

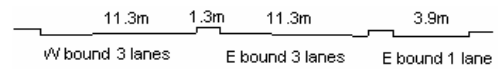
YEAR 2006

CORE STATION 5012

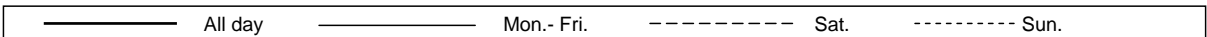
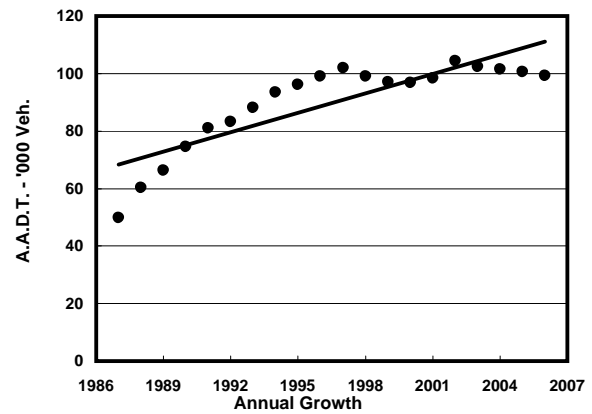
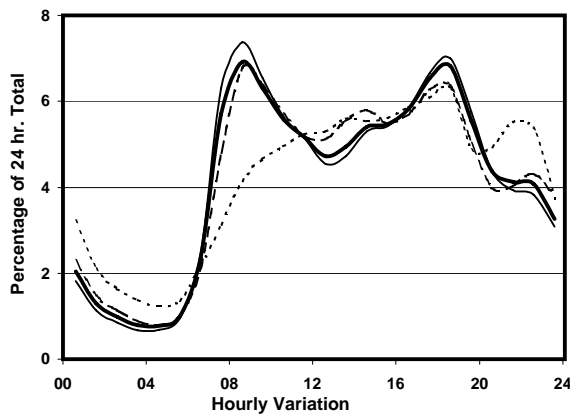
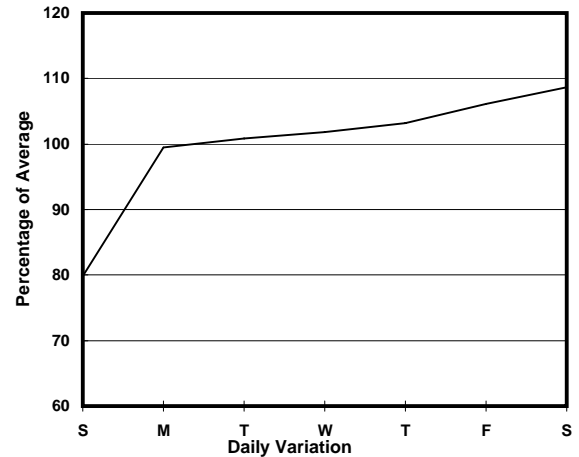
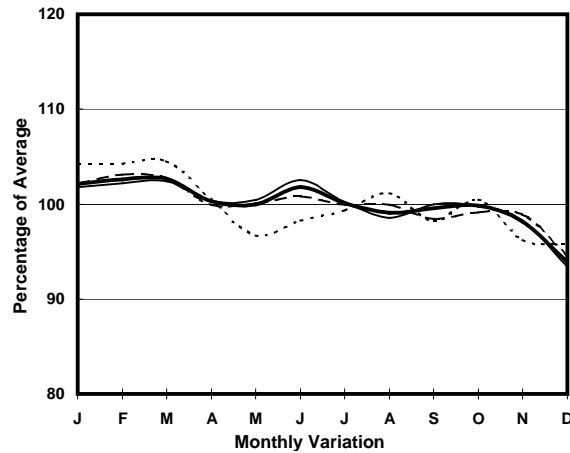
ROAD NETWORK MAJOR

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.	49380	51260	54120	39320
R 12 / 24 - %	75.6	76.8	74.8	68.6
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	4500	4970	4960	2250
T - % (AM)	-	28.4	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1800-1900
One-way flow at PM peak hour	3160	3340	3270	2410
T - % (PM)	-	36.5	-	-
Prop.of commercial vehicles - 16 hr.	-	31.9	-	-

