

YEAR 2023

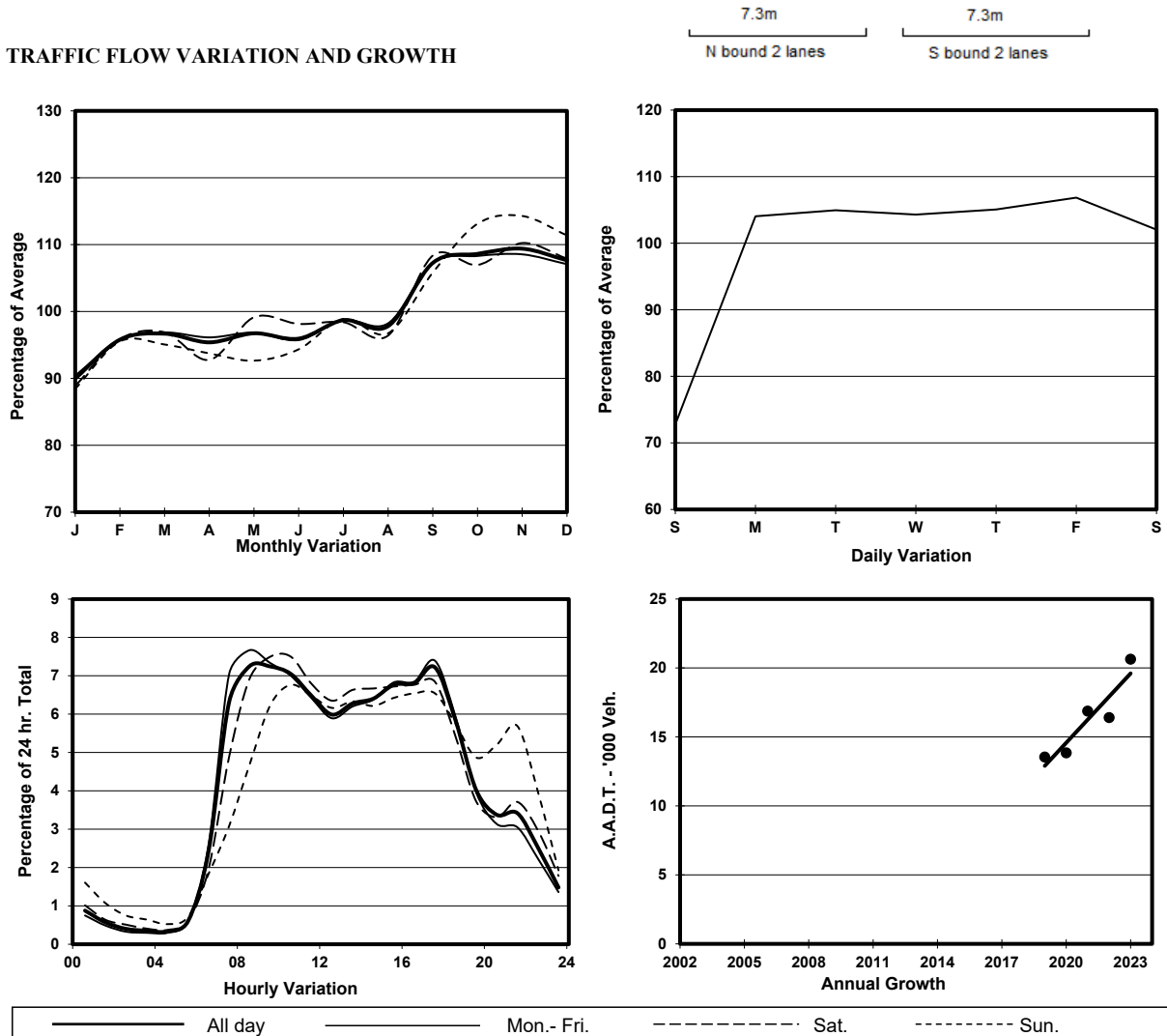
CORE STATION 5041

ROAD NETWORK MAJOR

ROAD TYPE RURAL TRUNK ROAD

LINK LUNG SHAN TUNNEL (from FANLING HIGHWAY to SHA TAU KOK ROAD)

