

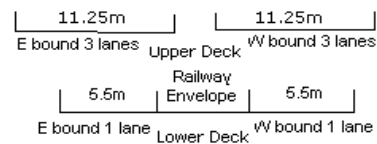
YEAR 2022

CORE STATION 5027

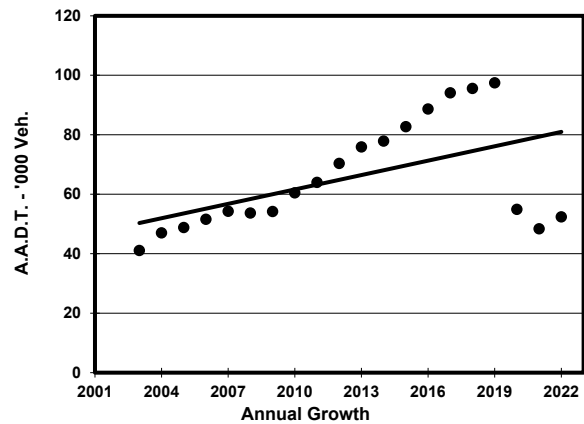
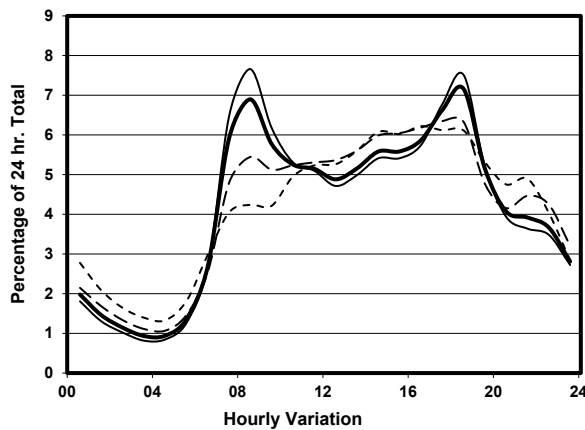
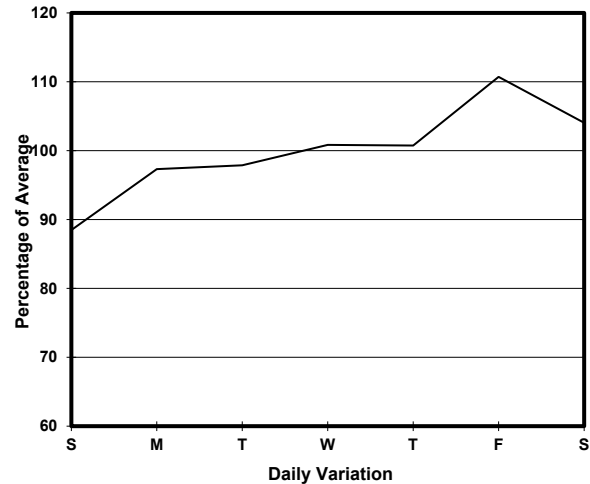
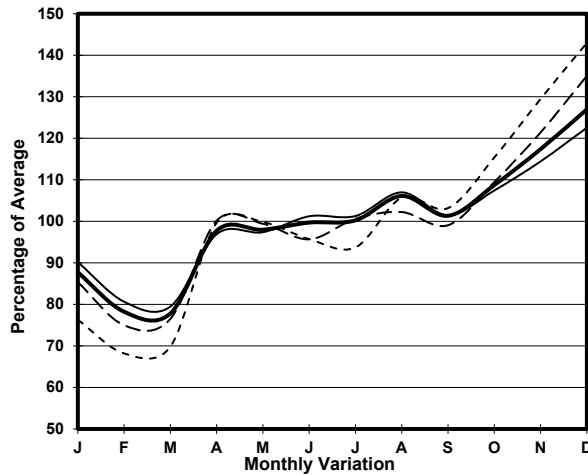
ROAD NETWORK MAJOR

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.
<b>EAST BOUND</b>				
A.A.D.T.	26760	27300	27960	24060
R 12 / 24 - %	69.2	71.1	66.2	61.7
R 16 / 24 - %	86.7	87.5	85.4	83.2
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1540	1720	1340	960
T - % (AM)	-	17.4	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2420	2620	2110	1800
T - % (PM)	-	15.6	-	-
Prop.of commercial vehicles - 16 hr.	-	20.5	-	-
<b>WEST BOUND</b>				
A.A.D.T.	25620	26220	27140	22290
R 12 / 24 - %	70.6	71.5	69.5	66.7
R 16 / 24 - %	86.7	87.5	85.4	83.1
AM Peak Hour	0800-0900	0800-0900	0700-0800	0700-0800
One-way flow at AM peak hour	2070	2380	1750	1140
T - % (AM)	-	13	-	-
PM Peak Hour	1600-1700	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	1360	1400	1570	1300
T - % (PM)	-	18.9	-	-
Prop.of commercial vehicles - 16 hr.	-	20	-	-

