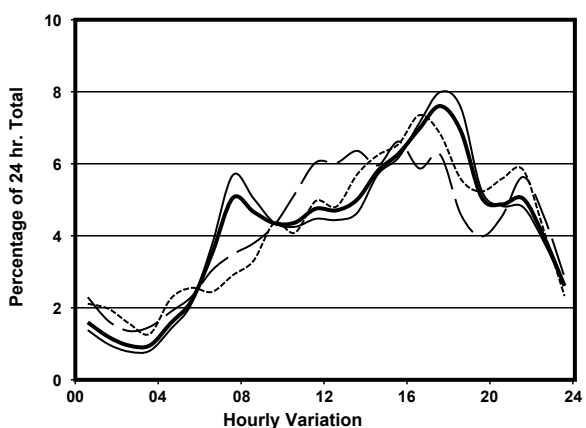
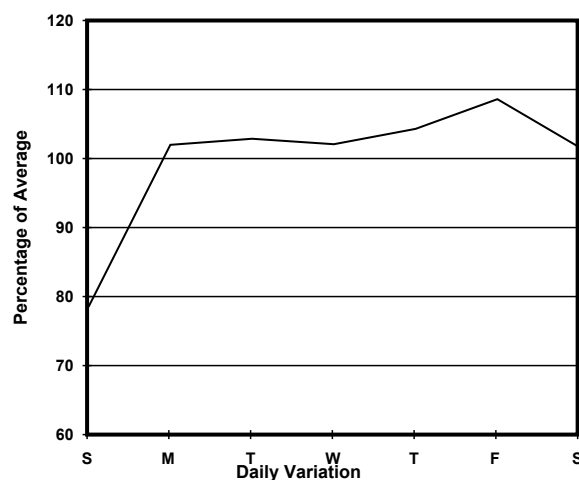
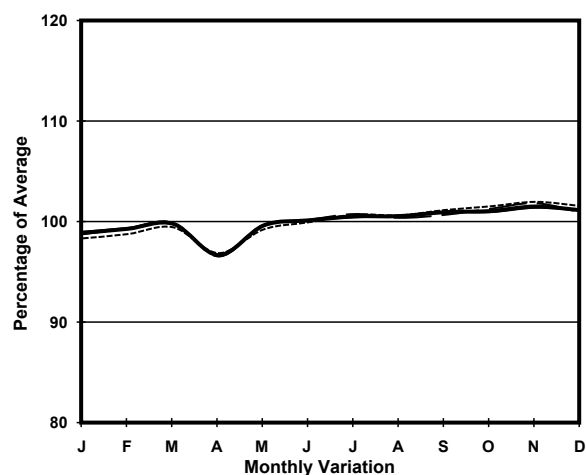
ROAD NETWORK MAJOR

ROAD TYPE URBAN TRUNK ROAD

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



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
NORTH BOUND				
A.A.D.T.	17160	18060	17660	13620
R 12 / 24 - %	66.5	67.4	64.4	62.7
R 16 / 24 - %	85.4	86.2	83.2	83.5
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	870	1030	760	590
T - % (AM)	-	14	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1600-1700
One-way flow at PM peak hour	1310	1440	1100	1000
T - % (PM)	-	12.1	-	-
Prop.of commercial vehicles - 16 hr.	-	12.2	-	-
 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	3.4	34.1	23.2	3.4	0.4	21.7	7.1	4.9	0.0	2.0
	Ocp	1.0	1.3	1.8	5.3	1.0	1.2	1.2	11.4	0.0	12.4
0800-0900	Pro	2.2	44.8	27.5	1.2	0.4	10.2	8.4	3.7	0.0	1.7
	Ocp	1.0	1.2	1.6	3.3	1.0	1.3	1.1	9.2	0.0	17.2
0900-1000	Pro	1.1	45.6	22.3	0.7	1.1	17.1	6.0	3.3	0.0	2.7
	Ocp	1.0	1.0	1.9	1.0	1.0	1.2	1.1	2.9	0.0	5.4
1000-1100	Pro	1.4	35.2	24.1	0.3	0.6	20.0	12.3	2.9	0.0	3.2
	Ocp	1.0	1.1	1.6	1.0	1.0	1.2	1.3	6.2	0.0	5.4
1100-1200	Pro	1.0	38.4	16.2	2.0	0.7	23.2	11.9	5.0	0.0	1.7
	Ocp	1.0	1.2	2.0	2.0	1.0	1.3	1.0	7.4	0.0	8.7
1200-1300	Pro	2.0	38.4	17.4	3.1	0.0	23.0	9.1	5.4	0.0	1.6
	Ocp	1.1	1.2	1.6	2.4	0.0	1.4	1.1	7.2	0.0	10.2
1300-1400	Pro	2.1	43.3	19.0	1.6	0.0	21.4	7.9	3.7	0.0	1.0
	Ocp	1.0	1.3	2.1	3.3	0.0	1.3	1.0	10.9	0.0	19.5
1400-1500	Pro	0.9	39.0	19.4	0.0	0.0	24.6	11.4	3.7	0.0	1.1
	Ocp	1.0	1.2	2.0	0.0	0.0	1.6	1.3	4.8	0.0	22.6
1500-1600	Pro	1.3	53.5	11.9	2.5	0.0	17.9	9.1	2.8	0.0	1.1
	Ocp	1.0	1.2	2.1	3.9	0.0	1.4	1.1	19.2	0.0	24.4
1600-1700	Pro	1.6	40.7	19.5	2.3	0.0	16.3	11.2	7.3	0.0	1.2
	Ocp	1.2	1.3	1.6	2.7	0.0	1.5	1.2	7.8	0.0	41.1
1700-1800 Peak hour	Pro	3.7	55.8	14.3	1.5	0.0	12.6	5.4	5.4	0.0	1.3
	Ocp	1.1	1.4	1.8	2.9	0.0	1.6	1.1	5.8	0.0	56.0
1800-1900	Pro	3.4	65.5	15.3	0.0	0.0	10.1	1.8	3.0	0.0	0.9
	Ocp	1.0	1.3	1.9	0.0	0.0	1.4	1.2	7.5	0.0	65.2
1900-2000	Pro	2.4	59.8	22.2	0.3	0.2	6.9	1.7	4.7	0.0	1.7
	Ocp	1.0	1.2	2.0	1.5	1.0	1.3	1.0	24.3	0.0	35.3
2000-2100	Pro	3.2	55.1	22.1	0.0	0.5	6.6	1.3	9.0	0.0	2.1
	Ocp	1.0	1.3	2.1	0.0	1.0	1.2	1.0	28.9	0.0	11.8
2100-2200	Pro	3.4	62.0	27.2	0.0	0.5	3.4	1.3	1.3	0.1	0.9
	Ocp	1.1	1.2	2.0	0.0	1.0	1.5	1.0	9.4	1.0	23.2
2200-2300	Pro	1.9	58.1	32.3	0.0	0.0	3.1	1.6	1.6	0.0	1.6
	Ocp	1.0	1.2	2.0	0.0	0.0	1.2	1.0	7.2	0.0	9.9
16 hours	Pro	2.2	49.3	20.8	1.1	0.3	14.2	6.4	4.2	0.1	1.6
	Ocp	1.0	1.2	1.9	3.1	1.0	1.4	1.1	12.3	1.0	20.7

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