

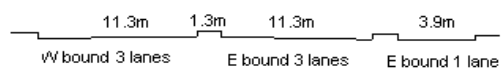
YEAR 2012

CORE STATION 5012

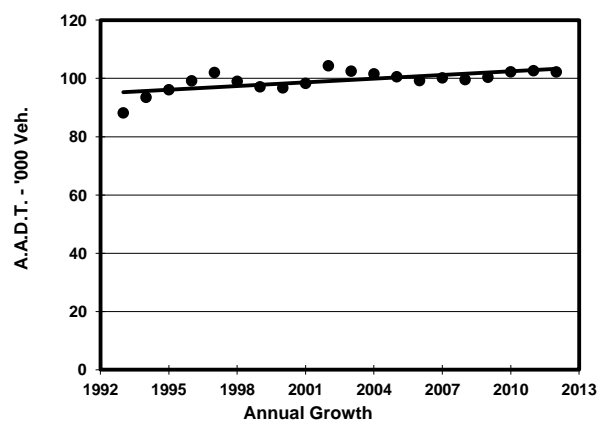
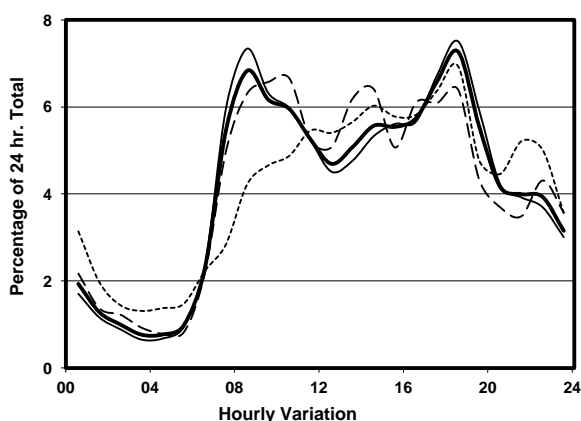
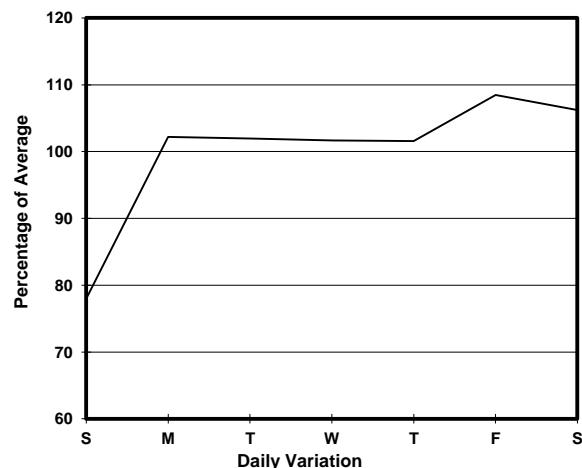
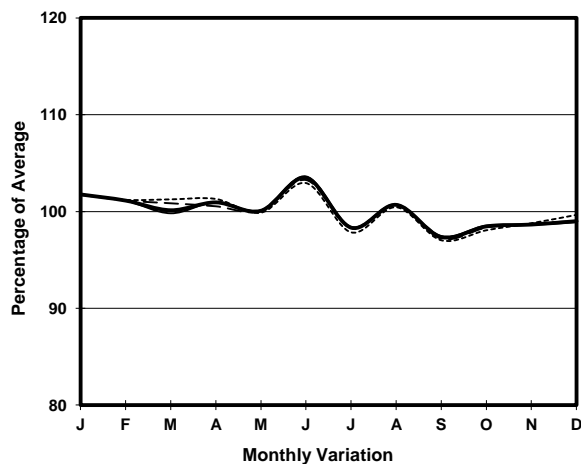
ROAD NETWORK MAJOR

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.
<b>EAST BOUND</b>				
A.A.D.T.	50280	52730	53280	39240
R 12 / 24 - %	75.7	76.6	75.6	70
R 16 / 24 - %	88.8	89.3	88.6	85.8
AM Peak Hour	0800-0900	0800-0900	0800-0900	0800-0900
One-way flow at AM peak hour	4410	4910	4310	2340
T - % (AM)	-	24.3	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1800-1900
One-way flow at PM peak hour	3270	3530	3130	2490
T - % (PM)	-	28	-	-
Prop.of commercial vehicles - 16 hr.	-	26.7	-	-
<b>WEST BOUND</b>				
A.A.D.T.	51960	54000	56560	41420
R 12 / 24 - %	64.9	65.4	66.9	58.4
R 16 / 24 - %	86.8	88	85.3	81.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2580	2920	2930	1490
T - % (AM)	-	28.9	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	4350	4700	4200	3100
T - % (PM)	-	21.3	-	-
Prop.of commercial vehicles - 16 hr.	-	29.1	-	-

