

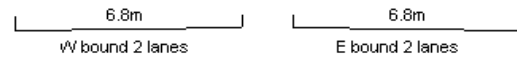
YEAR 2023

CORE STATION 5020

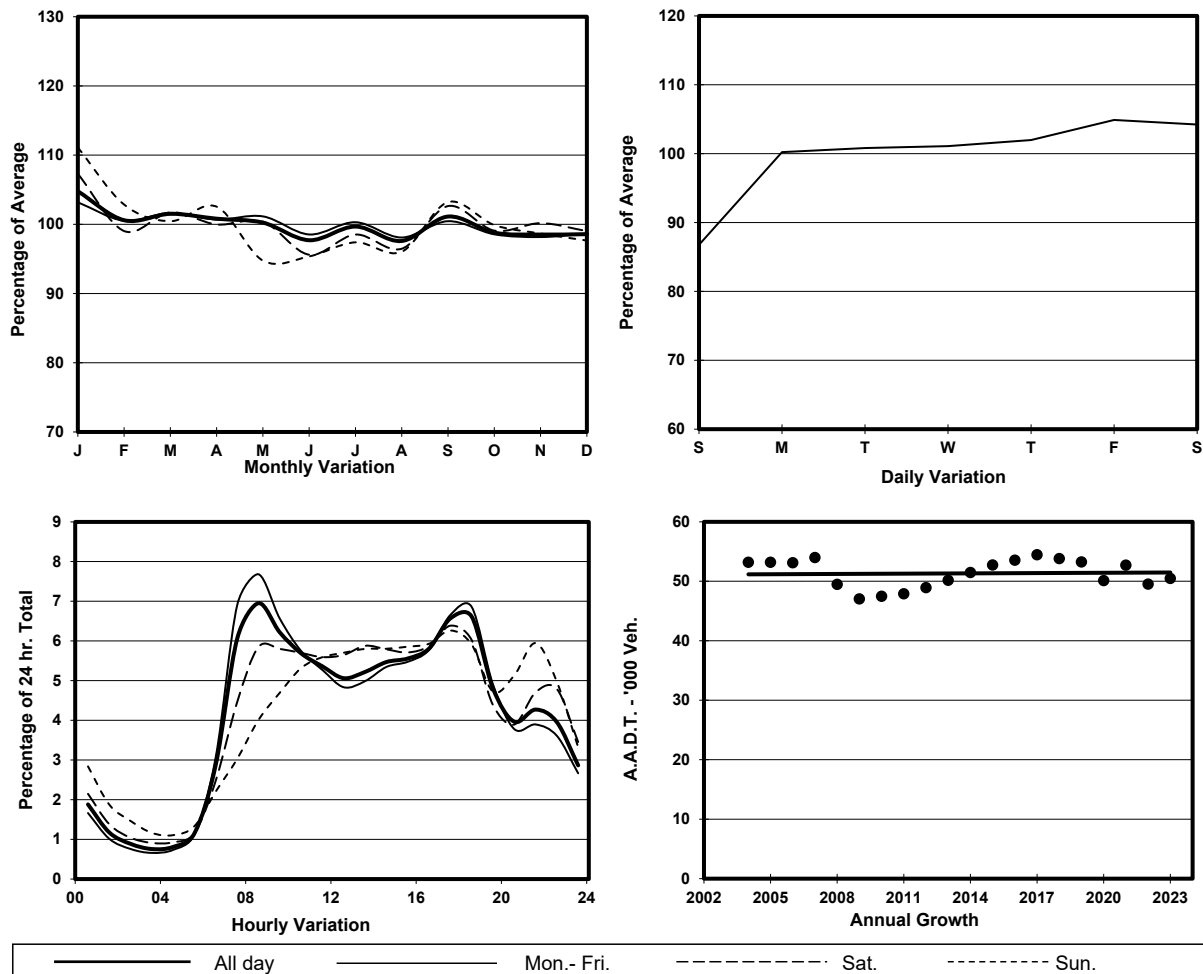
ROAD NETWORK MAJOR

ROAD TYPE URBAN TRUNK ROAD

LINK SHING MUN TUNNEL (from WO YI HOP INTERCHANGE to SHING MUN TUNNEL RD)



