

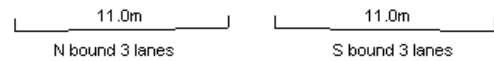
YEAR 2005

CORE STATION 5029

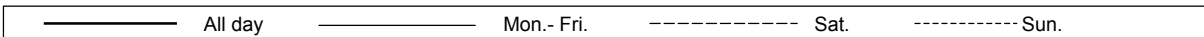
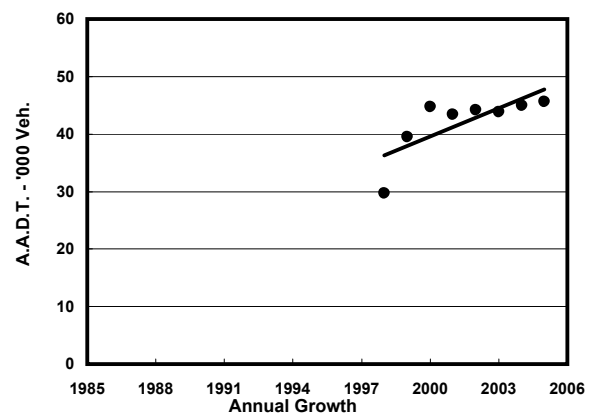
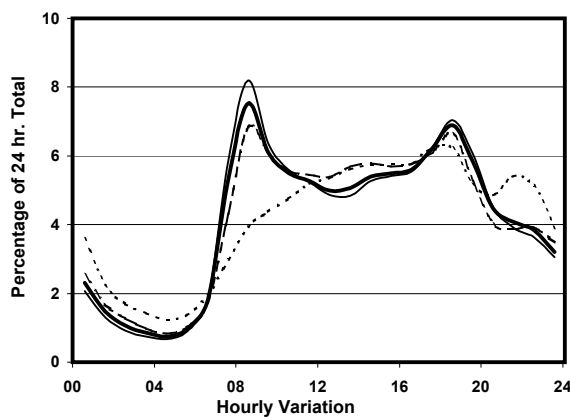
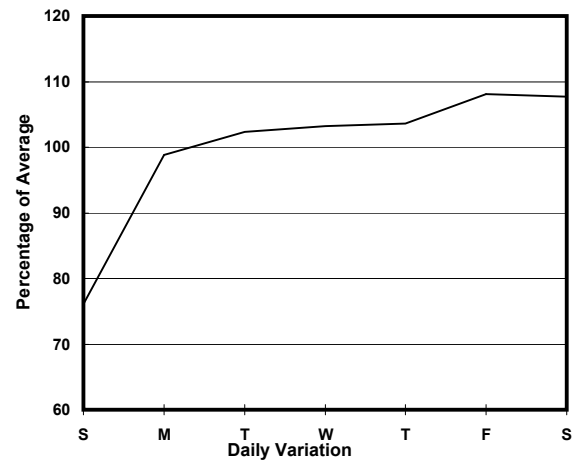
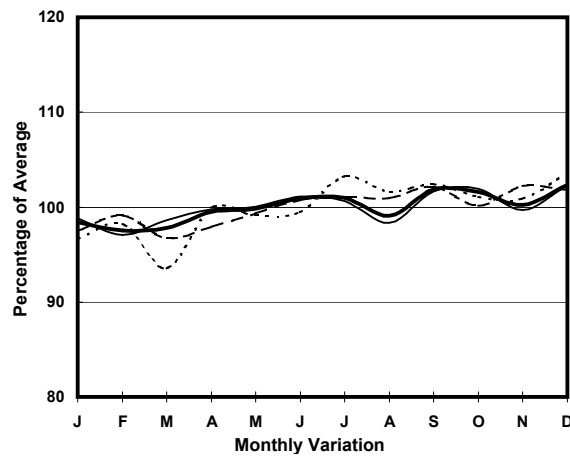
ROAD NETWORK MAJOR

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.	23200	24280	25220	17700
R 12 / 24 - %	74.9	76.3	73.9	66.9
R 16 / 24 - %	89.1	89.9	88.4	85.2
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	2450	2820	2450	880
T - % (AM)	-	28.3	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	1380	1420	1530	1160
T - % (PM)	-	32.6	-	-
Prop.of commercial vehicles - 16 hr.	-	34	-	-

