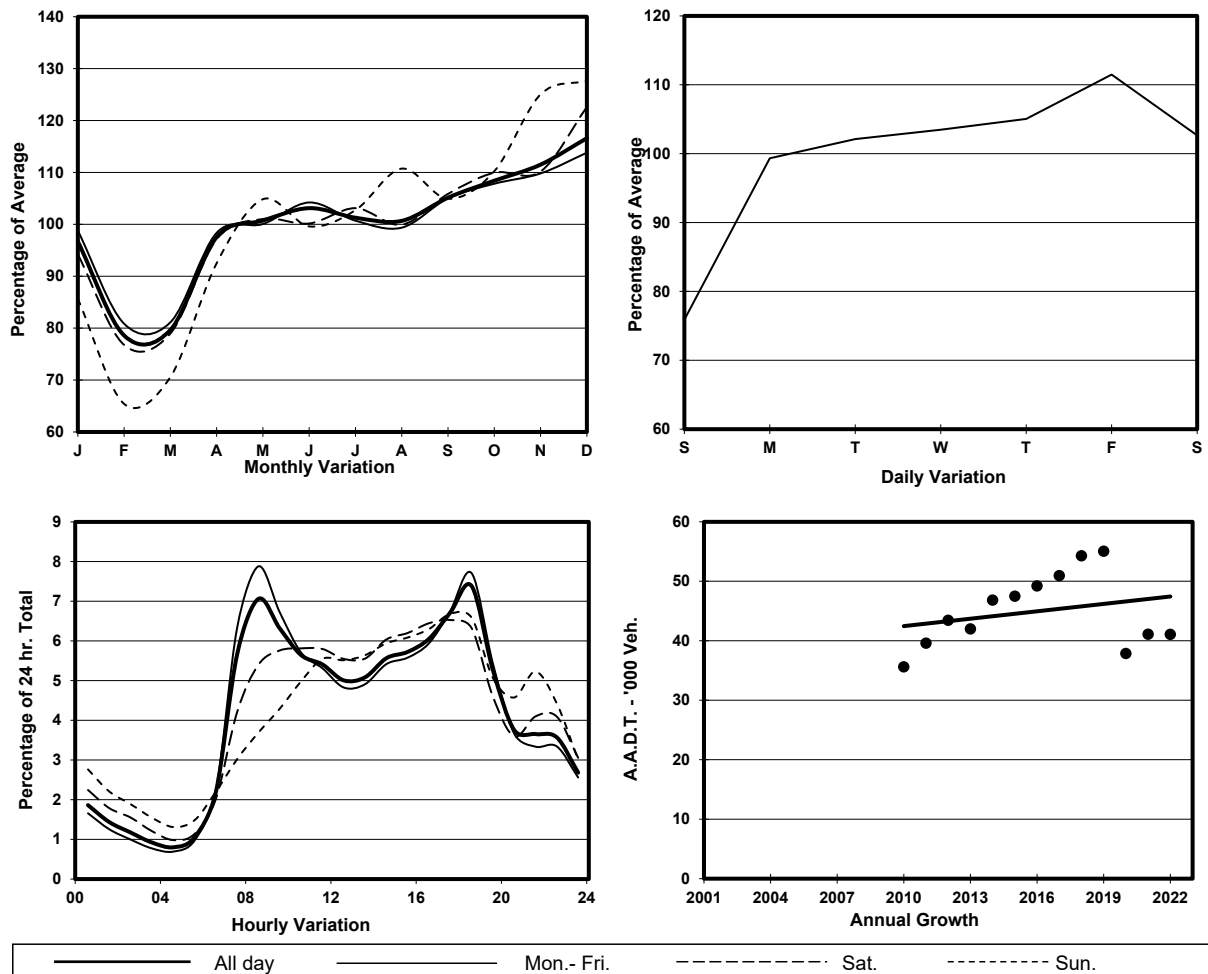


YEAR

2022

LINK NAM WAN TUNNEL (from EAST TSING YI VIADUCT to  
CHEUNG TSING HIGHWAY)CORE STATION  
ROAD NETWORK  
ROAD TYPE5038  
MAJOR  
EXPRESSWAY

