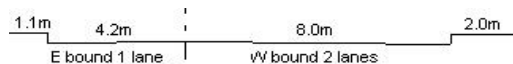


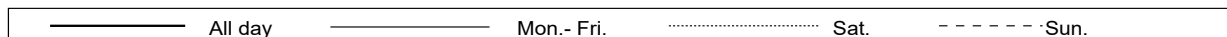
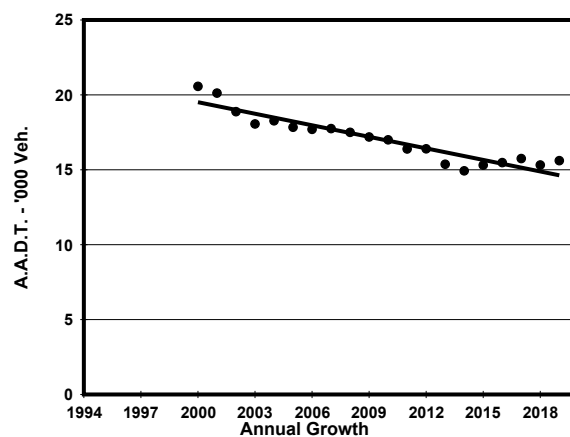
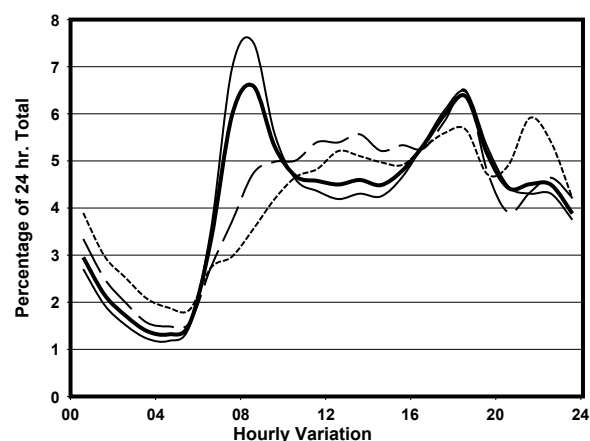
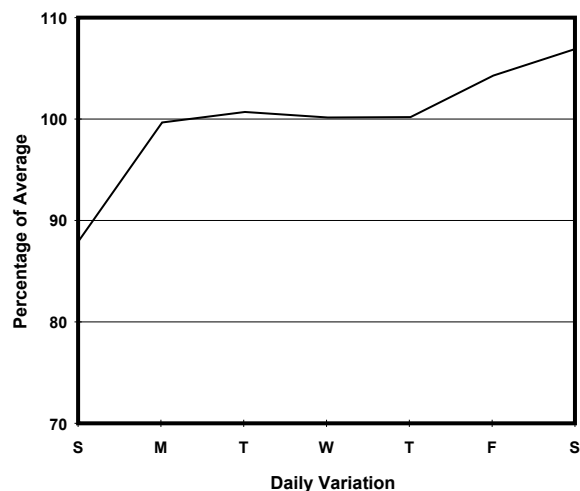
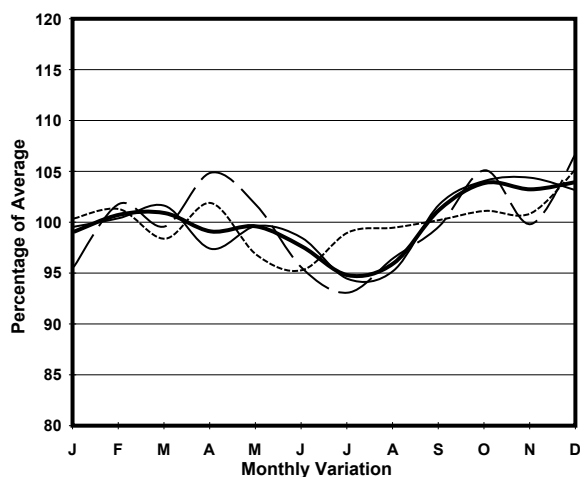
YEAR 2019

LINK PO LAM RD (from ANDERSON RD to TSUI LAM RD)