NORTH BOUND				
A.A.D.T.	22440	23390	24570	17390
R 12 / 24 - %	63.6	64.4	64.7	57.1
R 16 / 24 - %	86	87.2	84.4	80
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1080	1170	1100	660
T - % (AM)	-	44.8	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	1770	1940	1780	1040
T - % (PM)	-	34.1	-	-
Prop.of commercial vehicles - 16 hr.	-	35.8	-	-

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	1.4	36.7	3.7	0.7	0.0	14.3	23.3	9.0	0.0	10.9
	Ocp	1.1	1.4	2.1	2.3	0.0	1.6	1.2	27.8	0.0	70.5
0800-0900 Peak hour	Pro	0.8	56.0	1.8	0.1	0.0	10.5	16.6	6.4	0.0	7.8
	Ocp	1.0	1.5	2.2	1.0	0.0	1.8	1.2	37.4	0.0	64.4
0900-1000	Pro	0.6	43.6	2.4	0.2	0.0	18.2	24.3	2.9	0.0	7.9
	Ocp	1.0	1.5	2.1	1.5	0.0	1.5	1.2	21.0	0.0	36.7
1000-1100	Pro	0.2	42.5	2.2	0.2	0.0	18.2	24.6	2.9	0.0	9.3
	Ocp	2.0	1.3	2.2	1.0	0.0	1.6	1.2	22.4	0.0	32.9
1100-1200	Pro	0.7	39.8	2.7	0.5	0.0	16.8	27.6	3.1	0.0	8.8
	Ocp	1.5	1.4	2.5	3.7	0.0	1.5	1.1	25.6	0.0	31.0
1200-1300	Pro	0.6	36.4	2.7	0.4	0.0	17.4	29.8	3.5	0.0	9.2
	Ocp	1.0	1.5	2.1	1.5	0.0	1.5	1.2	21.6	0.0	30.5
1300-1400	Pro	0.9	35.3	1.9	0.4	0.0	24.7	23.9	3.4	0.0	9.6
	Ocp	1.0	1.5	2.4	3.0	0.0	1.4	1.1	27.9	0.0	30.7
1400-1500	Pro	0.2	43.8	1.9	0.7	0.0	19.5	22.7	3.0	0.0	8.3
	Ocp	1.0	1.5	2.5	5.0	0.0	1.4	1.2	29.3	0.0	29.2
1500-1600	Pro	0.0	42.0	1.0	0.3	0.0	20.9	23.7	3.8	0.0	8.3
	Ocp	0.0	1.6	2.8	2.0	0.0	1.5	1.2	24.5	0.0	29.0
1600-1700	Pro	1.6	42.4	1.6	0.2	0.0	18.7	23.2	2.2	0.0	10.1
	Ocp	1.0	1.6	2.4	1.0	0.0	1.6	1.2	23.1	0.0	31.9
1700-1800	Pro	0.2	45.0	1.4	0.2	0.0	18.4	21.4	2.9	0.0	10.7
	Ocp	1.0	1.6	2.3	1.0	0.0	1.7	1.2	28.4	0.0	43.3
1800-1900	Pro	0.8	49.7	1.8	0.0	0.0	14.3	16.8	6.8	0.0	9.7
	Ocp	1.2	1.6	2.0	0.0	0.0	1.6	1.1	32.9	0.0	63.3
1900-2000	Pro	0.2	59.1	1.9	0.3	0.0	8.3	14.3	6.3	0.0	9.7
	Ocp	1.0	1.6	2.2	1.0	0.0	1.6	1.1	29.2	0.0	54.8
2000-2100	Pro	1.3	56.5	2.4	0.0	0.0	8.9	16.6	4.4	0.0	9.9
	Ocp	1.3	1.7	1.9	0.0	0.0	1.5	1.1	24.8	0.0	44.8
2100-2200	Pro	0.7	54.0	4.6	1.0	0.0	9.2	13.8	5.1	0.0	11.7
	Ocp	1.3	1.6	2.0	1.8	0.0	1.5	1.1	30.0	0.0	41.9
2200-2300	Pro	0.5	58.6	7.7	0.0	0.0	5.6	9.3	4.8	0.0	13.5
	Ocp	1.0	1.4	2.2	0.0	0.0	1.9	1.1	24.2	0.0	38.5
16 hours	Pro	0.7	46.5	2.4	0.3	0.0	15.4	20.9	4.5	0.0	9.5
	Ocp	1.1	1.5	2.2	2.4	0.0	1.6	1.2	28.5	0.0	43.6

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