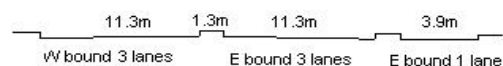
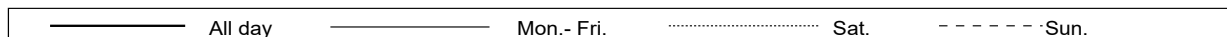
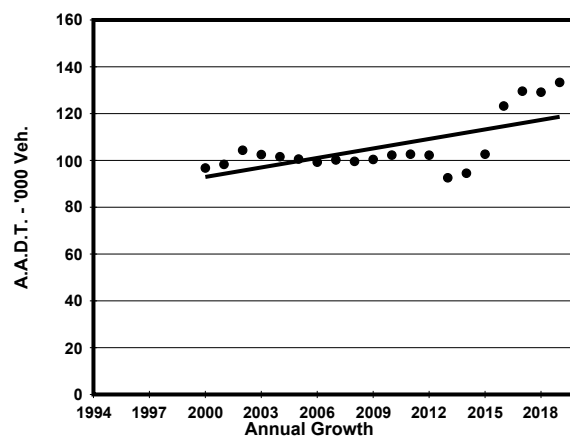
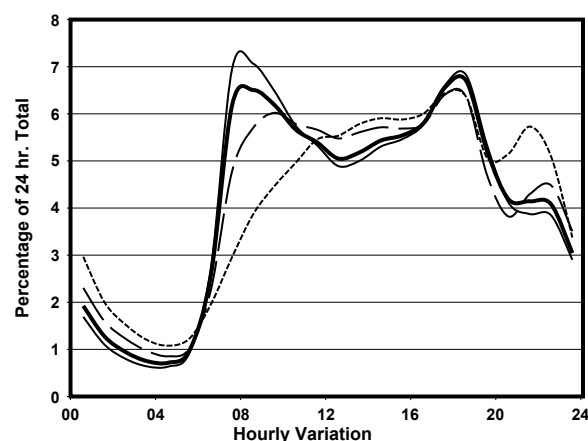
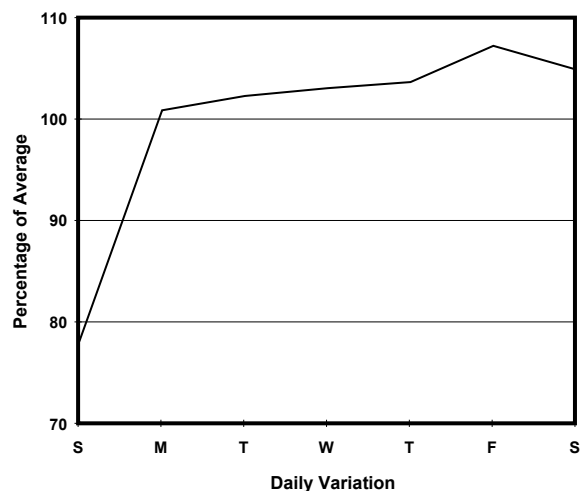
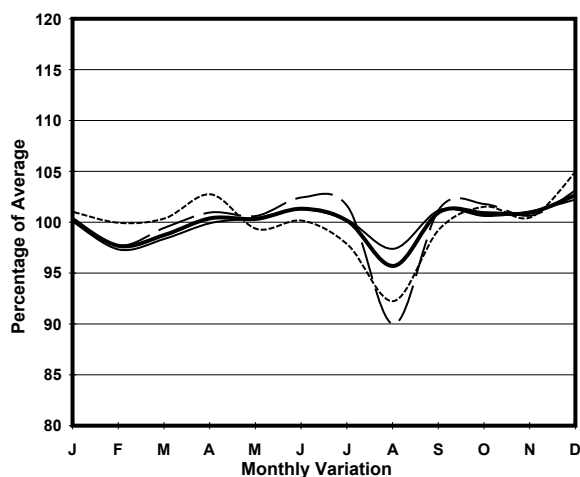


YEAR 2019
CORE STATION 5012
ROAD NETWORK MAJOR
ROAD TYPE EXPRESSWAY

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.	65450	68440	69840	51520
R 12 / 24 - %	75.6	76.9	74	68.9
R 16 / 24 - %	88.7	89.2	87.8	86.7
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	5360	6380	5140	2860
T - % (AM)	-	16	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	4050	4260	4190	3200
T - % (PM)	-	21.9	-	-
Prop.of commercial vehicles - 16 hr.	-	21	-	-
WEST BOUND				
A.A.D.T.	67890	71070	71340	54170
R 12 / 24 - %	65	66.2	64.1	58.6
R 16 / 24 - %	86.9	87.9	84.7	82.8
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3450	3900	3360	1860
T - % (AM)	-	23.3	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	4950	5320	4870	3610
T - % (PM)	-	12.9	-	-
Prop.of commercial vehicles - 16 hr.	-	22.7	-	-

