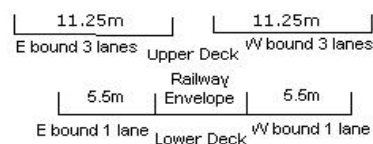
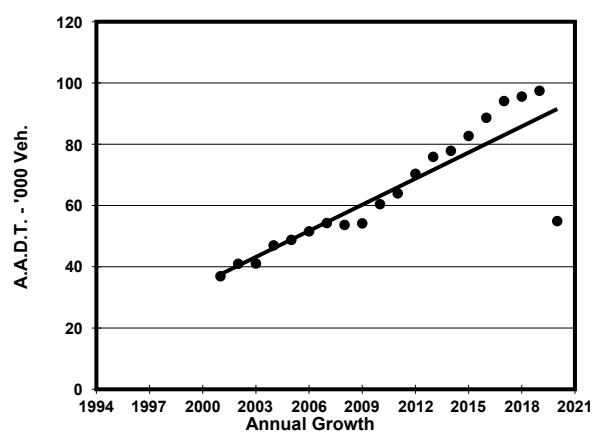
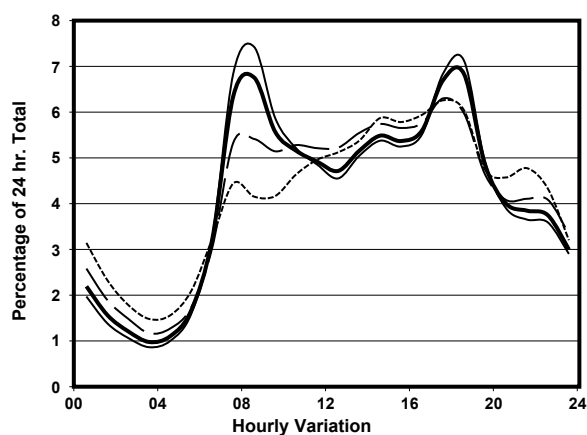
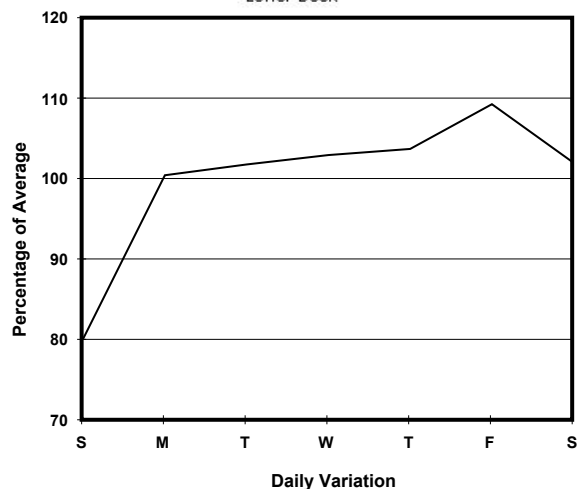
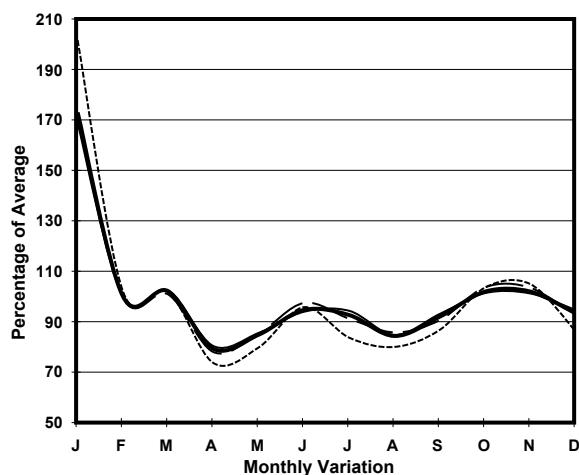


YEAR 2020
CORE STATION 5027
ROAD NETWORK MAJOR
ROAD TYPE EXPRESSWAY

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.	27460	28600	27950	23080
R 12 / 24 - %	68.1	69.7	65.7	61.1
R 16 / 24 - %	85.1	86.1	83.3	81.2
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	1440	1610	1260	890
T - % (AM)	-	22.3	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	2450	2700	2160	1750
T - % (PM)	-	17.5	-	-
Prop.of commercial vehicles - 16 hr.	-	28.1	-	-
WEST BOUND				
A.A.D.T.	27450	28710	27990	22450
R 12 / 24 - %	69.1	70.1	67.5	64.5
R 16 / 24 - %	85	85.9	83.7	81.2
AM Peak Hour	0700-0800	0700-0800	0700-0800	0700-0800
One-way flow at AM peak hour	2350	2660	2020	1260
T - % (AM)	-	29.1	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1600-1700
One-way flow at PM peak hour	1330	1390	1420	1180
T - % (PM)	-	31.3	-	-
Prop.of commercial vehicles - 16 hr.	-	30.5	-	-

