

YEAR 2006

CORE STATION 5025

ROAD NETWORK MAJOR

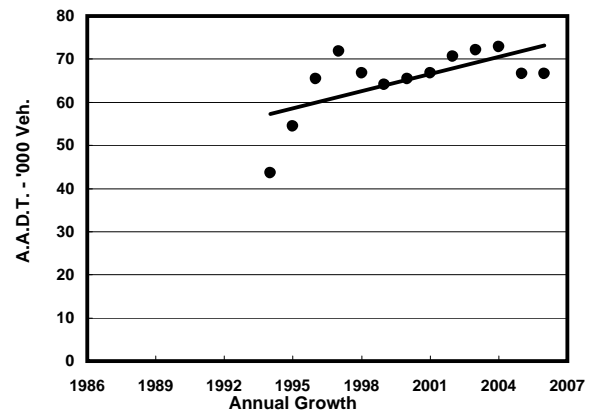
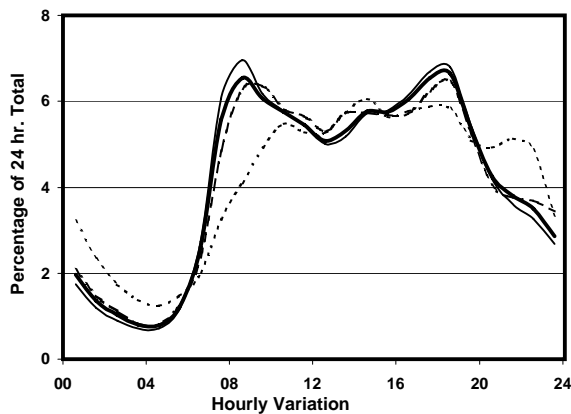
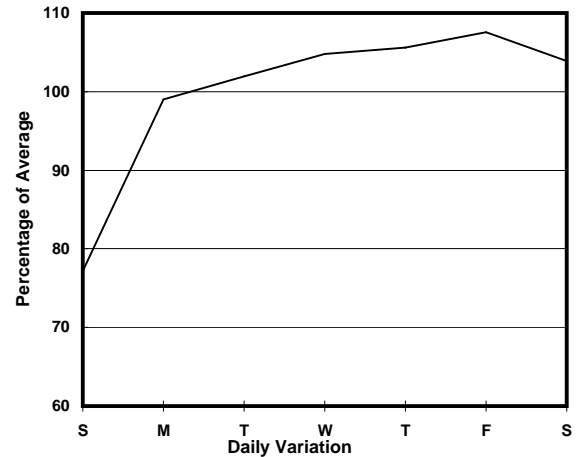
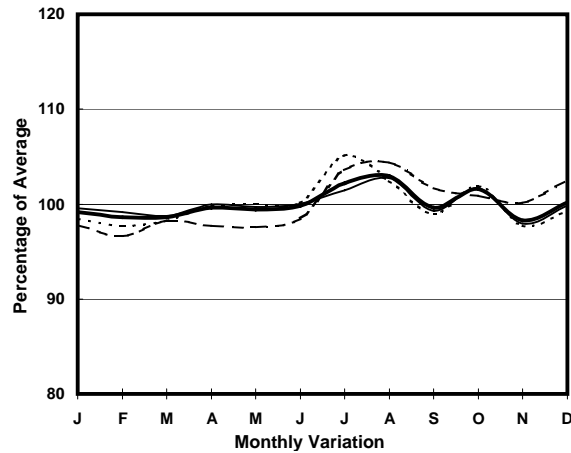
ROAD TYPE EXPRESSWAY

LINK YUEN LONG HIGHWAY (from HUNG TIN RD INT to LAM TEI INT)

1.5m 9.4m 2.5m 9.6m 1.5m

E bound 2 lanes W bound 2 lanes

1. TRAFFIC FLOW VARIATION AND GROWTH



— All day — Mon.- Fri. - - - - - Sat. - - - - - Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	33030	34760	34870	25620
R 12 / 24 - %	70.5	71.7	70	62.8
R 16 / 24 - %	88.1	89	87.2	83.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2100	2340	2230	1230
T - % (AM)	-	40.2	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1600-1700
One-way flow at PM peak hour	2190	2360	2270	1500
T - % (PM)	-	26.7	-	-
Prop.of commercial vehicles - 16 hr.	-	35.8	-	-
WEST BOUND				
A.A.D.T.	33630	35330	35330	26500
R 12 / 24 - %	70.5	71.7	69.8	63.7
R 16 / 24 - %	86.6	87.3	86	82.9
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	2260	2530	2270	1330
T - % (AM)	-	32.5	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	2230	2400	2270	1590
T - % (PM)	-	21.9	-	-
Prop.of commercial vehicles - 16 hr.	-	32.8	-	-

