

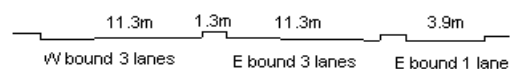
YEAR 2015

CORE STATION 5012

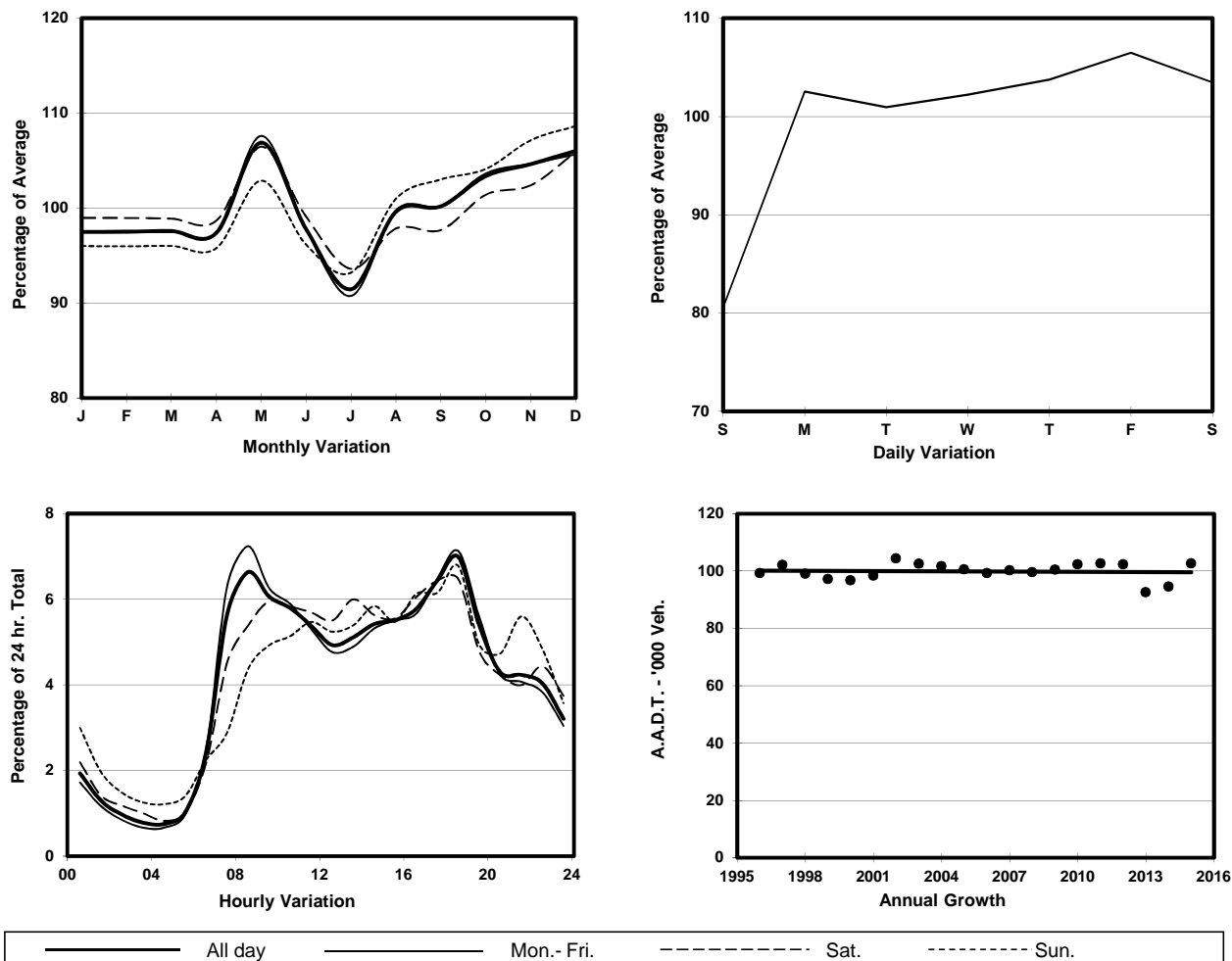
ROAD NETWORK MAJOR

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.
EAST BOUND				
A.A.D.T.	50990	53480	52170	41140
R 12 / 24 - %	75.2	76.5	73.5	69.1
R 16 / 24 - %	88.5	89.1	88	85.5
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	4270	4870	3770	2620
T - % (AM)	-	20.9	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1600-1700
One-way flow at PM peak hour	3150	3330	3390	2560
T - % (PM)	-	29.3	-	-
Prop.of commercial vehicles - 16 hr.	-	24.8	-	-
WEST BOUND				
A.A.D.T.	51670	53550	55270	42490
R 12 / 24 - %	64.3	65.1	64.8	58.6
R 16 / 24 - %	86.8	87.8	85	82.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2540	2880	2630	1500
T - % (AM)	-	29.5	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	4070	4350	3920	3110
T - % (PM)	-	11.2	-	-
Prop.of commercial vehicles - 16 hr.	-	26.2	-	-