## 3. OTHER INFORMATION AND COMMENT

**4. Vehicle classification and occupancy - Monday to Friday**

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	3.2	49.4	7.2	0.3	0.5	16.5	11.8	5.7	0.1	5.4
	Ocp	1.1	1.3	1.9	3.5	14.0	1.5	1.2	23.6	33.0	70.1
0800-0900	Pro	3.2	43.6	7.3	0.1	0.4	19.4	15.9	4.2	0.1	5.9
	Ocp	1.0	1.4	2.0	5.7	13.3	1.5	1.1	25.3	25.7	66.5
0900-1000	Pro	1.6	33.7	6.2	0.9	0.4	27.2	20.2	3.7	0.1	6.1
	Ocp	1.0	1.3	1.9	4.4	9.1	1.6	1.2	12.5	23.5	34.6
1000-1100	Pro	1.1	26.0	7.5	0.3	0.6	31.4	24.4	3.5	0.1	5.1
	Ocp	1.0	1.4	2.1	3.0	5.9	1.5	1.2	10.4	13.0	32.9
1100-1200	Pro	1.6	31.4	6.4	0.6	0.8	26.8	24.4	2.7	0.1	5.2
	Ocp	1.2	1.4	2.2	4.0	6.8	1.5	1.2	14.5	14.3	30.8
1200-1300	Pro	1.2	31.9	7.0	0.6	0.6	24.9	25.6	3.0	0.1	5.2
	Ocp	1.1	1.5	2.2	1.5	6.1	1.5	1.2	10.3	13.0	30.0
1300-1400	Pro	1.0	28.8	4.7	0.3	0.6	29.0	26.8	3.3	0.1	5.4
	Ocp	1.0	1.4	2.1	1.8	7.1	1.5	1.2	10.6	15.0	36.3
1400-1500	Pro	1.5	28.4	5.4	0.3	0.5	30.2	25.9	3.2	0.1	4.6
	Ocp	1.0	1.5	2.3	1.0	5.0	1.5	1.2	10.4	3.0	33.2
1500-1600	Pro	1.3	30.9	5.6	0.7	0.5	28.2	24.2	3.4	0.1	5.0
	Ocp	1.1	1.5	2.0	2.3	5.4	1.5	1.2	11.1	18.0	28.0
1600-1700	Pro	1.8	29.8	6.1	0.6	0.5	26.6	24.5	3.4	0.1	6.7
	Ocp	1.0	1.5	1.9	3.6	7.6	1.5	1.1	10.0	21.0	33.4
1700-1800	Pro	2.3	39.9	4.3	0.7	0.5	25.7	16.7	3.3	0.1	6.6
	Ocp	1.1	1.4	2.0	3.1	9.1	1.5	1.2	18.8	17.5	48.2
1800-1900 Peak hour	Pro	3.3	48.1	5.4	0.2	0.5	18.6	13.1	5.6	0.1	5.3
	Ocp	1.0	1.5	2.0	3.8	10.3	1.6	1.2	23.1	11.0	65.0
1900-2000	Pro	2.5	56.3	8.4	0.3	0.6	11.7	9.3	5.3	0.0	5.6
	Ocp	1.1	1.5	2.0	3.8	10.7	1.4	1.1	26.6	0.0	59.4
2000-2100	Pro	1.4	55.5	10.6	0.3	0.9	11.5	8.2	5.4	0.1	6.3
	Ocp	1.1	1.6	1.9	6.0	9.6	1.4	1.1	15.7	15.0	47.4
2100-2200	Pro	1.6	56.3	13.7	0.3	0.7	8.1	8.8	3.8	0.1	6.8
	Ocp	1.2	1.6	2.1	1.7	9.4	1.5	1.2	10.7	13.0	37.0
2200-2300	Pro	2.9	53.7	15.4	0.4	0.9	8.4	7.6	3.1	0.1	7.4
	Ocp	1.2	1.6	2.1	2.0	8.9	1.6	1.1	6.2	3.0	42.1
16 hours	Pro	2.0	39.9	7.2	0.4	0.6	22.0	18.2	4.0	0.1	5.7
	Ocp	1.1	1.5	2.0	3.2	8.7	1.5	1.2	17.0	16.9	45.0

**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