

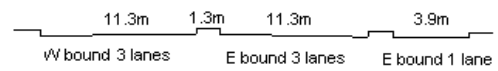
YEAR 2005

CORE STATION 5012

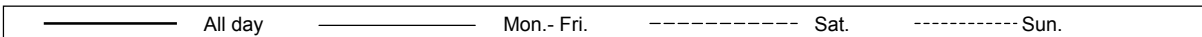
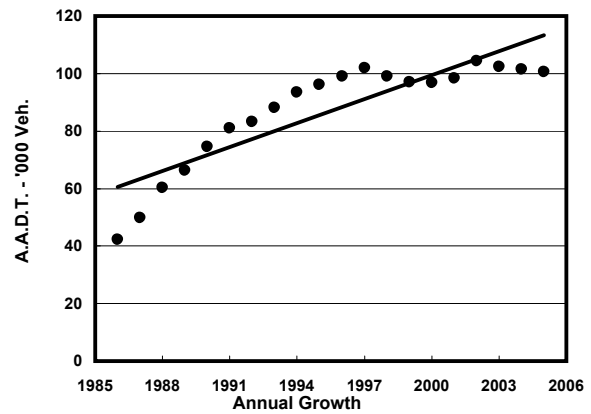
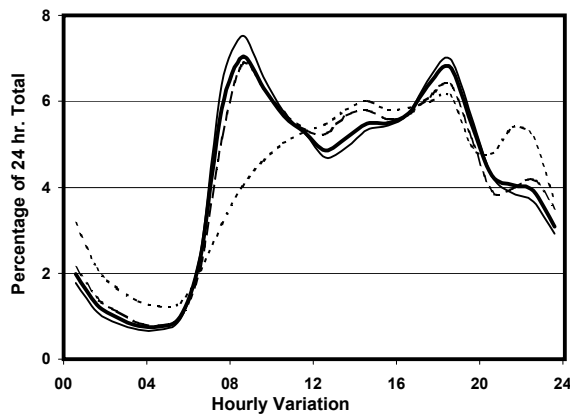
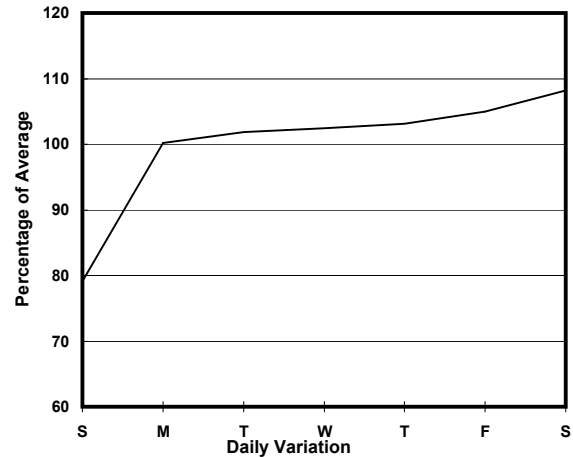
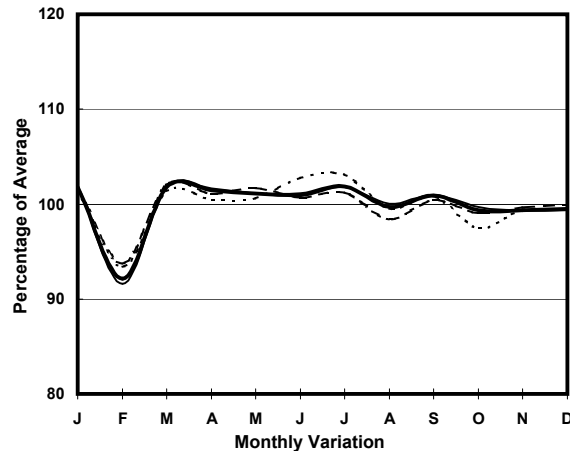
ROAD NETWORK MAJOR

ROAD TYPE EXPRESSWAY

LINK TUEN MUN RD (from SHAM TSENG to TSING LONG  
HIGHWAY - TING KAU BRIDGE)



## 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.	49860	51770	54310	39470
R 12 / 24 - %	75.7	77.1	74.4	68.7
R 16 / 24 - %	89	89.6	88.6	85.6
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	4600	5100	4990	2190
T - % (AM)	-	28.5	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1800-1900
One-way flow at PM peak hour	3030	3210	3120	2360
T - % (PM)	-	30.9	-	-
Prop.of commercial vehicles - 16 hr.	-	31.8	-	-
<b>WEST BOUND</b>				
A.A.D.T.	50720	52450	55740	40780
R 12 / 24 - %	64.5	65.3	65.4	57.9
R 16 / 24 - %	86.6	87.6	85.6	81.4
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2490	2750	2680	1510
T - % (AM)	-	38.3	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	3900	4210	3940	2580
T - % (PM)	-	27.5	-	-
Prop.of commercial vehicles - 16 hr.	-	36	-	-

