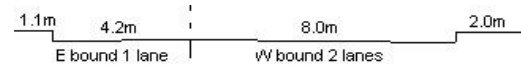


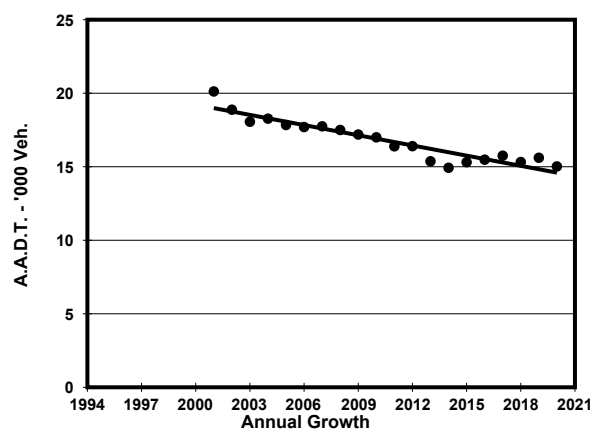
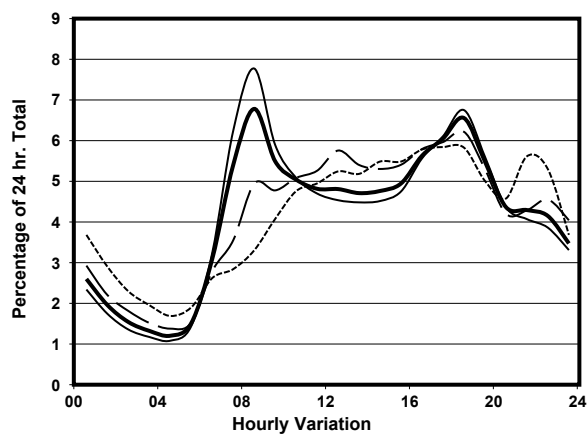
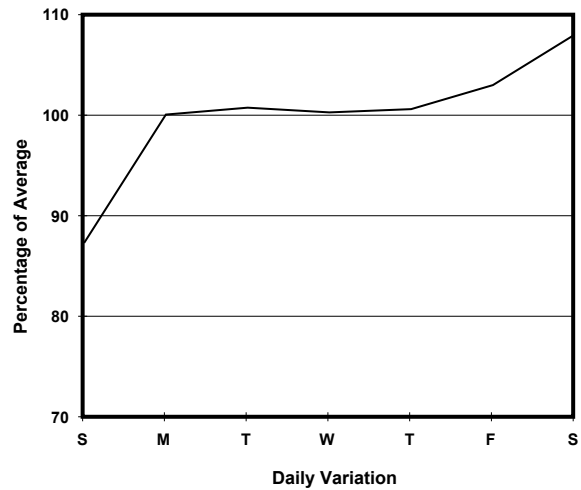
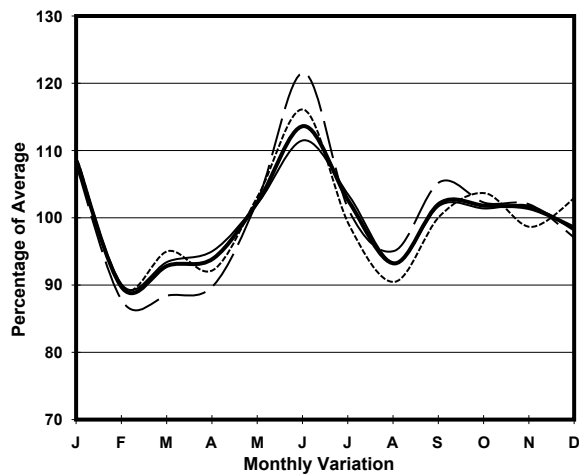
YEAR 2020

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



— All day    - - - - - Mon. - Fri.    ..... Sat.    - . - . - Sun.

