

YEAR 2023

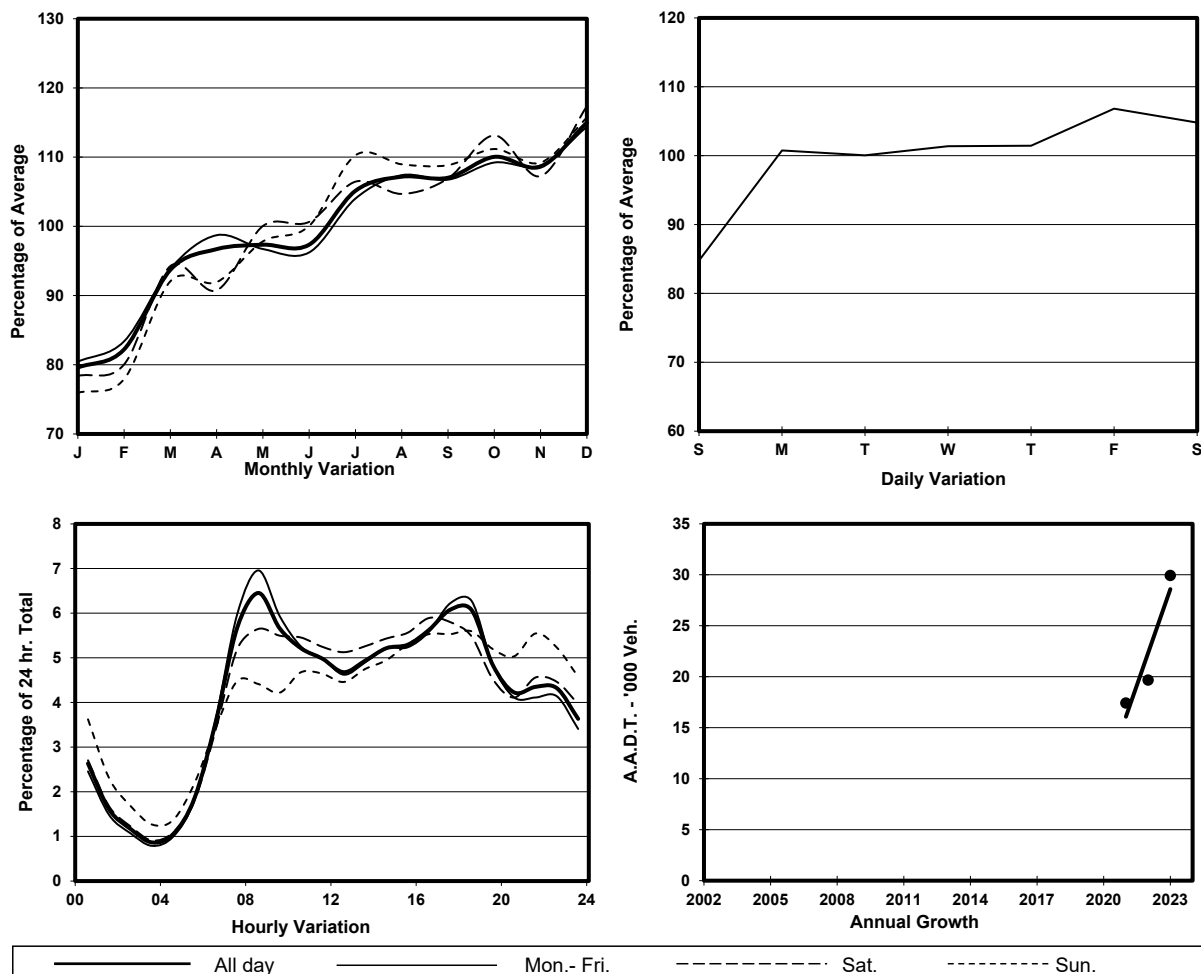
CORE STATION 5042

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))

1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	14930	15440	15830	12450
R 12 / 24 - %	66.7	67.8	66.6	60.1
R 16 / 24 - %	83.2	84	83.1	79.1
AM Peak Hour	0800-0900	0800-0900	0700-0800	0700-0800
One-way flow at AM peak hour	1130	1290	1020	610
T - % (AM)	-	27.3	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1600-1700
One-way flow at PM peak hour	800	840	840	660
T - % (PM)	-	24.5	-	-
Prop.of commercial vehicles - 16 hr.	-	29.4	-	-
NORTH BOUND				
A.A.D.T.	15000	15430	15890	12910
R 12 / 24 - %	65.1	66.5	64.6	57.1
R 16 / 24 - %	84	84.8	83.4	80
AM Peak Hour	0800-0900	0800-0900	0800-0900	0800-0900
One-way flow at AM peak hour	810	860	830	560
T - % (AM)	-	22.8	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	1060	1150	1030	790
T - % (PM)	-	24	-	-
Prop.of commercial vehicles - 16 hr.	-	28.5	-	-