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	3.9	45.6	9.4	0.7	0.5	18.9	11.2	4.5	0.0	5.2
	Ocp	1.1	1.3	2.2	8.8	10.7	1.4	1.3	28.0	0.0	62.1
0800-0900 Peak hour	Pro	2.3	46.8	9.1	0.4	0.2	17.1	14.4	4.5	0.0	5.3
	Ocp	1.0	1.3	2.0	5.8	13.5	1.4	1.2	26.6	0.0	65.6
0900-1000	Pro	1.8	38.9	5.8	0.6	0.6	21.1	22.4	3.6	0.0	5.2
	Ocp	1.0	1.4	2.0	2.2	7.6	1.3	1.3	16.6	0.0	33.4
1000-1100	Pro	1.7	33.4	6.5	0.6	0.5	26.5	23.4	2.9	0.0	4.6
	Ocp	1.1	1.3	1.9	3.4	4.8	1.5	1.2	22.6	0.0	31.5
1100-1200	Pro	1.6	35.6	6.4	0.4	0.6	24.0	23.7	2.9	0.1	4.9
	Ocp	1.1	1.5	2.1	1.8	6.8	1.4	1.2	18.6	1.0	32.5
1200-1300	Pro	1.0	34.0	6.4	0.5	0.5	26.2	24.4	2.5	0.0	4.5
	Ocp	1.0	1.4	2.1	2.8	8.7	1.3	1.1	12.9	0.0	29.1
1300-1400	Pro	1.4	34.6	5.4	0.6	0.6	26.8	22.8	3.1	0.1	4.8
	Ocp	1.2	1.3	2.1	1.4	4.6	1.4	1.2	15.0	1.0	32.2
1400-1500	Pro	1.6	35.1	5.1	0.7	0.5	24.3	26.0	2.6	0.0	4.1
	Ocp	1.0	1.4	2.1	4.5	6.4	1.4	1.2	11.9	0.0	30.6
1500-1600	Pro	1.0	33.4	6.1	0.7	0.4	26.5	25.8	1.5	0.0	4.5
	Ocp	1.1	1.5	2.1	3.9	3.7	1.5	1.2	28.2	0.0	28.6
1600-1700	Pro	1.4	37.0	5.8	1.0	0.5	26.8	18.5	4.2	0.0	5.0
	Ocp	1.0	1.4	2.1	4.2	5.3	1.4	1.2	13.4	0.0	34.9
1700-1800	Pro	3.6	40.6	5.6	0.9	0.5	23.3	16.5	3.3	0.0	5.6
	Ocp	1.1	1.5	2.6	5.5	9.9	1.5	1.1	23.5	0.0	45.5
1800-1900	Pro	4.8	58.7	4.2	0.6	0.5	15.1	7.5	3.9	0.0	4.7
	Ocp	1.1	1.3	2.2	3.0	14.2	1.4	1.2	18.2	0.0	52.4
1900-2000	Pro	3.1	48.4	7.5	0.4	0.5	19.1	7.9	4.2	0.0	8.9
	Ocp	1.1	1.3	2.0	2.4	11.7	1.4	1.3	15.7	0.0	73.1
2000-2100	Pro	2.5	57.5	11.2	0.3	0.7	11.1	6.4	3.9	0.0	6.3
	Ocp	1.0	1.5	1.9	1.5	8.0	1.4	1.1	15.2	0.0	46.0
2100-2200	Pro	3.1	56.6	12.4	0.1	0.5	13.1	4.2	2.8	0.0	7.2
	Ocp	1.2	1.3	2.0	6.0	9.7	1.3	1.1	13.4	0.0	34.7
2200-2300	Pro	3.3	62.1	16.6	0.0	0.3	8.1	2.3	0.9	0.0	6.6
	Ocp	1.1	1.8	2.0	0.0	9.0	1.4	1.1	12.5	0.0	40.9
16 hours	Pro	2.3	42.7	7.5	0.6	0.5	21.0	16.8	3.3	0.1	5.3
	Ocp	1.1	1.4	2.1	4.2	8.1	1.4	1.2	19.3	1.0	43.9

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 except for one way traffic