WEST BOUND				
A.A.D.T.	49880	51550	54740	40860
R 12 / 24 - %	63.2	64.2	63.6	56.5
R 16 / 24 - %	86.1	87.2	84.5	80.9
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2390	2620	2530	1490
T - % (AM)	-	37.8	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	3870	4180	3870	2650
T - % (PM)	-	27.8	-	-
Prop.of commercial vehicles - 16 hr.	-	35.6	-	-

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	29.8	6.0	1.1	0.7	29.9	15.2	6.3	0.0	6.9
	Ocp	1.1	1.4	1.7	3.8	12.0	1.5	1.1	25.1	0.0	63.2
0800-0900 Peak hour	Pro	2.7	42.0	4.7	0.6	0.4	18.0	20.6	5.2	0.0	5.8
	Ocp	1.0	1.3	1.8	4.1	12.0	1.4	1.2	26.3	0.0	61.3
0900-1000	Pro	1.7	31.1	3.1	1.0	0.4	27.1	24.4	4.3	0.0	6.8
	Ocp	1.1	1.3	1.9	2.5	10.7	1.5	1.1	8.9	0.0	34.7
1000-1100	Pro	1.9	25.1	4.3	0.4	0.5	31.2	28.3	1.8	0.1	6.5
	Ocp	1.1	1.4	1.8	2.8	8.9	1.4	1.2	11.0	1.0	30.2
1100-1200	Pro	1.4	23.8	3.9	0.7	0.6	29.9	32.4	1.6	0.1	5.7
	Ocp	1.0	1.5	1.8	2.2	5.7	1.5	1.2	5.9	1.0	29.0
1200-1300	Pro	1.7	25.7	3.5	0.4	0.5	27.5	31.7	2.7	0.0	6.4
	Ocp	1.1	1.5	1.8	1.5	6.8	1.4	1.2	11.0	0.0	27.7
1300-1400	Pro	1.7	24.9	3.4	0.6	0.6	27.9	32.7	2.3	0.0	6.0
	Ocp	1.2	1.5	1.5	2.3	7.5	1.6	1.2	10.3	0.0	31.6
1400-1500	Pro	1.0	22.6	1.9	1.4	0.4	30.4	33.5	3.0	0.0	5.9
	Ocp	1.3	1.4	2.0	2.6	6.8	1.6	1.2	15.3	0.0	23.8
1500-1600	Pro	1.2	25.3	2.7	1.5	0.5	26.8	33.0	3.0	0.0	5.9
	Ocp	1.1	1.6	1.6	3.6	4.8	1.5	1.3	14.5	0.0	27.3
1600-1700	Pro	1.6	23.5	3.7	0.9	0.7	29.2	29.1	4.7	0.0	6.7
	Ocp	1.0	1.5	1.8	3.8	7.7	1.6	1.2	6.2	0.0	33.7
1700-1800	Pro	2.2	33.1	2.9	0.8	0.6	27.6	20.4	5.2	0.0	7.1
	Ocp	1.1	1.5	1.6	3.3	9.0	1.6	1.3	6.9	0.0	45.2
1800-1900	Pro	4.3	43.3	3.0	0.9	0.4	19.2	16.6	5.9	0.0	6.4
	Ocp	1.1	1.5	1.8	2.6	12.1	1.5	1.2	14.9	0.0	58.3
1900-2000	Pro	2.6	49.3	4.2	0.3	0.6	16.3	13.2	6.7	0.1	6.7
	Ocp	1.1	1.5	1.9	3.8	13.2	1.4	1.2	16.2	1.0	52.6
2000-2100	Pro	1.9	37.0	6.0	0.3	11.7	16.7	13.6	5.8	0.1	7.1
	Ocp	1.3	1.2	1.9	1.7	2.4	1.5	1.1	9.5	1.0	39.5
2100-2200	Pro	2.3	53.1	9.1	0.7	0.7	11.4	10.3	4.4	0.0	8.0
	Ocp	1.0	1.4	2.0	1.4	9.4	1.6	1.2	10.6	0.0	38.1
2200-2300	Pro	2.2	51.3	11.2	1.0	1.1	11.5	9.9	3.5	0.0	8.3
	Ocp	1.0	1.5	1.9	2.6	7.1	1.6	1.2	14.8	0.0	36.0
16 hours	Pro	2.2	33.7	4.4	0.8	1.1	24.0	22.9	4.3	0.1	6.6
	Ocp	1.1	1.4	1.8	3.0	5.7	1.5	1.2	14.5	1.0	41.1

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