

YEAR 2021

CORE STATION 5042

ROAD NETWORK MAJOR

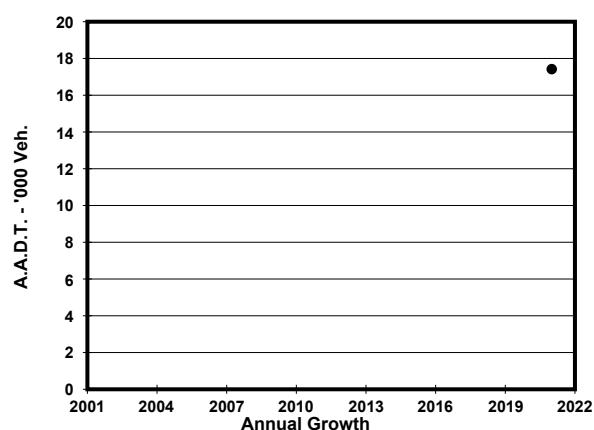
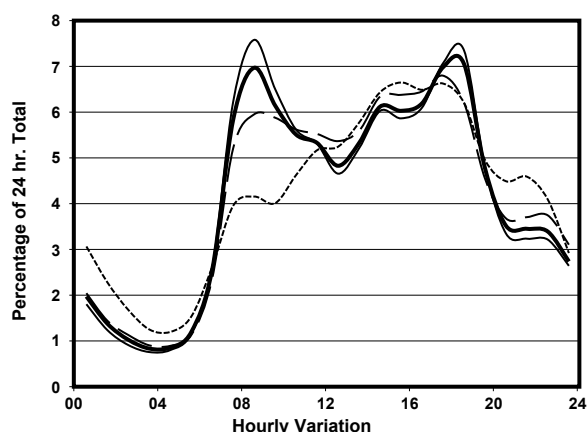
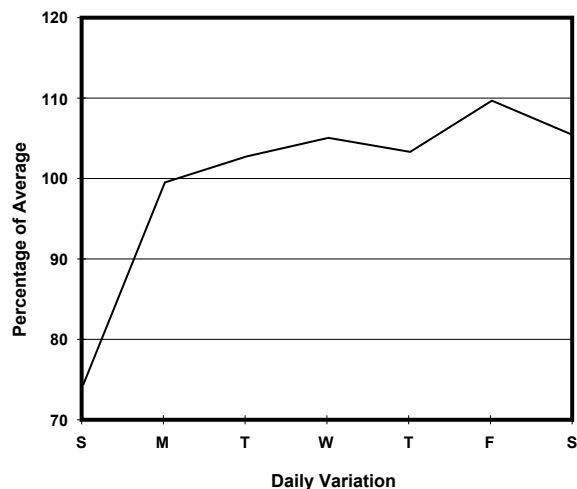
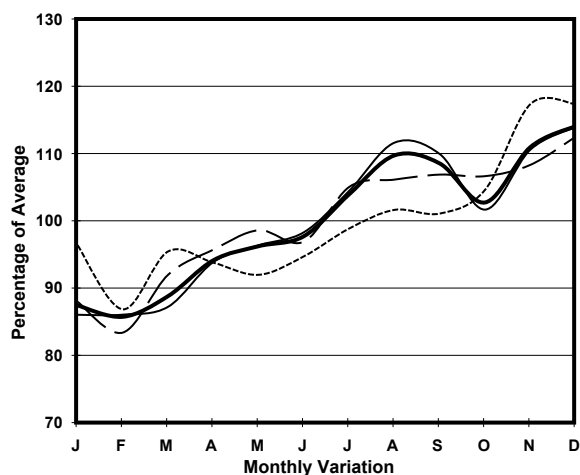
ROAD TYPE URBAN TRUNK ROAD

LINK TUEN MUN CHEK LAP KOK TUNNEL (from LUNG FU RD to HONG KONG BOUNDARY CROSSING FACILITIES (BCF))

7.3m 7.3m

N bound 2 lanes S bound 2 lanes

1. TRAFFIC FLOW VARIATION AND GROWTH



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

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	8720	9260	9230	6410
R 12 / 24 - %	74.9	76	73.8	69.1
R 16 / 24 - %	87.7	88.2	87.6	84
AM Peak Hour	0800-0900	0800-0900	0700-0800	0700-0800
One-way flow at AM peak hour	800	950	690	330
T - % (AM)	-	59.2	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1600-1700
One-way flow at PM peak hour	480	500	510	370
T - % (PM)	-	72.4	-	-
Prop.of commercial vehicles - 16 hr.	-	69.4	-	-
NORTH BOUND				
A.A.D.T.	8700	9160	9400	6610
R 12 / 24 - %	69.7	71	68.9	61.7
R 16 / 24 - %	87.2	88	86.5	83
AM Peak Hour	0800-0900	0800-0900	0800-0900	0800-0900
One-way flow at AM peak hour	410	440	450	250
T - % (AM)	-	76.8	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	780	870	760	510
T - % (PM)	-	50.2	-	-
Prop.of commercial vehicles - 16 hr.	-	67.2	-	-

