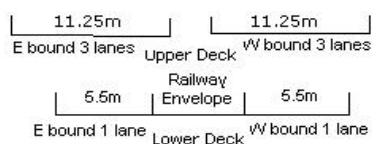
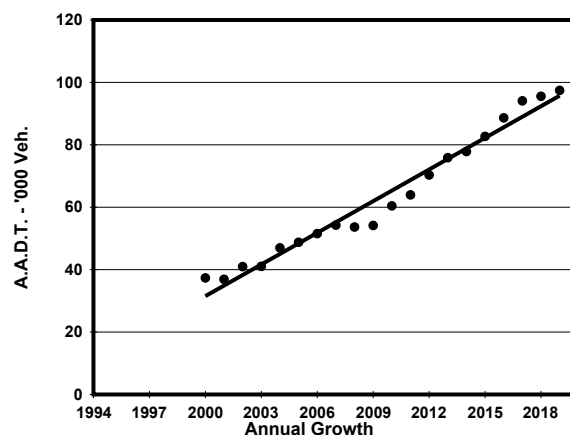
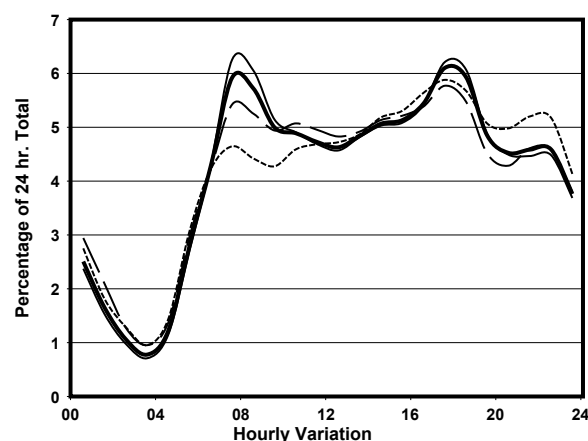
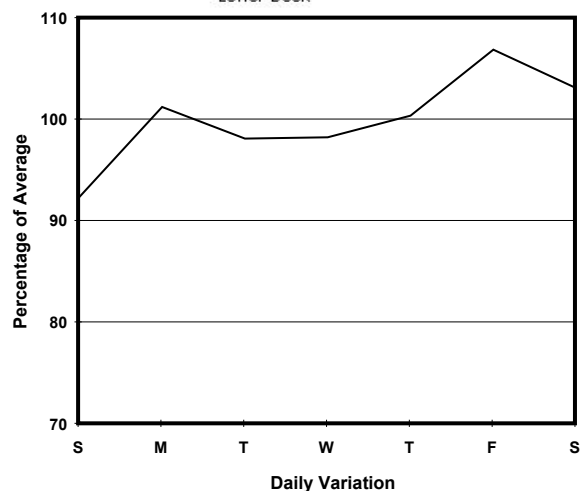
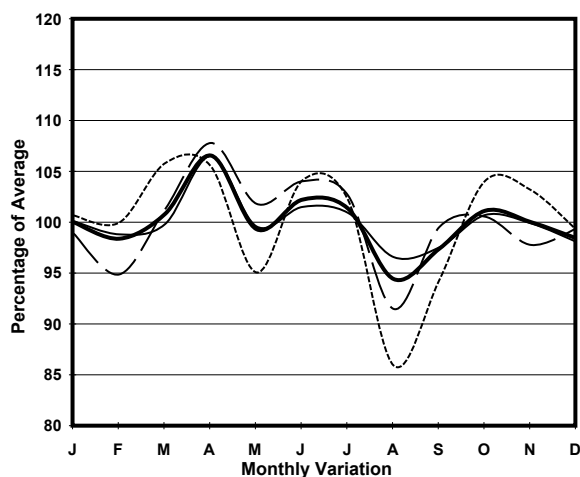


YEAR 2019
CORE STATION 5027
ROAD NETWORK MAJOR
ROAD TYPE EXPRESSWAY

LINK LANTAU LINK (from TSING MA BRIDGE EASTERN
END AT TSING YI to NGONG SHUEN AU)



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.	48810	49360	50350	45890
R 12 / 24 - %	62.5	63.6	61	58.1
R 16 / 24 - %	81.8	82.4	80	80.4
AM Peak Hour	0700-0800	0700-0800	0800-0900	0800-0900
One-way flow at AM peak hour	2380	2530	2370	1940
T - % (AM)	-	14.7	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	3490	3680	3270	3020
T - % (PM)	-	14.5	-	-
Prop.of commercial vehicles - 16 hr.	-	18.1	-	-
WEST BOUND				
A.A.D.T.	48630	49340	50260	44770
R 12 / 24 - %	64.3	64.9	63.8	61.7
R 16 / 24 - %	82.1	82.7	80.7	80.3
AM Peak Hour	0700-0800	0700-0800	0700-0800	0700-0800
One-way flow at AM peak hour	3390	3640	3260	2310
T - % (AM)	-	15.5	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1600-1700
One-way flow at PM peak hour	2520	2560	2540	2440
T - % (PM)	-	22.3	-	-
Prop.of commercial vehicles - 16 hr.	-	20.5	-	-