CORE STATION 5023
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT 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.	6800	6880	7190	6320
R 12 / 24 - %	60.8	61.8	59.7	56.2
R 16 / 24 - %	82.1	83.1	79.9	78.6
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	320	360	320	240
T - % (AM)	-	10.8	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	470	490	470	370
T - % (PM)	-	10.3	-	-
Prop.of commercial vehicles - 16 hr.	-	12.8	-	-
WEST BOUND				
A.A.D.T.	8810	8990	9570	7540
R 12 / 24 - %	65	66.2	65.3	57.6
R 16 / 24 - %	81.5	82.3	81.1	77.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	710	830	520	350
T - % (AM)	-	7.5	-	-
PM Peak Hour	1800-1900	1700-1800	1800-1900	1800-1900
One-way flow at PM peak hour	530	540	620	420
T - % (PM)	-	9.1	-	-
Prop.of commercial vehicles - 16 hr.	-	11.1	-	-

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	4.9	53.0	13.4	1.4	2.8	13.8	1.4	2.1	0.0	7.2
	Ocp	1.2	1.6	2.1	6.5	14.6	1.4	1.0	16.5	0.0	38.5
0800-0900 Peak hour	Pro	5.1	45.2	16.5	3.3	1.8	19.5	2.1	1.5	0.0	5.0
	Ocp	1.1	1.2	2.1	2.3	10.3	1.5	1.3	7.6	0.0	44.6
0900-1000	Pro	6.9	39.2	15.5	2.2	2.2	19.8	4.7	3.0	0.0	6.6
	Ocp	1.2	1.4	1.8	1.4	10.0	1.4	1.3	1.9	0.0	28.2
1000-1100	Pro	3.9	31.0	19.9	2.2	4.4	24.4	2.8	2.2	0.0	9.1
	Ocp	1.0	1.4	1.9	3.3	7.1	1.5	1.0	1.0	0.0	18.7
1100-1200	Pro	7.0	25.9	18.4	3.2	4.3	25.4	4.9	2.2	0.0	8.6
	Ocp	1.0	1.4	2.2	1.7	4.8	1.6	1.3	1.3	0.0	18.6
1200-1300	Pro	5.9	27.8	22.5	4.7	4.1	21.3	1.8	2.4	0.0	9.5
	Ocp	1.0	1.4	2.0	2.5	6.9	1.5	1.3	4.8	0.0	17.3
1300-1400	Pro	1.8	31.0	17.9	2.4	5.4	26.9	2.4	1.2	0.0	11.0
	Ocp	1.3	1.4	2.0	1.5	8.3	1.4	1.5	1.0	0.0	21.0
1400-1500	Pro	6.4	34.2	10.7	6.4	3.6	22.8	4.3	0.7	0.0	11.0
	Ocp	1.3	1.6	1.4	1.9	7.8	1.5	2.0	2.0	0.0	19.8
1500-1600	Pro	3.7	27.6	20.2	4.3	3.1	24.5	4.3	2.5	0.0	10.0
	Ocp	1.0	1.4	2.0	1.9	8.0	1.7	1.4	4.8	0.0	23.7
1600-1700	Pro	4.0	33.1	25.6	4.5	4.0	15.6	1.5	3.5	0.0	8.2
	Ocp	1.0	1.4	1.4	2.9	11.8	1.4	1.3	3.4	0.0	30.3
1700-1800	Pro	13.2	31.5	20.1	3.7	3.7	18.3	1.4	1.4	0.1	6.7
	Ocp	1.1	1.5	1.6	2.6	13.0	1.4	1.0	1.7	1.0	47.1
1800-1900	Pro	5.7	47.1	22.5	0.4	3.2	12.8	0.7	1.8	0.0	5.8
	Ocp	1.1	1.3	1.7	1.0	12.0	1.3	1.5	4.4	0.0	44.7
1900-2000	Pro	7.0	43.2	21.0	0.0	4.4	13.5	0.9	0.9	0.0	9.2
	Ocp	1.1	1.4	1.7	0.0	9.7	1.5	1.0	1.0	0.0	27.1
2000-2100	Pro	4.7	34.3	37.9	0.0	4.2	7.3	1.6	0.5	0.0	9.6
	Ocp	1.1	1.5	1.6	0.0	8.6	1.2	1.0	1.0	0.0	21.5
2100-2200	Pro	7.1	40.9	33.8	0.0	4.1	5.3	0.0	0.0	0.0	8.7
	Ocp	1.2	1.5	1.6	0.0	7.0	2.1	0.0	0.0	0.0	20.7
2200-2300	Pro	6.1	35.0	42.7	0.0	2.8	3.9	0.6	0.0	0.0	9.0
	Ocp	1.2	1.5	1.7	0.0	8.8	1.1	1.0	0.0	0.0	23.0
16 hours	Pro	5.9	37.7	21.9	2.3	3.5	16.9	2.1	1.7	0.1	8.1
	Ocp	1.1	1.4	1.8	2.4	9.4	1.5	1.3	4.6	1.0	27.8

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