

YEAR 2022

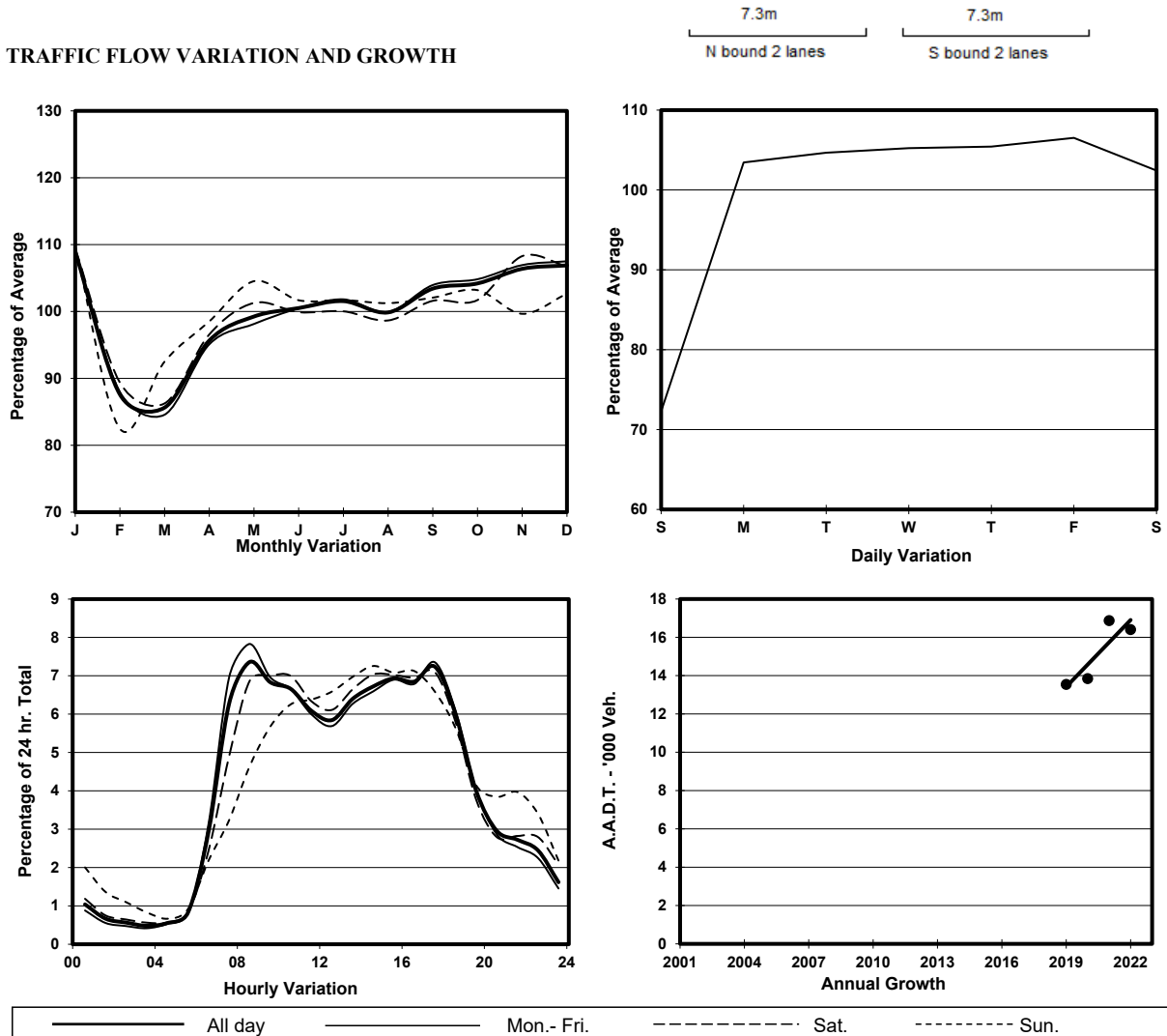
CORE STATION 5041

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.
SOUTH BOUND				
A.A.D.T.	8110	8660	8410	5950
R 12 / 24 - %	82.3	83.1	81.9	77.3
R 16 / 24 - %	92.1	92.4	92.2	90.5
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	580	660	630	360
T - % (AM)	-	29.4	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1600-1700
One-way flow at PM peak hour	670	720	690	480
T - % (PM)	-	28.5	-	-
Prop.of commercial vehicles - 16 hr.	-	31.2	-	-
NORTH BOUND				
A.A.D.T.	8290	8840	8650	6060
R 12 / 24 - %	76.2	77.2	75.7	69.6
R 16 / 24 - %	90.5	91.2	89.7	87.1
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	630	710	590	320
T - % (AM)	-	38.7	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	540	580	570	370
T - % (PM)	-	33.9	-	-
Prop.of commercial vehicles - 16 hr.	-	30.3	-	-