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	2.7	29.5	5.5	0.5	3.5	23.8	27.5	6.4	0.0	0.6
	Ocp	1.0	1.3	2.0	1.8	12.7	1.5	1.1	3.8	0.0	9.4
0800-0900 Peak hour	Pro	2.4	35.8	3.8	1.0	3.5	17.9	32.4	2.7	0.0	0.4
	Ocp	1.0	1.3	1.9	2.9	13.2	1.5	1.0	8.1	0.0	12.2
0900-1000	Pro	1.3	22.8	4.4	1.9	2.4	28.5	35.3	2.9	0.1	0.3
	Ocp	1.2	1.3	1.9	2.3	13.5	1.5	1.0	2.8	1.0	10.8
1000-1100	Pro	1.2	19.7	4.2	2.0	2.3	27.5	40.6	2.1	0.1	0.5
	Ocp	1.1	1.3	2.1	2.0	13.0	1.5	1.0	9.1	1.0	7.2
1100-1200	Pro	1.3	17.8	3.4	1.7	2.9	30.9	40.1	1.4	0.1	0.5
	Ocp	1.1	1.3	1.9	1.4	13.0	1.5	1.1	8.0	1.0	6.8
1200-1300	Pro	1.0	20.2	2.9	0.9	3.3	33.6	36.5	1.3	0.0	0.3
	Ocp	1.0	1.3	1.8	3.0	13.1	1.4	1.0	1.6	0.0	11.1
1300-1400	Pro	1.0	22.7	4.0	1.5	2.6	28.5	37.5	1.9	0.1	0.3
	Ocp	1.1	1.4	2.4	2.9	12.5	1.5	1.1	6.8	1.0	35.5
1400-1500	Pro	1.3	24.7	2.2	1.0	1.7	32.7	34.5	1.7	0.0	0.2
	Ocp	1.0	1.5	2.0	2.9	11.1	1.4	1.1	4.4	0.0	9.8
1500-1600	Pro	1.8	24.9	3.1	2.1	1.7	29.9	33.9	2.2	0.0	0.4
	Ocp	1.2	1.4	2.0	1.9	12.3	1.5	1.1	4.7	0.0	7.1
1600-1700	Pro	1.2	19.4	3.6	1.2	1.4	30.2	40.1	2.4	0.0	0.5
	Ocp	1.2	1.2	1.7	2.7	13.8	1.5	1.1	2.7	0.0	9.0
1700-1800	Pro	2.7	31.8	3.1	1.3	2.3	26.3	29.8	2.6	0.0	0.3
	Ocp	1.0	1.4	2.2	1.7	15.8	1.5	1.1	6.5	0.0	17.7
1800-1900	Pro	2.5	37.3	3.5	0.6	3.3	28.6	21.5	2.5	0.0	0.3
	Ocp	1.0	1.4	1.9	2.0	14.8	1.3	1.1	7.7	0.0	20.8
1900-2000	Pro	1.8	44.5	4.1	0.6	3.7	19.9	22.4	2.6	0.0	0.5
	Ocp	1.2	1.4	2.2	1.6	13.2	1.4	1.0	6.3	0.0	18.7
2000-2100	Pro	1.2	55.9	4.7	0.4	3.1	13.2	18.5	2.3	0.0	0.7
	Ocp	1.1	1.5	2.2	1.0	13.6	1.5	1.1	1.9	0.0	6.4
2100-2200	Pro	1.9	40.6	6.0	0.2	3.7	17.5	26.3	3.2	0.0	0.7
	Ocp	1.2	1.5	2.0	2.0	13.3	1.3	1.0	6.4	0.0	7.8
2200-2300	Pro	2.5	47.9	11.7	0.0	3.2	13.6	19.2	0.9	0.1	0.9
	Ocp	1.2	1.6	2.0	0.0	11.2	1.5	1.0	2.2	1.0	2.7
16 hours	Pro	1.8	30.3	4.1	1.1	2.7	25.7	31.4	2.5	0.1	0.4
	Ocp	1.1	1.4	2.0	2.2	13.3	1.5	1.1	5.3	1.0	11.1

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