

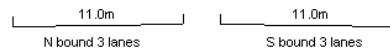
YEAR 2006

CORE STATION 5029

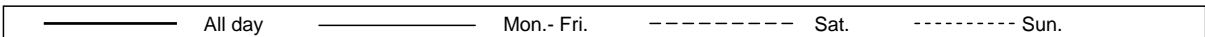
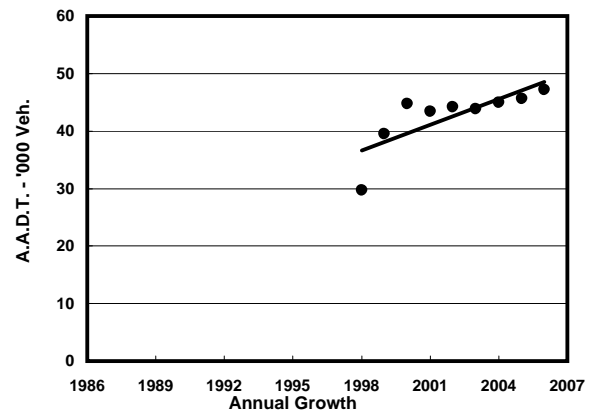
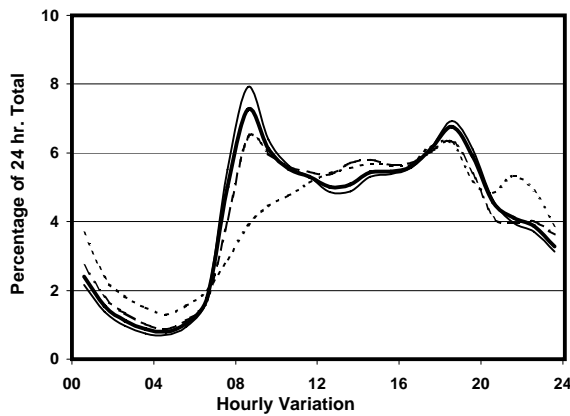
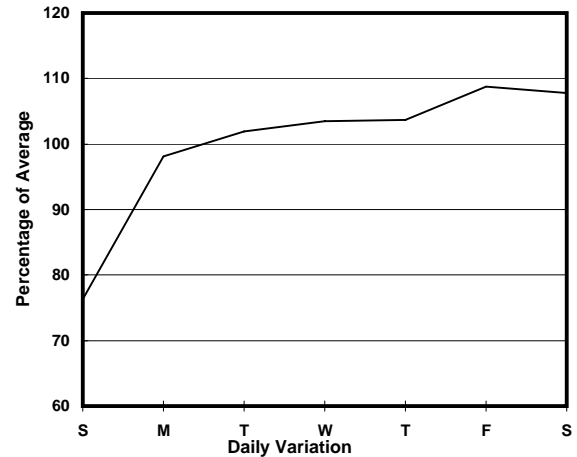
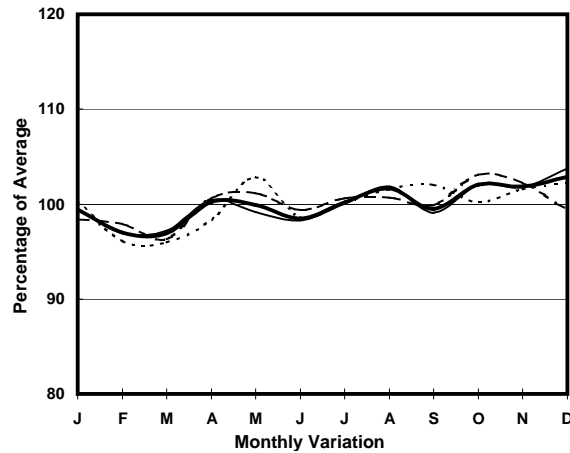
ROAD NETWORK MAJOR

ROAD TYPE EXPRESSWAY

LINK TSING LONG HIGHWAY - TAI LAM TUNNEL (from AU TAU INT to TUEN MUN RD)



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	23970	25100	26110	18530
R 12 / 24 - %	74	75.5	72.6	66.3
R 16 / 24 - %	88.6	89.5	87.8	84.5
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	2400	2770	2350	940
T - % (AM)	-	31.3	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	1420	1460	1550	1210
T - % (PM)	-	37.9	-	-
Prop.of commercial vehicles - 16 hr.	-	36.2	-	-
NORTH BOUND				
A.A.D.T.	23270	24320	25430	18040
R 12 / 24 - %	63.2	64	63.8	56.8
R 16 / 24 - %	85.6	87	83.7	79.2
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1130	1230	1140	690
T - % (AM)	-	42.7	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	1780	1960	1720	1100
T - % (PM)	-	34.4	-	-
Prop.of commercial vehicles - 16 hr.	-	35.9	-	-