## 1. TRAFFIC FLOW VARIATION AND GROWTH



## 2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
<b>SOUTH BOUND</b>				
A.A.D.T.	10220	10920	10450	7620
R 12 / 24 - %	80.6	82	79.7	71.4
R 16 / 24 - %	93.3	93.4	93.5	92.5
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	690	840	770	440
T - % (AM)	-	17.2	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	820	900	790	560
T - % (PM)	-	27.3	-	-
Prop.of commercial vehicles - 16 hr.	-	30.2	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	10410	11110	10950	7550
R 12 / 24 - %	78.7	79.9	78.4	71
R 16 / 24 - %	92.6	93.2	92	89.4
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	800	910	840	510
T - % (AM)	-	32.4	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	690	740	710	460
T - % (PM)	-	37.8	-	-
Prop.of commercial vehicles - 16 hr.	-	29	-	-

## 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	5.0	43.6	2.9	0.3	0.0	21.1	23.8	1.8	0.0	1.5
	Ocp	1.0	1.4	2.0	2.0	0.0	1.3	1.0	18.3	0.0	55.0
0800-0900 Peak hour	Pro	2.3	44.3	2.5	1.6	0.0	17.5	27.0	3.7	0.0	1.0
	Ocp	1.0	1.3	2.1	1.6	0.0	1.3	1.1	7.8	0.0	54.7
0900-1000	Pro	1.0	42.4	2.8	0.3	0.0	18.3	27.3	6.4	0.0	1.5
	Ocp	1.3	1.6	2.4	1.0	0.0	1.3	1.1	11.0	0.0	48.7
1000-1100	Pro	1.5	34.1	2.2	0.5	0.0	20.9	32.4	6.0	0.0	2.4
	Ocp	1.2	1.6	2.3	1.5	0.0	1.5	1.0	29.9	0.0	53.4
1100-1200	Pro	2.3	34.3	3.2	0.9	0.0	21.5	30.8	4.4	0.0	2.7
	Ocp	1.3	1.5	2.2	1.0	0.0	1.3	1.0	29.3	0.0	51.3
1200-1300	Pro	1.7	34.4	4.4	0.0	0.0	18.4	37.1	1.7	0.0	2.4
	Ocp	1.0	1.2	1.8	0.0	0.0	1.5	1.1	11.8	0.0	45.7
1300-1400	Pro	1.3	32.3	3.2	0.3	0.0	23.0	33.9	3.5	0.0	2.6
	Ocp	1.0	1.4	1.9	8.0	0.0	1.3	1.1	3.6	0.0	36.6
1400-1500	Pro	0.6	34.7	3.7	0.9	0.0	17.9	37.5	3.1	0.0	1.7
	Ocp	1.0	1.5	2.2	7.3	0.0	1.6	1.1	10.9	0.0	44.3
1500-1600	Pro	2.9	36.4	2.6	0.9	0.0	24.6	29.2	1.4	0.0	2.0
	Ocp	1.0	1.6	1.9	5.3	0.0	1.4	1.1	12.6	0.0	44.1
1600-1700	Pro	0.3	40.0	4.5	1.2	0.0	20.7	28.7	2.7	0.0	1.9
	Ocp	1.0	1.6	2.6	4.0	0.0	1.5	1.1	14.4	0.0	57.3
1700-1800	Pro	2.3	45.4	3.3	0.3	0.0	22.6	22.6	2.1	0.0	1.5
	Ocp	1.0	1.5	2.2	1.0	0.0	1.4	1.1	11.6	0.0	74.4
1800-1900	Pro	3.0	68.1	3.5	0.0	0.0	14.0	8.6	1.1	0.0	1.7
	Ocp	1.4	1.5	1.8	0.0	0.0	1.1	1.1	12.5	0.0	61.7
1900-2000	Pro	2.2	66.1	5.3	0.0	0.0	17.1	3.9	2.2	0.0	3.3
	Ocp	1.2	1.4	1.4	0.0	0.0	1.1	1.0	6.4	0.0	49.7
2000-2100	Pro	2.0	64.9	7.0	0.0	0.0	13.6	8.1	1.0	0.0	3.4
	Ocp	1.5	1.5	2.0	0.0	0.0	1.2	1.0	25.5	0.0	48.9
2100-2200	Pro	3.2	69.5	10.9	0.0	0.0	9.6	1.3	1.9	0.0	3.5
	Ocp	1.2	1.4	1.9	0.0	0.0	1.1	1.0	14.0	0.0	47.7
2200-2300	Pro	2.7	81.5	3.4	0.0	0.0	6.1	2.0	1.3	0.0	3.0
	Ocp	1.0	1.5	1.2	0.0	0.0	1.1	1.0	1.0	0.0	29.3
16 hours	Pro	2.1	45.2	3.7	0.5	0.0	18.9	24.5	3.0	0.0	2.1
	Ocp	1.1	1.5	2.0	3.2	0.0	1.3	1.1	15.6	0.0	50.3

**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