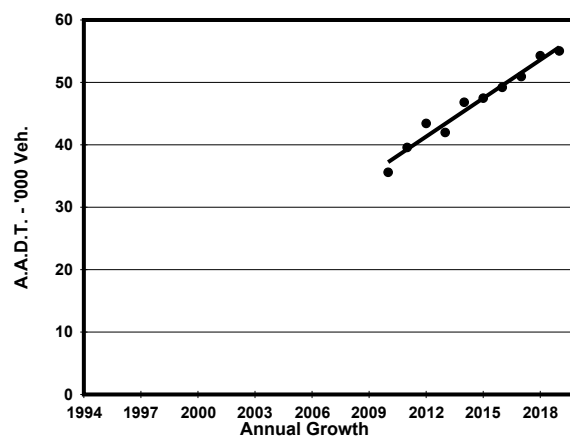
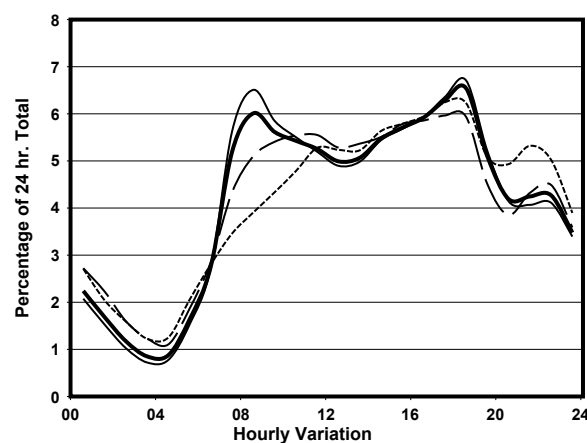
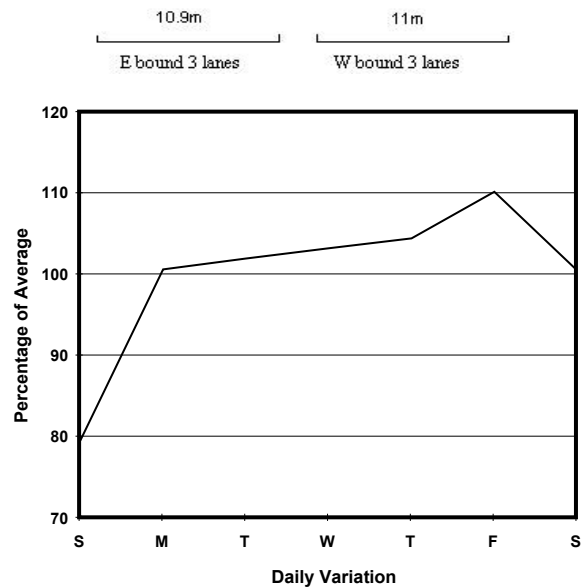
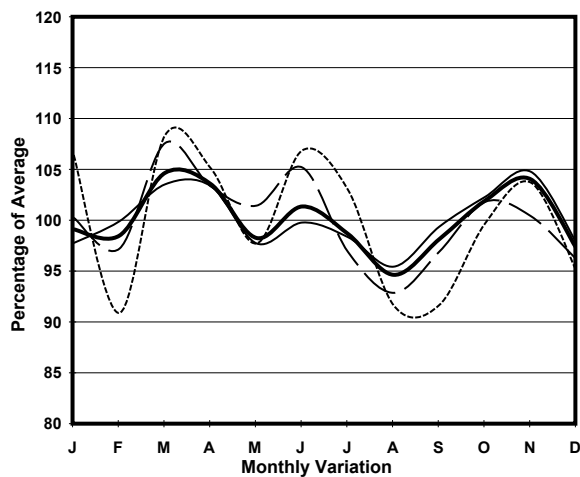


YEAR 2019

LINK NAM WAN TUNNEL (from EAST TSING YI VIADUCT to
CHEUNG TSING HIGHWAY)

CORE STATION 5038
ROAD NETWORK MAJOR
ROAD TYPE EXPRESSWAY

1. TRAFFIC FLOW VARIATION AND GROWTH



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

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	28590	29860	29230	23840
R 12 / 24 - %	68.9	70.4	66.4	62.4
R 16 / 24 - %	85.3	86.1	83.1	83.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1860	2120	1640	1000
T - % (AM)	-	12	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	1910	2020	1810	1620
T - % (PM)	-	9.8	-	-
Prop.of commercial vehicles - 16 hr.	-	14.6	-	-
WEST BOUND				
A.A.D.T.	26450	28040	26760	20330
R 12 / 24 - %	66	66.8	64.8	61.7
R 16 / 24 - %	85.2	86.3	82.4	81.4
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1450	1650	1380	920
T - % (AM)	-	24	-	-
PM Peak Hour	1600-1700	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	1700	1870	1700	1250
T - % (PM)	-	18.2	-	-
Prop.of commercial vehicles - 16 hr.	-	21.6	-	-