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	24700	25260	25960	21930
R 12 / 24 - %	70.1	71.7	68.1	63.4
R 16 / 24 - %	87.6	88.3	86.4	84.6
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	1740	1960	1550	1030
T - % (AM)	-	11.9	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	1640	1710	1640	1350
T - % (PM)	-	12.2	-	-
Prop.of commercial vehicles - 16 hr.	-	12.6	-	-
WEST BOUND				
A.A.D.T.	25770	26460	26990	22430
R 12 / 24 - %	71	72.5	69.3	64.4
R 16 / 24 - %	87.6	88.3	86.5	84.8
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1770	2020	1550	1050
T - % (AM)	-	12.3	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	1770	1880	1740	1430
T - % (PM)	-	12.1	-	-
Prop.of commercial vehicles - 16 hr.	-	14.3	-	-

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	5.7	46.1	15.9	1.4	3.0	15.5	4.2	2.3	0.1	5.8
	Ocp	1.0	1.3	2.1	6.5	14.0	1.5	1.2	17.8	1.0	62.0
0800-0900 Peak hour	Pro	4.0	50.0	14.2	0.5	2.0	17.1	4.0	2.5	0.0	5.6
	Ocp	1.0	1.2	2.0	2.6	16.8	1.5	1.5	13.0	0.0	58.7
0900-1000	Pro	1.9	40.9	11.9	0.6	2.1	26.1	8.7	0.6	0.0	7.3
	Ocp	1.1	1.3	2.0	1.5	12.7	1.5	1.3	2.3	0.0	33.6
1000-1100	Pro	1.7	39.1	11.2	0.3	1.6	29.4	10.1	1.2	0.0	5.4
	Ocp	1.0	1.3	2.1	3.5	13.2	1.3	1.1	4.9	0.0	26.1
1100-1200	Pro	1.0	38.1	12.2	0.7	2.4	30.8	8.9	0.7	0.0	5.2
	Ocp	1.0	1.3	1.8	1.5	9.1	1.3	1.4	15.0	0.0	30.6
1200-1300	Pro	1.5	37.2	9.9	0.0	1.9	33.5	9.6	1.2	0.0	5.3
	Ocp	1.0	1.3	1.9	0.0	8.8	1.3	1.3	3.9	0.0	28.5
1300-1400	Pro	2.0	40.2	9.1	0.4	2.9	30.1	7.1	2.2	0.1	5.9
	Ocp	1.1	1.2	2.2	2.5	12.0	1.4	1.2	6.3	2.0	28.9
1400-1500	Pro	2.9	35.6	9.6	0.7	2.6	34.2	8.4	0.7	0.0	5.4
	Ocp	1.1	1.3	2.1	2.5	10.1	1.4	1.2	8.8	0.0	30.0
1500-1600	Pro	2.3	39.2	12.2	0.2	2.7	27.5	9.0	1.2	0.1	5.7
	Ocp	1.1	1.4	1.9	1.0	9.9	1.4	1.2	9.6	2.0	31.7
1600-1700	Pro	1.8	41.8	12.1	1.1	2.3	26.2	6.4	1.8	0.1	6.4
	Ocp	1.1	1.4	1.8	2.6	13.0	1.4	1.1	7.9	1.0	34.8
1700-1800	Pro	6.2	50.3	11.5	0.7	2.5	16.5	3.7	2.2	0.0	6.4
	Ocp	1.1	1.4	1.9	1.4	17.8	1.4	1.3	7.6	0.0	49.5
1800-1900	Pro	4.3	59.4	12.2	0.2	3.3	9.5	2.0	1.4	0.1	7.7
	Ocp	1.1	1.4	2.0	1.0	17.1	1.2	1.1	11.9	2.0	70.8
1900-2000	Pro	2.1	58.0	16.9	0.2	2.8	9.7	1.4	1.0	0.0	7.9
	Ocp	1.2	1.3	1.8	1.0	14.1	1.3	1.3	5.5	0.0	40.4
2000-2100	Pro	3.6	55.1	18.4	0.0	2.3	9.1	3.0	1.7	0.0	6.9
	Ocp	1.2	1.3	2.1	0.0	13.2	1.5	1.1	2.8	0.0	34.4
2100-2200	Pro	3.6	57.4	20.5	0.0	1.8	7.3	2.1	0.7	0.0	6.6
	Ocp	1.1	1.5	1.9	0.0	8.0	1.4	1.3	1.0	0.0	36.0
2200-2300	Pro	4.6	49.4	26.4	0.0	2.6	8.1	2.3	0.2	0.0	6.4
	Ocp	1.0	1.6	2.0	0.0	11.1	1.4	1.2	1.0	0.0	29.2
16 hours	Pro	3.2	46.0	13.7	0.5	2.4	20.9	5.7	1.4	0.1	6.2
	Ocp	1.1	1.3	2.0	3.1	13.1	1.4	1.2	9.3	1.4	41.4

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