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	4.0	50.7	7.5	0.7	0.4	16.0	12.1	4.3	0.0	4.4
	Ocp	1.0	1.3	2.1	7.5	13.0	1.3	1.2	27.1	0.0	65.7
0800-0900 Peak hour	Pro	3.3	50.9	6.5	0.6	0.3	18.5	11.9	3.3	0.0	4.7
	Ocp	1.0	1.3	1.7	4.1	10.8	1.3	1.1	30.3	0.0	62.1
0900-1000	Pro	1.7	39.2	7.1	0.4	0.3	24.1	19.7	2.2	0.0	5.2
	Ocp	1.0	1.2	1.9	2.7	10.9	1.3	1.1	15.0	0.0	32.7
1000-1100	Pro	1.8	38.2	6.5	0.6	0.3	24.0	22.0	2.2	0.0	4.4
	Ocp	1.1	1.3	1.9	2.2	6.0	1.3	1.2	17.2	0.0	28.2
1100-1200	Pro	1.7	35.9	5.9	0.4	0.5	26.8	22.3	2.2	0.0	4.3
	Ocp	1.0	1.3	1.9	1.4	6.4	1.4	1.1	16.2	0.0	30.6
1200-1300	Pro	1.5	39.2	5.2	0.8	0.5	25.7	21.2	1.7	0.0	4.2
	Ocp	1.0	1.4	1.8	6.6	7.6	1.3	1.2	16.0	0.0	29.5
1300-1400	Pro	1.4	36.2	5.5	0.7	0.6	29.2	20.4	1.9	0.0	4.1
	Ocp	1.0	1.3	2.1	3.4	7.8	1.3	1.1	13.2	0.0	38.0
1400-1500	Pro	1.4	39.0	4.3	0.8	0.3	26.2	22.9	1.7	0.0	3.4
	Ocp	1.1	1.4	2.3	2.9	9.2	1.3	1.1	13.4	0.0	34.5
1500-1600	Pro	1.8	39.0	5.3	0.7	0.4	25.3	21.8	1.6	0.1	4.1
	Ocp	1.0	1.3	2.1	5.6	7.6	1.2	1.1	10.1	1.0	33.3
1600-1700	Pro	2.0	41.0	6.1	0.7	0.4	26.0	16.4	2.5	0.1	4.8
	Ocp	1.0	1.4	1.9	3.5	8.6	1.2	1.1	10.6	14.0	35.4
1700-1800	Pro	3.7	49.3	4.7	1.2	0.3	22.3	11.1	2.6	0.0	5.0
	Ocp	1.1	1.3	2.1	3.7	14.8	1.2	1.1	19.8	0.0	45.3
1800-1900	Pro	3.3	61.5	5.0	0.3	0.3	15.1	6.3	4.0	0.0	4.3
	Ocp	1.1	1.4	1.8	3.3	15.7	1.3	1.1	25.4	0.0	69.2
1900-2000	Pro	3.1	62.7	6.6	0.0	0.4	11.5	5.1	4.7	0.1	5.8
	Ocp	1.1	1.4	2.2	0.0	16.3	1.2	1.2	19.9	26.0	50.7
2000-2100	Pro	2.1	62.0	8.6	0.1	0.5	11.5	5.8	3.3	0.0	6.2
	Ocp	1.1	1.3	1.8	1.0	9.4	1.3	1.1	18.8	0.0	37.1
2100-2200	Pro	1.9	59.8	11.4	0.0	0.4	12.7	5.3	1.9	0.0	6.5
	Ocp	1.3	1.4	2.0	0.0	13.6	1.1	1.0	9.7	0.0	38.4
2200-2300	Pro	2.6	62.4	12.6	0.2	0.9	10.9	3.9	1.1	0.0	5.3
	Ocp	1.1	1.2	2.0	5.0	6.5	1.5	1.1	14.7	0.0	37.4
16 hours	Pro	2.4	47.7	6.6	0.5	0.4	20.5	14.4	2.7	0.1	4.7
	Ocp	1.1	1.3	2.0	4.1	10.0	1.3	1.1	20.0	10.5	43.4

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