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	4.0	44.2	21.6	0.0	0.0	11.6	14.7	2.8	0.0	1.2
	Ocp	1.0	1.3	2.0	0.0	0.0	1.3	1.1	19.4	0.0	17.0
0800-0900	Pro	2.1	57.5	11.0	0.2	0.0	12.4	12.4	3.4	0.0	1.0
	Ocp	1.0	1.3	2.2	1.0	0.0	1.6	1.2	21.5	0.0	19.9
0900-1000	Pro	1.5	48.1	11.8	0.1	0.0	14.9	18.9	3.2	0.0	1.4
	Ocp	1.1	1.3	2.2	6.0	0.0	1.4	1.2	13.6	0.0	12.4
1000-1100	Pro	1.1	47.1	16.1	0.4	0.0	12.9	18.8	2.4	0.0	1.2
	Ocp	1.0	1.5	2.4	2.0	0.0	1.4	1.1	12.6	0.0	11.9
1100-1200	Pro	0.7	47.1	16.3	0.1	0.0	12.5	19.6	2.5	0.0	1.1
	Ocp	1.2	1.4	2.3	1.0	0.0	1.4	1.1	12.5	0.0	15.1
1200-1300	Pro	0.6	47.2	18.6	0.2	0.0	12.6	17.7	1.8	0.0	1.2
	Ocp	1.0	1.2	2.2	3.0	0.0	1.3	1.1	7.4	0.0	10.7
1300-1400	Pro	0.6	46.9	16.3	0.1	0.0	14.7	17.4	2.7	0.0	1.2
	Ocp	1.0	1.5	2.3	1.0	0.0	1.4	1.1	9.1	0.0	10.5
1400-1500	Pro	0.5	52.3	11.5	0.1	0.0	13.8	18.3	2.3	0.1	1.0
	Ocp	1.0	1.6	2.2	3.0	0.0	1.4	1.1	12.1	1.0	12.0
1500-1600	Pro	0.8	47.1	14.7	0.7	0.0	13.6	19.7	2.5	0.1	0.9
	Ocp	1.2	1.4	2.1	2.2	0.0	1.4	1.1	20.2	1.0	16.1
1600-1700	Pro	1.1	52.5	16.2	0.1	0.0	11.7	14.8	2.4	0.0	1.1
	Ocp	1.0	1.4	2.3	1.0	0.0	1.5	1.1	7.1	0.0	17.9
1700-1800	Pro	2.4	50.5	16.6	0.1	0.0	14.5	11.4	3.6	0.0	0.9
	Ocp	1.0	1.3	2.0	3.0	0.0	1.3	1.0	10.7	0.0	19.5
1800-1900 Peak hour	Pro	2.3	59.8	15.6	0.1	0.0	8.3	8.3	4.7	0.0	0.8
	Ocp	1.3	1.3	2.2	2.0	0.0	1.4	1.1	19.5	0.0	31.8
1900-2000	Pro	1.5	65.4	13.7	0.3	0.0	6.4	7.5	4.2	0.0	1.1
	Ocp	1.0	1.4	1.9	1.0	0.0	1.3	1.0	11.9	0.0	16.7
2000-2100	Pro	1.1	58.2	21.1	0.0	0.0	6.0	8.0	3.8	0.0	1.9
	Ocp	1.2	1.4	2.3	0.0	0.0	1.2	1.0	11.0	0.0	15.5
2100-2200	Pro	0.8	55.8	28.1	0.0	0.0	5.3	7.0	1.6	0.0	1.4
	Ocp	1.3	1.2	2.0	0.0	0.0	1.5	1.0	18.3	0.0	19.3
2200-2300	Pro	1.2	56.5	30.9	0.0	0.0	4.2	4.9	1.2	0.0	1.2
	Ocp	1.1	1.3	2.1	0.0	0.0	1.2	1.0	11.6	0.0	18.4
16 hours	Pro	1.5	52.4	16.8	0.2	0.0	11.2	13.9	2.9	0.1	1.1
	Ocp	1.1	1.4	2.2	2.1	0.0	1.4	1.1	14.4	1.0	16.4

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