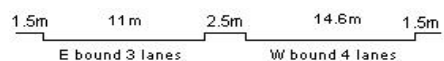
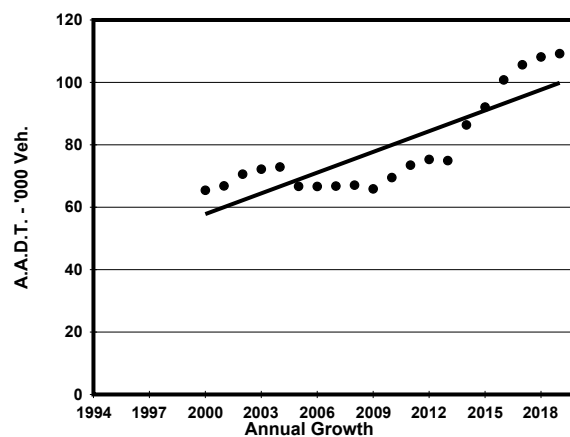
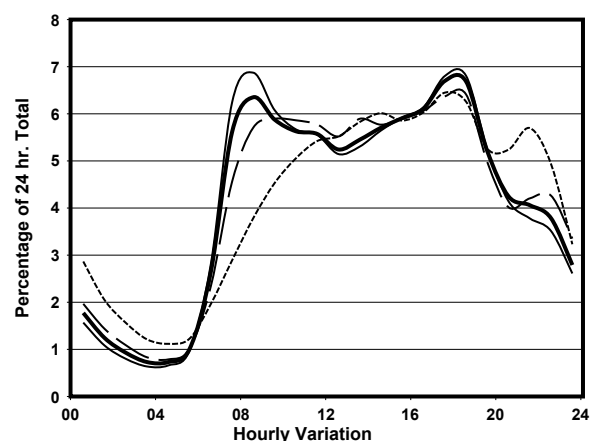
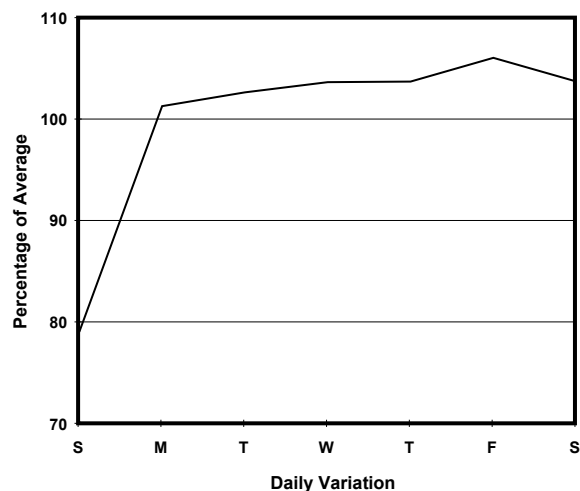
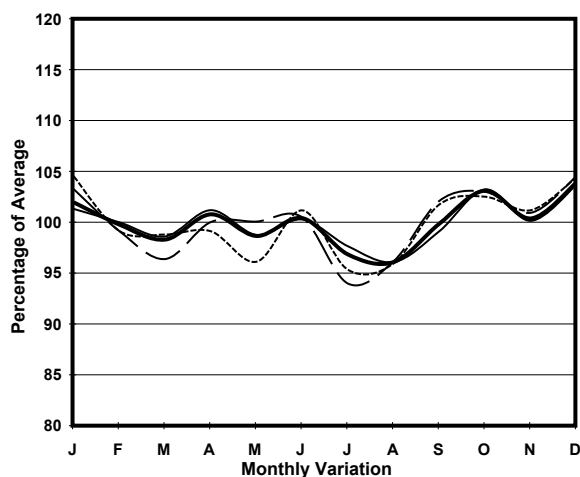


YEAR 2019
CORE STATION 5025
ROAD NETWORK MAJOR
ROAD TYPE EXPRESSWAY

LINK YUEN LONG HIGHWAY (from TIN SHUI WAI WEST INT
to LAM TEI INT)



1. TRAFFIC FLOW VARIATION AND GROWTH



— All day — Mon.- Fri. Sat. - - - - Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	55810	58430	58670	44290
R 12 / 24 - %	70.1	71.6	69	62.2
R 16 / 24 - %	88.6	89.4	87.4	84.5
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3510	4010	3330	1930
T - % (AM)	-	21.9	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	3820	4080	3820	2830
T - % (PM)	-	20.3	-	-
Prop.of commercial vehicles - 16 hr.	-	23.1	-	-
WEST BOUND				
A.A.D.T.	53410	55850	55740	43140
R 12 / 24 - %	71.6	72.8	70.5	65.1
R 16 / 24 - %	87.7	88.3	87	85
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3420	3840	3410	2030
T - % (AM)	-	20.4	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	3540	3770	3570	2810
T - % (PM)	-	12.2	-	-
Prop.of commercial vehicles - 16 hr.	-	21.7	-	-