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	3.3	42.1	2.9	1.1	0.0	22.9	25.8	1.1	0.0	0.8
	Ocp	1.1	1.3	1.8	7.7	0.0	1.2	1.1	3.3	0.0	36.3
0800-0900 Peak hour	Pro	3.7	36.9	1.4	0.6	0.0	23.7	30.7	2.5	0.0	0.5
	Ocp	1.0	1.5	2.0	2.5	0.0	1.3	1.1	3.0	0.0	27.1
0900-1000	Pro	0.3	35.5	0.7	0.7	0.0	23.0	38.7	0.7	0.0	0.3
	Ocp	2.0	1.4	1.5	2.5	0.0	1.4	1.1	7.5	0.0	6.5
1000-1100	Pro	1.3	28.5	2.2	0.0	0.0	27.5	36.7	3.5	0.0	0.4
	Ocp	1.0	1.4	1.6	0.0	0.0	1.4	1.1	27.9	0.0	16.8
1100-1200	Pro	0.4	29.3	2.8	0.4	0.0	24.0	41.7	0.8	0.0	0.6
	Ocp	1.0	1.4	2.0	3.0	0.0	1.4	1.0	1.0	0.0	15.3
1200-1300	Pro	1.6	32.0	2.0	1.2	0.0	21.2	41.6	0.0	0.0	0.5
	Ocp	1.0	1.4	2.0	1.3	0.0	1.5	1.0	0.0	0.0	10.0
1300-1400	Pro	0.7	32.4	2.4	0.7	0.0	25.1	37.0	1.0	0.0	0.6
	Ocp	1.5	1.4	2.7	2.5	0.0	1.4	1.2	3.7	0.0	17.4
1400-1500	Pro	0.6	29.6	1.6	0.6	0.0	31.2	34.9	0.9	0.0	0.5
	Ocp	1.5	1.5	1.2	3.0	0.0	1.6	1.1	10.3	0.0	12.8
1500-1600	Pro	2.5	35.1	2.8	1.1	0.0	25.9	31.6	0.4	0.0	0.6
	Ocp	1.0	1.3	2.0	4.0	0.0	1.4	1.1	2.0	0.0	18.3
1600-1700	Pro	1.3	33.1	2.0	1.0	0.0	29.5	31.1	1.6	0.0	0.5
	Ocp	1.0	1.4	1.7	2.0	0.0	1.3	1.0	1.0	0.0	24.3
1700-1800	Pro	2.0	49.5	2.7	0.3	0.0	19.9	22.2	3.0	0.0	0.3
	Ocp	1.0	1.4	1.4	1.0	0.0	1.2	1.0	2.0	0.0	43.0
1800-1900	Pro	2.6	65.0	0.4	0.0	0.0	18.3	12.3	1.1	0.0	0.2
	Ocp	1.0	1.3	1.0	0.0	0.0	1.3	1.0	7.3	0.0	52.5
1900-2000	Pro	3.6	71.0	5.5	0.0	0.0	10.3	7.3	1.2	0.0	1.1
	Ocp	1.0	1.5	2.1	0.0	0.0	1.3	1.0	20.5	0.0	46.4
2000-2100	Pro	1.6	65.2	3.3	0.0	0.0	12.2	15.5	0.8	0.0	1.4
	Ocp	1.0	1.2	2.5	0.0	0.0	1.1	1.1	1.0	0.0	23.7
2100-2200	Pro	2.5	71.9	2.5	0.0	0.0	13.5	6.8	1.7	0.0	1.1
	Ocp	1.0	1.7	2.0	0.0	0.0	1.3	1.0	1.0	0.0	34.0
2200-2300	Pro	3.6	73.9	3.6	0.0	0.0	13.0	4.3	1.5	0.0	0.0
	Ocp	1.2	1.2	1.6	0.0	0.0	1.2	1.0	1.0	0.0	0.0
16 hours	Pro	1.9	41.8	2.2	0.5	0.0	22.8	28.8	1.4	0.0	0.5
	Ocp	1.1	1.4	1.9	3.2	0.0	1.4	1.1	8.6	0.0	25.1

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