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	Pro	6.2	41.7	9.0	0.8	0.0	14.6	16.0	6.0	0.0	5.8
	Ocp	1.1	1.6	1.9	5.0	0.0	1.5	1.1	30.4	0.0	51.1
0800-0900 Peak hour	Pro	3.1	53.5	8.2	0.3	0.0	12.9	13.0	4.4	0.0	4.6
	Ocp	1.0	1.2	1.8	1.7	0.0	1.5	1.2	24.6	0.0	51.3
0900-1000	Pro	1.1	41.7	6.4	0.0	0.0	19.9	24.4	1.2	0.0	5.3
	Ocp	1.0	1.3	1.9	0.0	0.0	1.5	1.1	4.8	0.0	24.7
1000-1100	Pro	1.0	27.9	7.9	0.6	0.0	26.9	29.6	0.6	0.0	5.5
	Ocp	1.1	1.6	1.9	2.5	0.0	1.3	1.2	3.0	0.0	16.5
1100-1200	Pro	1.9	31.2	6.4	0.5	0.0	24.3	29.6	0.6	0.0	5.5
	Ocp	1.0	1.4	2.1	2.0	0.0	1.4	1.2	2.0	0.0	16.6
1200-1300	Pro	1.3	34.8	8.1	0.8	0.0	22.8	26.0	0.6	0.0	5.6
	Ocp	1.0	1.5	1.8	2.0	0.0	1.4	1.1	5.0	0.0	19.3
1300-1400	Pro	2.0	31.6	5.1	0.3	0.0	24.9	29.8	0.8	0.0	5.4
	Ocp	1.1	1.4	2.0	7.5	0.0	1.5	1.2	9.2	0.0	31.9
1400-1500	Pro	1.5	35.3	8.8	0.3	0.0	23.7	23.6	1.8	0.0	4.9
	Ocp	1.1	1.5	1.9	2.0	0.0	1.4	1.2	1.8	0.0	24.8
1500-1600	Pro	1.2	35.4	6.6	0.9	0.0	25.4	24.1	1.3	0.0	5.1
	Ocp	1.1	1.5	2.0	1.5	0.0	1.5	1.1	8.1	0.0	19.1
1600-1700	Pro	1.9	37.9	6.9	0.3	0.0	20.3	25.1	1.9	0.0	5.7
	Ocp	1.0	1.5	2.1	2.0	0.0	1.5	1.1	2.5	0.0	29.3
1700-1800	Pro	3.9	45.3	5.7	0.6	0.0	18.6	18.6	1.9	0.0	5.5
	Ocp	1.1	1.4	2.0	2.4	0.0	1.3	1.1	4.6	0.0	38.3
1800-1900	Pro	3.6	58.9	8.0	0.1	0.0	10.7	11.5	2.0	0.0	5.2
	Ocp	1.2	1.3	2.0	1.0	0.0	1.3	1.1	25.3	0.0	53.4
1900-2000	Pro	2.0	55.7	8.2	0.0	0.0	10.6	14.5	2.1	0.0	6.9
	Ocp	1.2	1.3	1.9	0.0	0.0	1.2	1.1	6.2	0.0	31.4
2000-2100	Pro	1.7	53.6	9.0	0.2	0.0	7.2	17.9	3.1	0.0	7.3
	Ocp	1.0	1.2	2.0	1.0	0.0	1.3	1.1	23.3	0.0	25.4
2100-2200	Pro	2.8	34.8	12.0	0.0	0.0	9.7	30.4	1.6	0.0	8.7
	Ocp	1.1	1.4	1.9	0.0	0.0	1.4	1.1	17.9	0.0	21.8
2200-2300	Pro	3.8	40.9	13.0	0.7	0.0	8.3	24.6	0.9	0.0	7.9
	Ocp	1.1	1.3	2.0	2.0	0.0	1.2	1.1	2.5	0.0	21.4
16 hours	Pro	2.5	42.2	7.9	0.4	0.0	17.7	21.5	2.1	0.0	5.7
	Ocp	1.1	1.4	2.0	2.7	0.0	1.4	1.1	17.6	0.0	31.3

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