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	1.2	29.1	4.6	0.5	0.0	24.5	21.7	7.3	0.1	10.9
	Ocp	1.0	1.7	2.0	1.7	0.0	1.6	1.2	31.3	28.3	70.4
0800-0900 Peak hour	Pro	0.5	50.2	3.1	0.4	0.0	13.8	18.3	5.6	0.0	8.1
	Ocp	1.2	1.5	1.9	4.8	0.0	1.6	1.2	29.2	0.0	68.4
0900-1000	Pro	0.7	43.4	3.1	0.1	0.0	15.5	23.5	3.9	0.0	9.8
	Ocp	1.4	1.5	2.0	6.0	0.0	1.5	1.2	29.9	0.0	35.0
1000-1100	Pro	0.4	44.0	2.6	0.7	0.0	18.1	23.2	2.9	0.0	8.0
	Ocp	1.0	1.5	2.3	2.8	0.0	1.4	1.2	25.3	0.0	31.2
1100-1200	Pro	1.0	43.4	1.5	0.3	0.0	17.4	22.7	4.6	0.0	8.9
	Ocp	1.0	1.6	2.0	1.5	0.0	1.6	1.2	24.1	0.0	34.0
1200-1300	Pro	1.0	42.0	1.7	0.0	0.0	17.7	26.8	3.1	0.0	7.6
	Ocp	1.2	1.6	2.1	0.0	0.0	1.5	1.1	28.1	0.0	32.6
1300-1400	Pro	0.5	36.6	2.5	0.8	0.0	20.2	28.5	2.8	0.0	8.1
	Ocp	1.0	1.6	2.3	1.6	0.0	1.6	1.1	39.8	0.0	31.4
1400-1500	Pro	0.2	40.2	1.9	0.3	0.0	18.5	27.9	3.2	0.0	7.8
	Ocp	1.0	1.6	2.3	4.5	0.0	1.5	1.2	32.9	0.0	30.6
1500-1600	Pro	0.5	45.0	0.9	0.0	0.0	17.4	27.0	1.8	0.0	7.5
	Ocp	1.3	1.5	3.2	0.0	0.0	1.6	1.2	35.3	0.0	31.4
1600-1700	Pro	0.6	42.0	1.2	0.3	0.0	16.4	28.6	2.7	0.0	8.3
	Ocp	1.0	1.6	1.8	6.5	0.0	1.7	1.2	32.4	0.0	33.0
1700-1800	Pro	1.0	40.8	1.6	0.4	0.0	17.4	24.7	4.5	0.0	9.6
	Ocp	1.1	1.8	2.2	1.7	0.0	1.7	1.2	35.3	0.0	45.9
1800-1900	Pro	0.4	49.4	1.2	0.5	0.0	12.6	21.5	5.5	0.0	8.9
	Ocp	1.0	1.6	1.9	3.0	0.0	1.6	1.1	38.3	0.0	63.8
1900-2000	Pro	1.3	52.4	1.7	0.4	0.0	10.4	19.0	6.0	0.0	8.7
	Ocp	1.3	1.6	2.5	2.0	0.0	1.6	1.1	39.2	0.0	56.3
2000-2100	Pro	0.3	51.3	2.1	0.0	0.0	10.3	21.5	5.5	0.0	9.0
	Ocp	1.5	1.6	2.2	0.0	0.0	1.8	1.1	28.5	0.0	47.9
2100-2200	Pro	0.6	50.8	6.7	0.0	0.0	9.5	17.6	4.2	0.0	10.5
	Ocp	1.3	1.7	2.2	0.0	0.0	1.8	1.1	31.7	0.0	39.5
2200-2300	Pro	0.6	57.0	5.4	0.0	0.0	9.2	13.1	4.3	0.0	10.5
	Ocp	1.7	1.7	2.6	0.0	0.0	1.7	1.1	40.5	0.0	40.4
16 hours	Pro	0.7	44.9	2.5	0.3	0.0	15.6	22.9	4.3	0.1	8.8
	Ocp	1.2	1.6	2.2	2.9	0.0	1.6	1.2	32.6	28.3	44.8

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