## 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	45.2	17.9	0.5	0.0	12.9	11.5	4.7	0.0	3.5
	Ocp	1.1	1.4	2.0	8.5	0.0	1.6	1.1	25.6	0.0	55.9
0800-0900 Peak hour	Pro	2.6	51.9	17.5	0.3	0.0	13.0	9.2	2.5	0.0	3.0
	Ocp	1.1	1.4	2.0	4.7	0.0	1.5	1.2	18.0	0.0	56.3
0900-1000	Pro	0.7	46.1	16.7	0.5	0.0	18.1	13.1	1.9	0.0	3.1
	Ocp	1.2	1.3	2.0	1.6	0.0	1.3	1.1	6.0	0.0	28.2
1000-1100	Pro	0.7	33.3	13.1	0.8	0.0	25.6	21.6	1.4	0.0	3.4
	Ocp	1.4	1.4	2.2	2.0	0.0	1.3	1.1	15.2	0.0	18.1
1100-1200	Pro	1.4	37.1	20.3	0.2	0.0	19.4	15.8	2.1	0.1	3.9
	Ocp	1.0	1.4	2.0	4.0	0.0	1.5	1.1	5.4	3.0	18.7
1200-1300	Pro	0.9	39.7	18.2	0.9	0.0	20.1	13.6	2.6	0.0	4.2
	Ocp	1.2	1.5	2.0	1.2	0.0	1.3	1.1	1.9	0.0	18.1
1300-1400	Pro	1.1	33.5	16.9	0.5	0.0	23.3	19.4	1.6	0.0	3.8
	Ocp	1.1	1.6	2.1	1.7	0.0	1.3	1.1	2.1	0.0	25.1
1400-1500	Pro	1.9	35.9	19.0	0.2	0.0	20.9	15.9	2.2	0.0	4.1
	Ocp	1.0	1.4	2.1	1.0	0.0	1.4	1.1	4.9	0.0	22.9
1500-1600	Pro	1.7	37.2	18.6	0.7	0.0	20.0	14.4	3.6	0.0	3.7
	Ocp	1.2	1.5	2.1	2.4	0.0	1.4	1.2	3.1	0.0	20.9
1600-1700	Pro	1.2	38.1	17.8	1.2	0.0	17.4	14.9	5.9	0.0	3.4
	Ocp	1.1	1.4	2.0	2.8	0.0	1.5	1.2	4.1	0.0	32.8
1700-1800	Pro	5.0	45.3	14.0	0.3	0.0	13.1	12.3	6.0	0.0	4.0
	Ocp	1.1	1.4	2.0	1.0	0.0	1.4	1.1	9.8	0.0	47.6
1800-1900	Pro	2.8	56.7	14.6	0.3	0.0	9.0	7.0	6.4	0.0	3.2
	Ocp	1.0	1.3	2.3	1.3	0.0	1.3	1.1	15.5	0.0	56.5
1900-2000	Pro	1.8	55.8	19.5	0.3	0.0	8.3	6.9	3.5	0.0	3.9
	Ocp	1.1	1.4	2.1	3.0	0.0	1.2	1.1	5.2	0.0	34.3
2000-2100	Pro	0.6	49.2	17.7	0.4	0.0	9.3	9.3	8.4	0.0	5.0
	Ocp	1.0	1.4	2.0	1.0	0.0	1.3	1.1	15.5	0.0	30.9
2100-2200	Pro	2.1	40.6	26.7	0.2	0.0	10.2	11.1	4.4	0.0	4.8
	Ocp	1.1	1.4	2.0	2.0	0.0	1.2	1.1	3.1	0.0	24.8
2200-2300	Pro	1.5	49.9	17.1	0.5	0.0	8.8	13.9	3.0	0.0	5.2
	Ocp	1.3	1.4	2.1	1.5	0.0	1.3	1.1	1.3	0.0	20.7
16 hours	Pro	2.0	44.2	17.5	0.5	0.0	15.6	12.8	3.7	0.1	3.7
	Ocp	1.1	1.4	2.1	2.6	0.0	1.4	1.1	10.7	3.0	33.6

**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