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	2.1	22.2	5.5	0.0	0.0	8.5	11.6	0.9	0.0	49.2
	Ocp	1.1	1.4	2.2	0.0	0.0	1.3	1.1	23.4	0.0	41.4
0800-0900 Peak hour	Pro	1.1	23.6	1.9	0.0	0.0	7.8	14.8	0.7	0.0	50.1
	Ocp	1.0	1.5	1.9	0.0	0.0	1.7	1.1	6.2	0.0	30.1
0900-1000	Pro	0.4	16.6	2.3	0.0	0.0	7.9	17.1	0.9	0.0	54.8
	Ocp	1.0	1.4	1.8	0.0	0.0	1.3	1.2	14.2	0.0	12.4
1000-1100	Pro	0.2	12.7	3.0	0.2	0.0	11.2	25.6	0.4	0.0	46.6
	Ocp	1.0	1.4	1.7	7.0	0.0	1.3	1.1	1.0	0.0	13.8
1100-1200	Pro	0.7	9.9	2.2	0.2	0.0	13.5	20.9	1.6	0.0	51.1
	Ocp	1.0	1.5	2.1	1.0	0.0	1.4	1.1	2.6	0.0	9.1
1200-1300	Pro	0.3	17.0	2.5	0.0	0.0	8.5	23.6	0.0	0.0	48.1
	Ocp	1.0	1.6	1.8	0.0	0.0	1.4	1.1	0.0	0.0	16.6
1300-1400	Pro	1.3	13.3	0.9	0.0	0.0	12.3	19.1	0.6	0.0	52.5
	Ocp	1.0	1.3	2.0	0.0	0.0	1.4	1.0	1.7	0.0	19.1
1400-1500	Pro	0.5	16.1	2.5	0.2	0.0	12.9	22.9	0.5	0.0	44.4
	Ocp	1.0	1.5	2.1	2.0	0.0	1.3	1.1	1.5	0.0	13.4
1500-1600	Pro	1.0	16.0	2.4	0.5	0.0	10.0	22.8	0.7	0.0	46.6
	Ocp	1.0	1.5	2.1	3.0	0.0	1.4	1.1	1.3	0.0	15.2
1600-1700	Pro	1.3	15.6	1.7	0.0	0.0	10.4	22.7	0.8	0.0	47.5
	Ocp	1.0	1.5	2.3	0.0	0.0	1.6	1.1	1.0	0.0	21.2
1700-1800	Pro	2.6	17.3	2.3	0.4	0.0	11.1	14.5	1.1	0.0	50.8
	Ocp	1.1	1.5	2.2	1.0	0.0	1.6	1.1	11.0	0.0	30.9
1800-1900	Pro	1.1	37.3	1.4	0.0	0.0	5.6	10.0	1.9	0.0	42.7
	Ocp	1.0	1.4	2.3	0.0	0.0	1.3	1.1	16.4	0.0	47.0
1900-2000	Pro	1.1	27.4	2.5	0.0	0.0	5.5	10.3	1.1	0.0	52.1
	Ocp	1.0	1.3	2.5	0.0	0.0	1.2	1.2	1.4	0.0	26.6
2000-2100	Pro	0.3	19.3	1.4	0.0	0.0	2.7	12.9	1.0	0.0	62.4
	Ocp	1.0	1.3	2.3	0.0	0.0	1.1	1.0	11.3	0.0	22.5
2100-2200	Pro	2.0	17.1	3.8	0.0	0.0	6.9	11.3	0.0	0.0	59.0
	Ocp	1.1	1.4	2.2	0.0	0.0	1.3	1.1	0.0	0.0	22.9
2200-2300	Pro	1.2	19.5	4.3	0.0	0.0	2.2	9.6	0.0	0.0	63.2
	Ocp	1.0	1.5	2.4	0.0	0.0	1.4	1.0	0.0	0.0	13.3
16 hours	Pro	1.1	19.2	2.5	0.1	0.0	8.8	16.8	0.8	0.0	50.6
	Ocp	1.0	1.4	2.1	2.6	0.0	1.4	1.1	8.9	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