## 1. TRAFFIC FLOW VARIATION AND GROWTH



## 2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
<b>EAST BOUND</b>				
A.A.D.T.	20490	21540	21510	16150
R 12 / 24 - %	75.6	77.6	72.4	67.1
R 16 / 24 - %	89	89.8	87.5	85.9
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1740	2070	1440	770
T - % (AM)	-	12.4	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	1430	1530	1360	1120
T - % (PM)	-	9.2	-	-
Prop.of commercial vehicles - 16 hr.	-	15	-	-
<b>WEST BOUND</b>				
A.A.D.T.	20570	21880	21390	15170
R 12 / 24 - %	67.6	68.7	66.9	61.4
R 16 / 24 - %	86.8	88	84.5	81.2
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1160	1350	1040	580
T - % (AM)	-	20.2	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1700-1800
One-way flow at PM peak hour	1600	1810	1490	1000
T - % (PM)	-	11.1	-	-
Prop.of commercial vehicles - 16 hr.	-	19.3	-	-

## 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	1.1	49.2	16.6	0.4	0.0	15.2	13.6	3.3	0.0	0.6
	Ocp	1.0	1.3	2.2	4.7	0.0	1.4	1.1	18.9	0.0	9.2
0800-0900 Peak hour	Pro	0.8	57.2	12.8	0.0	0.0	13.7	12.3	2.5	0.0	0.8
	Ocp	1.0	1.3	2.2	0.0	0.0	1.3	1.1	11.4	0.0	9.1
0900-1000	Pro	0.8	46.9	13.3	0.3	0.0	17.9	16.7	3.2	0.0	0.9
	Ocp	1.0	1.4	1.9	1.0	0.0	1.4	1.3	8.5	0.0	3.1
1000-1100	Pro	1.0	40.0	17.4	0.0	0.0	19.3	20.4	1.2	0.0	0.6
	Ocp	1.0	1.3	2.0	0.0	0.0	1.3	1.1	6.3	0.0	6.0
1100-1200	Pro	0.7	44.1	16.9	0.0	0.0	16.0	19.8	1.8	0.0	0.8
	Ocp	1.0	1.4	2.0	0.0	0.0	1.4	1.1	1.1	0.0	2.9
1200-1300	Pro	0.9	46.7	15.4	0.2	0.0	15.8	18.0	2.2	0.0	0.7
	Ocp	1.2	1.4	2.0	1.0	0.0	1.3	1.1	7.6	0.0	3.9
1300-1400	Pro	0.2	42.6	16.1	0.2	0.0	17.2	21.4	1.8	0.0	0.5
	Ocp	1.0	1.4	2.3	1.0	0.0	1.4	1.1	7.0	0.0	13.6
1400-1500	Pro	0.0	46.6	12.2	0.2	0.0	18.3	20.5	1.7	0.0	0.5
	Ocp	0.0	1.5	2.0	2.0	0.0	1.4	1.1	3.5	0.0	8.8
1500-1600	Pro	0.3	44.5	16.4	0.2	0.0	16.9	19.2	2.1	0.0	0.5
	Ocp	1.0	1.5	2.2	2.0	0.0	1.4	1.1	10.4	0.0	5.4
1600-1700	Pro	0.2	48.7	11.0	0.5	0.0	18.9	18.1	2.4	0.0	0.3
	Ocp	1.0	1.5	2.3	4.3	0.0	1.3	1.1	11.9	0.0	25.6
1700-1800	Pro	1.5	50.9	16.4	0.4	0.0	16.1	10.8	3.4	0.1	0.4
	Ocp	1.0	1.3	2.1	5.7	0.0	1.4	1.1	5.3	3.0	14.7
1800-1900	Pro	1.0	67.6	12.2	0.1	0.0	8.8	7.2	2.8	0.0	0.4
	Ocp	1.1	1.4	2.1	2.0	0.0	1.3	1.1	17.0	0.0	22.8
1900-2000	Pro	1.1	68.1	16.5	0.0	0.0	5.7	6.6	1.7	0.0	0.4
	Ocp	1.0	1.3	2.1	0.0	0.0	1.2	1.0	14.2	0.0	13.6
2000-2100	Pro	0.8	57.8	22.1	0.0	0.0	9.0	7.6	2.3	0.0	0.4
	Ocp	1.3	1.4	2.2	0.0	0.0	1.1	1.1	6.5	0.0	20.1
2100-2200	Pro	0.9	57.8	25.6	0.0	0.0	6.7	5.8	2.8	0.0	0.5
	Ocp	1.0	1.3	2.0	0.0	0.0	1.2	1.0	6.1	0.0	7.8
2200-2300	Pro	0.2	54.7	26.1	0.2	0.0	6.3	6.7	5.5	0.0	0.2
	Ocp	1.0	1.3	2.0	1.0	0.0	1.3	1.0	4.8	0.0	14.5
16 hours	Pro	0.7	51.9	16.1	0.2	0.0	14.0	14.0	2.6	0.1	0.6
	Ocp	1.0	1.4	2.1	3.2	0.0	1.3	1.1	9.5	3.0	9.6

**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