

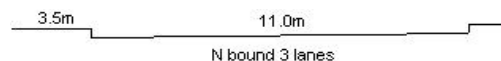
YEAR 2020

CORE STATION 3025

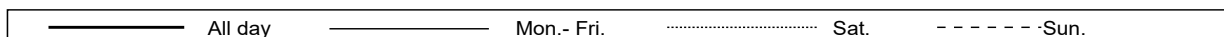
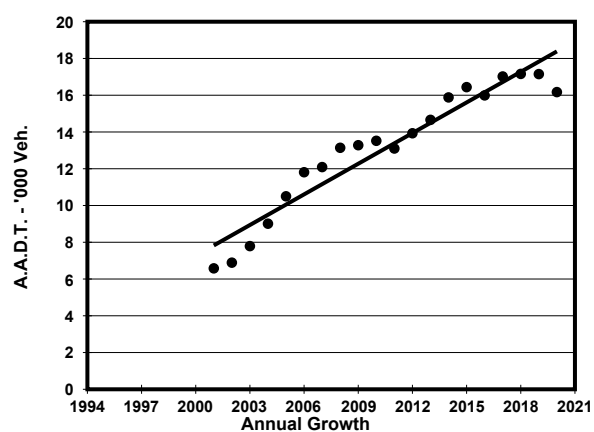
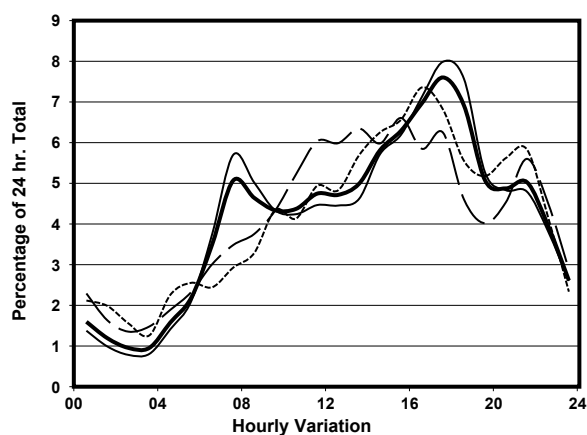
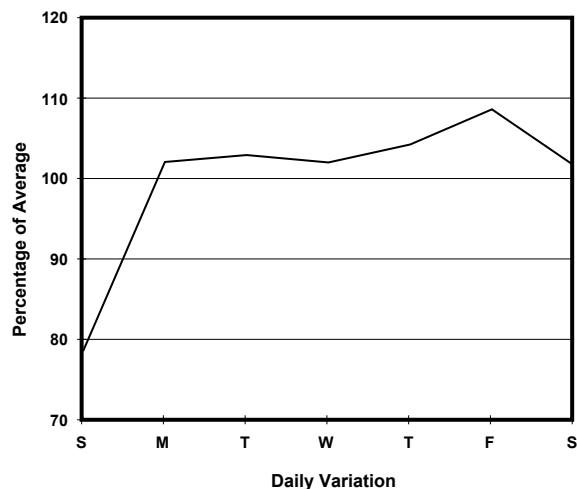
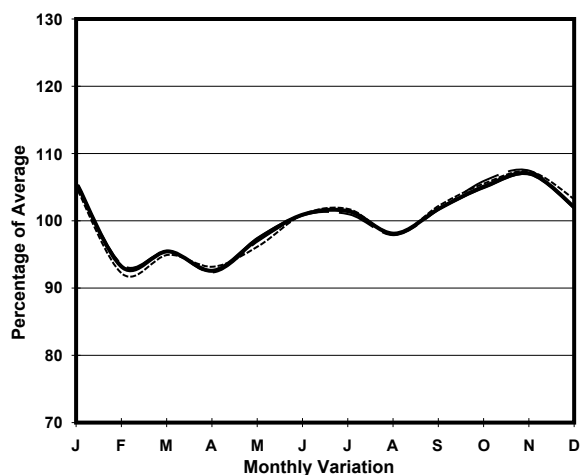
ROAD NETWORK MAJOR