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	7.9	44.7	19.9	0.0	0.0	10.4	13.3	0.4	0.0	3.5
	Ocp	1.0	1.4	1.6	0.0	0.0	1.3	1.0	20.5	0.0	51.1
0800-0900 Peak hour	Pro	2.6	48.6	16.0	0.0	0.0	7.4	20.3	1.4	0.0	3.7
	Ocp	1.1	1.3	1.5	0.0	0.0	1.6	1.1	5.8	0.0	44.9
0900-1000	Pro	0.5	42.1	12.1	0.0	0.0	13.5	26.3	1.6	0.0	3.9
	Ocp	1.0	1.3	2.1	0.0	0.0	1.4	1.1	3.7	0.0	26.8
1000-1100	Pro	0.5	32.9	12.9	0.3	0.0	14.4	33.7	1.8	0.0	3.5
	Ocp	1.0	1.5	1.8	2.0	0.0	1.3	1.1	3.3	0.0	27.2
1100-1200	Pro	1.4	28.9	17.6	0.3	0.0	15.2	31.4	1.9	0.0	3.3
	Ocp	1.2	1.4	2.1	2.0	0.0	1.4	1.1	1.4	0.0	24.0
1200-1300	Pro	0.0	33.7	8.5	0.0	0.0	16.7	36.5	0.6	0.0	4.0
	Ocp	0.0	1.4	2.1	0.0	0.0	1.3	1.1	4.5	0.0	23.5
1300-1400	Pro	0.9	31.4	12.0	0.3	0.0	14.9	36.5	0.3	0.0	3.7
	Ocp	1.0	1.6	1.8	3.0	0.0	1.4	1.1	1.0	0.0	27.8
1400-1500	Pro	1.6	32.4	13.4	0.3	0.0	12.3	35.9	1.1	0.0	3.1
	Ocp	1.2	1.5	2.2	1.0	0.0	1.3	1.0	3.5	0.0	29.5
1500-1600	Pro	0.5	40.6	12.7	0.0	0.0	14.3	28.6	0.7	0.0	2.7
	Ocp	1.0	1.5	2.1	0.0	0.0	1.5	1.1	2.3	0.0	27.1
1600-1700	Pro	1.4	33.6	12.5	0.0	0.0	15.8	28.6	3.9	0.0	4.1
	Ocp	1.0	1.5	1.9	0.0	0.0	1.5	1.0	3.1	0.0	30.4
1700-1800	Pro	7.2	35.6	18.6	0.8	0.0	13.5	18.3	1.9	0.0	4.1
	Ocp	1.1	1.6	1.8	1.0	0.0	1.3	1.1	7.6	0.0	48.9
1800-1900	Pro	1.6	54.9	12.2	0.0	0.0	10.0	15.1	2.9	0.0	3.3
	Ocp	1.0	1.5	1.7	0.0	0.0	1.3	1.1	12.6	0.0	54.2
1900-2000	Pro	2.6	35.8	24.8	0.0	0.0	11.6	18.1	2.6	0.0	4.6
	Ocp	1.1	1.3	1.6	0.0	0.0	1.3	1.1	1.9	0.0	35.9
2000-2100	Pro	1.2	49.1	23.0	0.0	0.0	7.3	14.2	2.0	0.0	3.2
	Ocp	1.3	1.4	1.8	0.0	0.0	1.2	1.1	1.0	0.0	38.7
2100-2200	Pro	2.1	52.1	26.2	0.0	0.0	4.1	10.0	0.7	0.0	4.7
	Ocp	1.2	1.4	2.0	0.0	0.0	1.3	1.0	1.0	0.0	28.1
2200-2300	Pro	0.7	47.9	26.3	0.0	0.0	5.9	14.5	0.7	0.0	4.1
	Ocp	1.0	1.5	2.1	0.0	0.0	1.2	1.0	4.0	0.0	19.2
16 hours	Pro	2.1	40.7	16.4	0.1	0.0	11.7	23.7	1.5	0.0	3.7
	Ocp	1.1	1.4	1.9	1.6	0.0	1.4	1.1	5.0	0.0	34.6

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