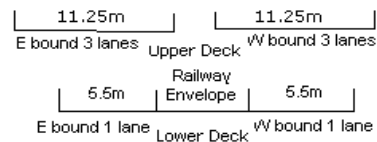


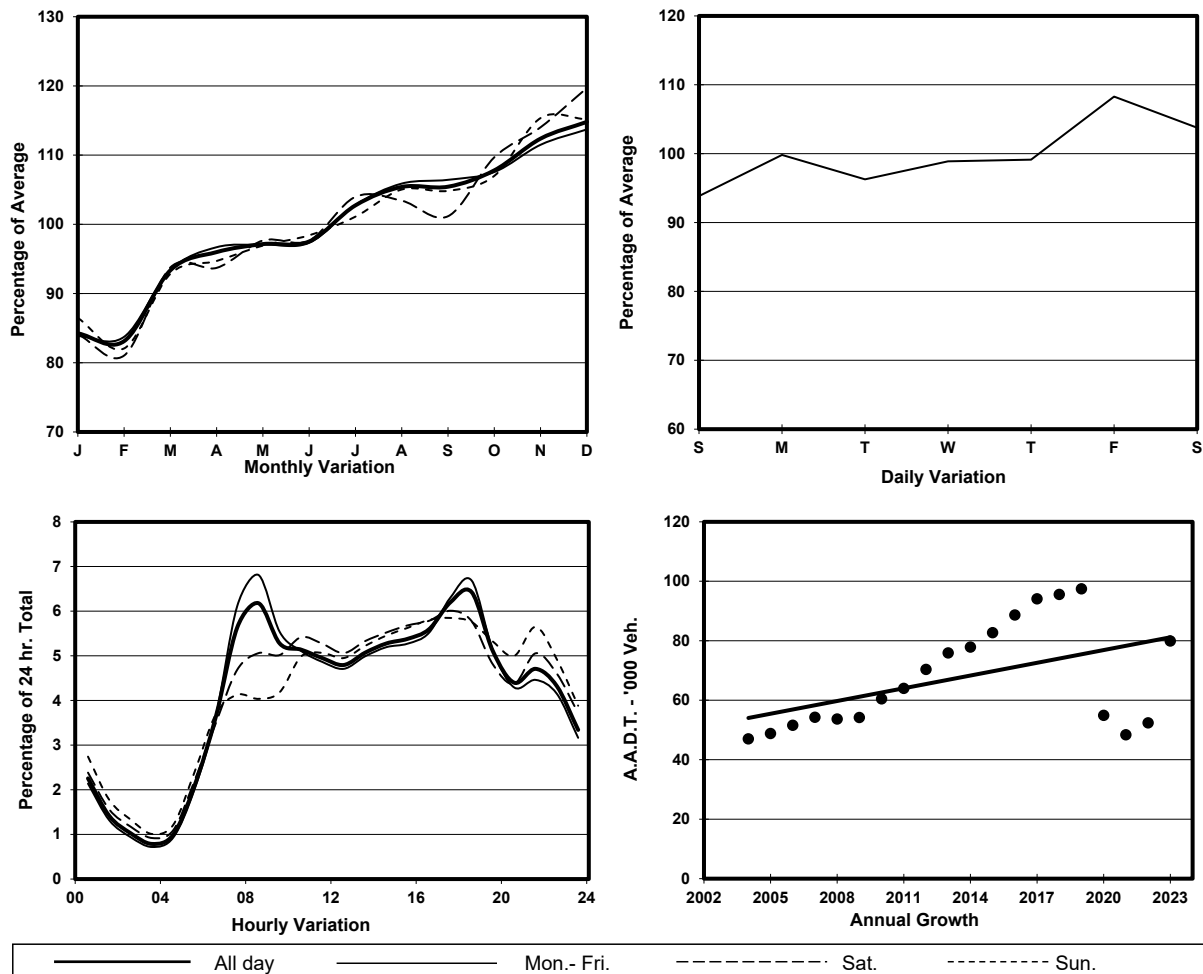
YEAR 2023

LINK LANTAU LINK (from TSING MA BRIDGE EASTERN END
AT TSING YI to NGONG SHUEN AU)