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	2.3	41.6	11.0	0.5	1.7	20.0	17.9	3.7	0.0	1.2
	Ocp	1.0	1.1	2.5	7.9	16.2	1.4	1.1	12.8	0.0	24.0
0800-0900 Peak hour	Pro	1.4	46.1	9.2	0.5	1.5	20.1	17.0	3.3	0.0	0.9
	Ocp	1.0	1.3	2.1	5.8	15.0	1.5	1.1	13.1	0.0	24.0
0900-1000	Pro	1.0	37.3	7.6	0.8	1.7	24.3	21.9	3.9	0.1	1.7
	Ocp	1.1	1.4	2.1	2.7	15.4	1.4	1.2	12.5	1.0	15.0
1000-1100	Pro	0.7	29.0	8.4	0.6	1.3	28.7	27.1	2.7	0.1	1.4
	Ocp	1.2	1.5	2.1	2.1	11.7	1.4	1.2	17.5	1.0	22.8
1100-1200	Pro	1.0	31.2	9.5	0.9	1.5	26.1	26.0	2.4	0.0	1.4
	Ocp	1.0	1.5	2.2	1.5	12.1	1.4	1.1	14.4	0.0	30.8
1200-1300	Pro	1.5	36.8	9.2	0.4	1.1	22.2	25.5	2.1	0.0	1.3
	Ocp	1.1	1.5	2.1	3.8	15.2	1.5	1.1	15.3	0.0	35.6
1300-1400	Pro	1.2	34.0	8.5	0.8	1.4	24.1	26.9	2.0	0.1	1.2
	Ocp	1.0	1.5	2.1	4.3	14.4	1.4	1.1	8.1	20.0	35.5
1400-1500	Pro	0.5	33.4	8.3	0.6	1.1	27.3	24.8	3.0	0.1	1.0
	Ocp	1.0	1.5	2.1	1.6	12.1	1.4	1.2	15.8	50.0	35.8
1500-1600	Pro	0.9	33.6	8.7	1.2	1.1	25.5	25.3	2.7	0.1	1.1
	Ocp	1.1	1.5	2.1	3.3	12.6	1.4	1.1	11.3	49.5	33.0
1600-1700	Pro	0.9	36.8	10.0	1.5	1.5	25.4	20.3	2.4	0.1	1.3
	Ocp	1.2	1.5	1.9	2.6	14.6	1.4	1.1	13.3	43.0	35.2
1700-1800	Pro	2.8	39.5	9.7	1.8	1.8	23.9	15.2	3.7	0.1	1.6
	Ocp	1.0	1.5	2.3	2.8	16.9	1.4	1.1	9.3	43.0	32.0
1800-1900	Pro	2.8	55.7	9.1	0.6	1.7	17.1	9.3	2.6	0.0	1.0
	Ocp	1.1	1.3	2.1	1.5	17.6	1.4	1.0	16.6	0.0	42.7
1900-2000	Pro	2.5	63.4	8.3	0.3	1.6	11.9	7.1	3.1	0.0	1.8
	Ocp	1.1	1.4	2.2	2.0	17.5	1.3	1.1	6.5	0.0	27.3
2000-2100	Pro	1.7	57.2	12.5	0.1	1.4	14.2	7.0	3.7	0.0	2.1
	Ocp	1.1	1.3	2.0	1.0	15.3	1.3	1.1	6.0	0.0	19.4
2100-2200	Pro	1.5	57.5	14.4	0.1	1.7	13.6	7.0	2.4	0.0	1.9
	Ocp	1.0	1.5	2.1	1.0	15.9	1.4	1.1	9.1	0.0	15.2
2200-2300	Pro	1.6	64.4	13.4	0.1	1.6	10.5	6.2	1.1	0.0	1.2
	Ocp	1.2	1.5	1.9	1.0	15.6	1.3	1.1	21.1	0.0	17.4
16 hours	Pro	1.5	42.7	9.6	0.7	1.5	21.4	18.3	2.8	0.1	1.3
	Ocp	1.1	1.4	2.1	3.0	15.1	1.4	1.1	12.4	30.8	27.3

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