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 Peak hour	Pro	2.4	41.7	32.1	0.2	0.0	8.5	6.7	3.9	0.0	4.5
	Ocp	1.0	1.4	1.9	7.0	0.0	1.3	1.1	23.2	0.0	50.0
0800-0900	Pro	2.9	45.2	25.3	0.1	0.0	10.2	9.3	2.9	0.1	4.0
	Ocp	1.0	1.4	1.9	7.5	0.0	1.4	1.2	18.8	25.0	54.0
0900-1000	Pro	1.8	37.9	26.1	0.2	0.0	16.3	11.0	2.0	0.0	4.8
	Ocp	1.0	1.3	2.0	4.0	0.0	1.4	1.1	8.6	0.0	31.0
1000-1100	Pro	0.8	33.3	23.4	0.2	0.0	18.7	14.9	3.6	0.0	5.1
	Ocp	1.1	1.4	1.7	1.5	0.0	1.4	1.1	9.0	0.0	24.7
1100-1200	Pro	0.4	36.0	20.0	0.4	0.0	18.8	16.3	2.4	0.0	5.7
	Ocp	1.0	1.6	2.2	3.3	0.0	1.4	1.2	5.5	0.0	22.1
1200-1300	Pro	0.8	39.5	19.2	0.1	0.0	16.5	16.9	2.0	0.0	5.0
	Ocp	1.0	1.6	2.2	2.0	0.0	1.5	1.3	5.6	0.0	21.7
1300-1400	Pro	0.8	37.4	21.5	0.2	0.0	14.8	18.0	1.4	0.0	5.9
	Ocp	1.1	1.5	2.2	1.5	0.0	1.4	1.2	2.7	0.0	27.7
1400-1500	Pro	0.8	39.8	23.5	0.4	0.0	15.1	14.0	2.1	0.0	4.3
	Ocp	1.0	1.5	2.2	1.4	0.0	1.5	1.2	11.5	0.0	25.1
1500-1600	Pro	1.0	39.4	23.0	0.4	0.0	16.4	12.7	2.1	0.0	5.1
	Ocp	1.0	1.6	1.8	1.8	0.0	1.4	1.1	7.3	0.0	27.2
1600-1700	Pro	1.3	42.7	21.5	0.6	0.0	13.9	12.3	2.7	0.0	5.1
	Ocp	1.0	1.5	2.2	4.1	0.0	1.5	1.2	9.1	0.0	34.5
1700-1800	Pro	2.2	44.8	21.4	0.2	0.0	12.2	11.0	3.6	0.0	4.7
	Ocp	1.0	1.5	2.1	1.7	0.0	1.4	1.2	16.8	0.0	45.2
1800-1900	Pro	2.1	54.4	19.9	0.2	0.0	7.4	7.2	4.6	0.0	4.2
	Ocp	1.0	1.4	2.2	6.3	0.0	1.3	1.1	16.2	0.0	56.6
1900-2000	Pro	1.1	50.1	24.1	0.4	0.0	7.2	8.9	3.0	0.0	5.3
	Ocp	1.1	1.5	1.9	2.0	0.0	1.2	1.2	13.1	0.0	38.6
2000-2100	Pro	1.0	44.9	30.7	0.0	0.0	5.0	10.3	2.6	0.0	5.5
	Ocp	1.2	1.4	2.1	0.0	0.0	1.5	1.1	24.5	0.0	30.5
2100-2200	Pro	0.6	48.0	29.0	0.1	0.0	5.0	10.3	1.3	0.0	5.8
	Ocp	1.0	1.5	1.9	5.0	0.0	1.5	1.1	5.8	0.0	28.9
2200-2300	Pro	1.0	41.4	33.7	0.1	0.0	6.0	10.6	1.2	0.0	6.0
	Ocp	1.1	1.5	2.1	1.0	0.0	1.4	1.1	10.5	0.0	25.1
16 hours	Pro	1.4	42.6	24.6	0.2	0.0	11.9	11.6	2.7	0.1	5.0
	Ocp	1.0	1.5	2.0	3.3	0.0	1.4	1.2	13.8	25.0	34.4

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