## 2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
<b>EAST BOUND</b>				
A.A.D.T.	6630	6710	7120	6100
R 12 / 24 - %	63.1	64.2	61.2	59
R 16 / 24 - %	83.9	85	82	80.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	320	350	310	230
T - % (AM)	-	12.6	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1600-1700
One-way flow at PM peak hour	500	530	480	400
T - % (PM)	-	12.1	-	-
Prop.of commercial vehicles - 16 hr.	-	13.1	-	-
<b>WEST BOUND</b>				
A.A.D.T.	8390	8550	9220	7130
R 12 / 24 - %	66.5	68.1	65.2	58.6
R 16 / 24 - %	82.8	83.8	81.7	78.4
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	700	830	520	310
T - % (AM)	-	6.2	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	490	500	530	410
T - % (PM)	-	7.8	-	-
Prop.of commercial vehicles - 16 hr.	-	11.2	-	-

## 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	5.1	54.2	14.6	0.3	2.9	11.7	1.9	2.2	0.0	7.2
	Ocp	1.1	1.5	1.9	3.0	18.4	1.3	1.2	16.6	0.0	32.3
0800-0900 Peak hour	Pro	4.0	41.1	24.2	3.0	4.0	15.6	0.7	2.7	0.0	5.0
	Ocp	1.1	1.3	1.6	1.9	12.9	1.3	1.0	11.9	0.0	31.0
0900-1000	Pro	4.9	36.7	17.7	3.7	2.5	21.0	4.5	2.1	0.0	6.9
	Ocp	1.1	1.2	2.0	2.1	8.8	1.5	1.3	2.2	0.0	27.5
1000-1100	Pro	5.3	30.2	24.0	2.7	4.4	22.2	3.1	0.4	0.0	7.6
	Ocp	1.0	1.2	1.6	1.5	5.8	1.2	1.4	1.0	0.0	17.2
1100-1200	Pro	5.9	30.1	16.3	4.6	5.9	22.9	3.3	0.7	0.0	10.5
	Ocp	1.1	1.3	1.6	1.9	7.8	1.3	1.8	1.0	0.0	15.8
1200-1300	Pro	4.2	29.2	21.2	2.7	6.9	18.0	2.1	8.0	0.0	7.7
	Ocp	1.0	1.3	1.6	4.2	8.1	1.2	1.5	5.5	0.0	19.7
1300-1400	Pro	4.0	31.6	23.7	2.0	3.0	18.8	2.5	6.9	0.0	7.7
	Ocp	1.0	1.4	1.6	7.8	10.3	1.6	1.4	7.5	0.0	27.7
1400-1500	Pro	4.2	31.9	21.1	4.8	4.8	17.5	5.4	0.6	0.0	9.6
	Ocp	1.0	1.3	1.3	2.0	8.3	1.6	1.7	1.0	0.0	21.1
1500-1600	Pro	4.5	27.8	18.2	3.4	5.1	27.3	4.5	0.0	0.0	9.1
	Ocp	1.1	1.2	1.6	1.3	7.4	1.5	1.5	0.0	0.0	18.3
1600-1700	Pro	3.1	34.2	22.8	2.6	4.0	20.6	3.5	3.1	0.0	6.0
	Ocp	1.1	1.2	1.6	2.0	7.6	1.7	1.8	2.3	0.0	22.5
1700-1800	Pro	5.3	37.7	18.8	0.4	4.4	23.2	2.6	1.3	0.0	6.2
	Ocp	1.1	1.4	1.5	2.0	11.5	1.5	1.2	1.3	0.0	29.8
1800-1900	Pro	8.4	43.0	19.3	0.4	5.2	13.7	1.6	1.2	0.0	7.1
	Ocp	1.2	1.2	1.5	1.0	11.8	1.3	1.8	12.3	0.0	27.5
1900-2000	Pro	2.6	51.6	18.8	0.0	4.8	11.8	1.3	0.9	0.0	8.2
	Ocp	1.0	1.3	1.7	0.0	11.4	1.4	1.3	1.0	0.0	24.6
2000-2100	Pro	3.7	43.9	26.6	0.0	3.7	10.5	0.6	0.0	0.0	11.0
	Ocp	1.0	1.4	1.6	0.0	6.2	1.3	1.0	0.0	0.0	17.4
2100-2200	Pro	6.5	39.0	36.8	0.0	3.2	5.4	0.0	0.5	0.0	8.5
	Ocp	1.2	1.3	1.5	0.0	6.7	1.6	0.0	1.0	0.0	15.7
2200-2300	Pro	6.1	44.1	29.4	0.0	3.7	6.7	0.0	0.0	0.0	10.0
	Ocp	1.1	1.2	1.5	0.0	8.0	1.6	0.0	0.0	0.0	15.3
16 hours	Pro	4.9	38.7	21.7	1.8	4.2	16.6	2.3	2.0	0.0	7.7
	Ocp	1.1	1.3	1.6	2.4	9.7	1.4	1.5	7.0	0.0	22.9

**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