CORE STATION 5027
ROAD NETWORK MAJOR
ROAD TYPE EXPRESSWAY



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	40440	40760	41810	38510
R 12 / 24 - %	64.5	66.1	62.3	58.5
R 16 / 24 - %	84	84.8	82.7	81.5
AM Peak Hour	0800-0900	0800-0900	0800-0900	0800-0900
One-way flow at AM peak hour	2120	2310	1910	1460
T - % (AM)	-	20.5	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	3110	3320	2760	2550
T - % (PM)	-	11.2	-	-
Prop.of commercial vehicles - 16 hr.	-	16.1	-	-
WEST BOUND				
A.A.D.T.	39450	39880	41590	36310
R 12 / 24 - %	67.4	68.1	66.9	63.8
R 16 / 24 - %	84.9	85.5	84.2	82.4
AM Peak Hour	0800-0900	0800-0900	0700-0800	0900-1000
One-way flow at AM peak hour	2820	3190	2380	1750
T - % (AM)	-	12.8	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1600-1700
One-way flow at PM peak hour	2080	2080	2290	1960
T - % (PM)	-	17	-	-
Prop.of commercial vehicles - 16 hr.	-	16.7	-	-

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	3.6	38.4	32.2	0.4	0.0	10.1	8.8	3.4	0.1	3.2
	Ocp	1.0	1.3	2.1	6.0	0.0	1.4	1.1	26.0	1.0	58.1
0800-0900 Peak hour	Pro	3.3	52.3	20.9	0.4	0.0	7.1	9.6	3.9	0.0	2.6
	Ocp	1.1	1.4	2.1	1.8	0.0	1.4	1.1	18.4	0.0	52.9
0900-1000	Pro	1.8	44.3	22.3	0.0	0.0	13.7	11.9	2.8	0.0	3.2
	Ocp	1.1	1.3	2.2	0.0	0.0	1.2	1.1	14.2	0.0	38.8
1000-1100	Pro	1.5	40.6	24.6	0.3	0.0	15.2	12.4	2.4	0.0	3.0
	Ocp	1.0	1.4	2.0	1.7	0.0	1.3	1.2	10.2	0.0	30.9
1100-1200	Pro	0.9	44.6	23.0	0.2	0.0	14.0	12.1	1.5	0.0	3.7
	Ocp	1.0	1.4	2.2	2.0	0.0	1.4	1.2	6.7	0.0	28.4
1200-1300	Pro	0.8	41.1	26.2	0.3	0.0	12.8	13.6	1.5	0.0	3.7
	Ocp	1.0	1.5	2.0	1.3	0.0	1.4	1.2	5.9	0.0	31.2
1300-1400	Pro	1.4	42.5	21.6	0.3	0.0	14.7	13.7	2.1	0.0	3.6
	Ocp	1.0	1.4	2.4	1.7	0.0	1.3	1.3	9.8	0.0	34.5
1400-1500	Pro	1.7	41.6	23.3	0.5	0.0	12.9	13.2	3.5	0.0	3.3
	Ocp	1.1	1.5	2.3	1.6	0.0	1.3	1.1	10.8	0.0	33.0
1500-1600	Pro	0.7	39.6	26.4	0.4	0.0	13.0	13.5	3.1	0.1	3.3
	Ocp	1.4	1.3	2.2	2.5	0.0	1.3	1.1	15.6	2.0	34.4
1600-1700	Pro	1.5	42.0	20.1	0.6	0.0	12.3	15.4	5.0	0.0	3.1
	Ocp	1.1	1.5	2.4	2.2	0.0	1.4	1.1	6.1	0.0	41.6
1700-1800	Pro	5.0	45.7	19.2	0.5	0.0	12.3	10.3	3.5	0.0	3.5
	Ocp	1.0	1.4	2.2	1.4	0.0	1.2	1.1	11.3	0.0	55.7
1800-1900	Pro	2.0	61.3	21.4	0.0	0.0	4.1	4.1	4.4	0.0	2.8
	Ocp	1.1	1.3	2.2	0.0	0.0	1.2	1.1	17.7	0.0	59.5
1900-2000	Pro	0.8	58.0	24.5	0.0	0.0	5.2	4.6	3.5	0.0	3.4
	Ocp	1.1	1.4	2.2	0.0	0.0	1.4	1.1	10.3	0.0	40.4
2000-2100	Pro	0.9	53.0	28.6	0.2	0.0	5.1	5.7	2.7	0.0	3.7
	Ocp	1.0	1.4	2.1	1.5	0.0	1.3	1.1	17.5	0.0	33.6
2100-2200	Pro	0.8	54.5	27.9	0.0	0.0	4.9	7.4	1.0	0.0	3.4
	Ocp	1.1	1.9	2.3	0.0	0.0	1.2	1.1	12.9	0.0	39.5
2200-2300	Pro	1.7	48.5	32.9	0.0	0.0	4.3	7.5	1.3	0.0	3.8
	Ocp	1.2	1.3	2.2	0.0	0.0	1.2	1.1	2.1	0.0	32.0
16 hours	Pro	1.9	47.0	24.4	0.3	0.0	10.0	10.1	3.0	0.1	3.3
	Ocp	1.1	1.4	2.2	2.3	0.0	1.3	1.1	13.7	1.3	41.1

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