## 3. OTHER INFORMATION AND COMMENT

**4. Vehicle classification and occupancy - Monday to Friday**

Time		Class of vehicle									
		Motor	Private	Taxi	Private	PLB	Goods veh.		Non	Fr. Bus	
		Cycle	Car		LB		Light	M & H	Fr. Bus	SD	DD
0700-0800	Pro	4.1	32.7	6.2	0.8	0.6	22.5	18.9	7.2	0.0	7.1
	Ocp	1.1	1.4	2.0	5.5	10.0	1.5	1.1	21.6	0.0	61.1
0800-0900 Peak hour	Pro	4.2	38.4	3.9	0.5	0.5	20.5	20.4	5.8	0.0	5.6
	Ocp	1.2	1.4	1.9	3.1	10.5	1.5	1.2	29.8	0.0	63.8
0900-1000	Pro	1.7	37.7	3.9	0.9	0.4	22.2	24.5	3.2	0.0	5.6
	Ocp	1.0	1.4	1.9	3.2	12.4	1.5	1.2	14.2	0.0	36.8
1000-1100	Pro	1.9	24.7	3.3	0.5	0.5	28.3	32.9	1.7	0.0	6.1
	Ocp	1.1	1.3	1.9	2.6	9.9	1.4	1.2	14.5	0.0	26.2
1100-1200	Pro	1.5	27.0	3.4	1.3	0.7	27.1	31.2	2.3	0.0	5.6
	Ocp	1.1	1.5	1.7	2.4	9.7	1.5	1.1	14.4	0.0	27.5
1200-1300	Pro	1.5	30.4	2.3	0.7	0.5	25.9	31.3	1.2	0.0	6.3
	Ocp	1.0	1.3	2.6	2.3	5.8	1.4	1.2	6.6	0.0	23.1
1300-1400	Pro	2.0	21.9	3.4	0.8	0.6	29.9	34.1	1.4	0.0	5.8
	Ocp	1.1	1.4	1.8	4.4	5.4	1.5	1.2	4.9	0.0	29.3
1400-1500	Pro	1.7	26.0	1.8	1.2	0.4	26.2	35.6	1.9	0.0	5.1
	Ocp	1.0	1.5	2.2	1.8	7.3	1.4	1.1	8.1	0.0	30.2
1500-1600	Pro	1.6	23.7	3.1	1.1	0.5	28.1	34.0	2.5	0.0	5.5
	Ocp	1.1	1.4	1.8	3.8	6.7	1.4	1.1	14.4	0.0	29.7
1600-1700	Pro	1.5	25.3	3.5	1.0	0.4	30.7	27.2	3.9	0.0	6.4
	Ocp	1.1	1.5	1.6	3.7	8.7	1.4	1.1	8.0	0.0	35.3
1700-1800	Pro	2.9	33.9	3.5	0.7	0.6	26.4	20.4	4.4	0.0	7.2
	Ocp	1.0	1.5	1.5	2.8	11.9	1.5	1.1	12.6	0.0	43.9
1800-1900	Pro	4.4	43.9	2.8	0.4	0.3	21.2	15.9	5.0	0.0	6.2
	Ocp	1.1	1.3	2.0	3.5	10.4	1.3	1.1	25.3	0.0	59.9
1900-2000	Pro	3.3	49.9	2.6	0.2	0.7	15.8	14.1	6.2	0.0	7.2
	Ocp	1.2	1.5	1.8	2.0	9.1	1.4	1.1	19.6	0.0	53.0
2000-2100	Pro	3.8	50.1	6.4	0.4	1.0	14.3	11.3	4.6	0.0	8.1
	Ocp	1.1	1.4	2.0	1.3	7.7	1.4	1.1	13.8	0.0	45.7
2100-2200	Pro	4.0	49.2	8.4	0.0	1.1	11.8	14.5	2.7	0.0	8.3
	Ocp	1.2	1.6	1.7	0.0	10.2	1.5	1.0	9.2	0.0	37.0
2200-2300	Pro	3.1	57.2	8.1	0.3	0.9	9.3	10.6	2.6	0.0	7.9
	Ocp	1.1	1.4	2.1	1.3	9.2	1.5	1.1	12.7	0.0	39.2
16 hours	Pro	2.7	35.2	4.0	0.7	0.6	23.0	23.8	3.7	0.0	6.4
	Ocp	1.1	1.4	1.9	3.1	9.2	1.4	1.1	18.0	0.0	41.9

**Legend**

- Pro.** Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)
- Ocp.** Average occupancy of vehicles
- M&H** Medium and Heavy