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.	16170	17000	16630	12850
R 12 / 24 - %	66.5	67.4	64.4	62.7
R 16 / 24 - %	85.4	86.2	83.1	83.5
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	820	970	720	560
T - % (AM)	-	24.5	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1600-1700
One-way flow at PM peak hour	1230	1360	1040	950
T - % (PM)	-	3.5	-	-
Prop.of commercial vehicles - 16 hr.	-	9	-	-
 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	6.1	27.9	15.6	0.5	0.0	25.5	16.1	3.8	0.0	4.6
	Ocp	1.0	1.5	1.7	4.0	0.0	1.3	1.2	3.8	0.0	12.6
0800-0900	Pro	3.2	46.3	17.8	0.5	0.0	20.0	7.2	1.3	0.0	3.7
	Ocp	1.1	1.3	1.6	1.5	0.0	1.3	1.2	12.4	0.0	10.5
0900-1000	Pro	1.7	47.9	24.7	0.9	0.0	15.0	5.2	1.1	0.0	3.5
	Ocp	1.3	1.0	1.5	1.8	0.0	1.5	1.2	1.0	0.0	5.6
1000-1100	Pro	1.4	34.6	17.8	1.7	0.0	27.2	11.5	2.1	0.0	3.6
	Ocp	1.0	1.3	1.3	2.4	0.0	1.4	1.1	1.0	0.0	5.5
1100-1200	Pro	4.0	37.8	13.3	1.4	0.0	28.8	11.0	0.3	0.1	3.3
	Ocp	1.1	1.5	1.8	2.6	0.0	1.5	1.2	1.0	1.0	6.7
1200-1300	Pro	4.1	40.2	21.4	0.7	0.0	21.4	9.2	0.3	0.0	2.6
	Ocp	1.3	1.4	1.7	1.5	0.0	1.6	1.3	2.0	0.0	9.6
1300-1400	Pro	3.0	44.4	19.1	1.3	0.0	22.4	6.9	1.3	0.2	1.5
	Ocp	1.3	1.4	1.6	1.8	0.0	1.5	1.2	1.0	1.0	26.7
1400-1500	Pro	2.6	51.3	15.3	0.3	0.0	17.9	11.6	0.3	0.0	0.8
	Ocp	1.1	1.4	2.2	1.0	0.0	1.5	1.4	1.0	0.0	26.3
1500-1600	Pro	1.9	46.7	18.4	0.5	0.0	22.7	8.1	0.7	0.1	0.8
	Ocp	1.1	1.5	1.6	3.5	0.0	1.6	1.2	9.0	1.0	28.6
1600-1700	Pro	3.5	50.3	16.8	0.5	0.0	19.6	7.3	0.8	0.1	1.1
	Ocp	1.4	1.5	1.7	2.5	0.0	1.6	1.2	1.3	1.0	32.3
1700-1800 Peak hour	Pro	6.3	54.9	18.5	0.2	0.0	16.6	1.7	0.8	0.0	1.0
	Ocp	1.1	1.4	2.1	1.0	0.0	1.8	1.5	1.0	0.0	61.1
1800-1900	Pro	3.6	67.1	15.0	0.4	0.0	8.9	1.8	0.8	0.0	2.6
	Ocp	1.2	1.4	2.1	4.0	0.0	1.3	1.2	39.5	0.0	84.6
1900-2000	Pro	2.8	69.5	15.8	0.2	0.0	8.0	0.8	1.0	0.0	1.8
	Ocp	1.2	1.3	2.2	1.0	0.0	1.6	1.2	12.8	0.0	40.2
2000-2100	Pro	2.2	66.0	18.8	0.0	0.0	6.6	3.1	0.6	0.0	2.7
	Ocp	1.0	1.4	2.0	0.0	0.0	1.6	1.2	1.0	0.0	18.6
2100-2200	Pro	4.0	58.5	25.0	0.9	0.0	7.1	2.0	0.6	0.1	1.9
	Ocp	1.1	1.6	2.0	1.0	0.0	1.2	1.0	1.0	1.0	16.0
2200-2300	Pro	2.6	57.3	28.1	0.8	0.0	7.0	2.1	0.5	0.0	1.7
	Ocp	1.2	1.5	2.0	1.0	0.0	1.3	1.3	1.0	0.0	12.1
16 hours	Pro	3.3	52.0	18.8	0.6	0.0	16.2	5.9	0.9	0.1	2.2
	Ocp	1.1	1.4	1.8	2.1	0.0	1.5	1.2	6.8	1.0	23.5

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