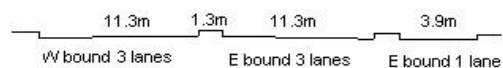
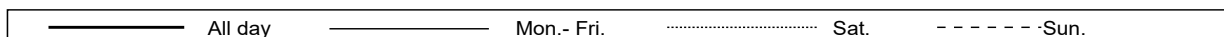
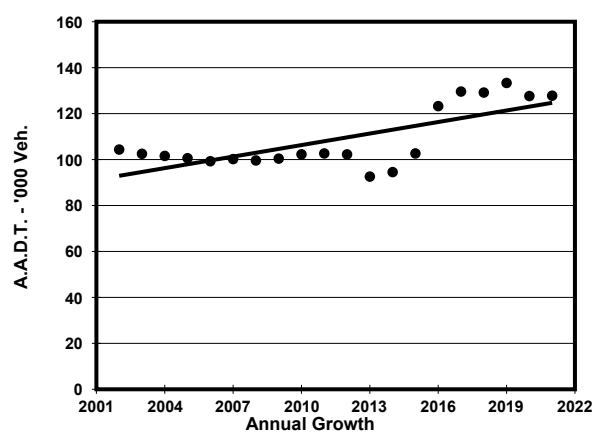
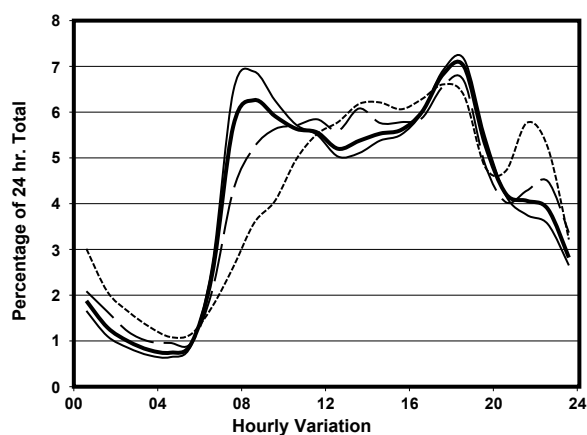
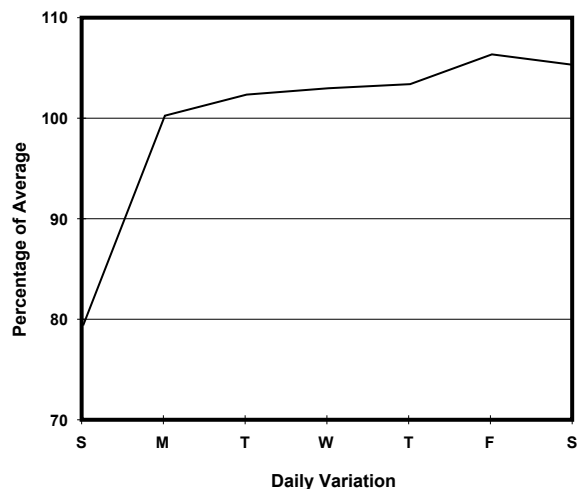
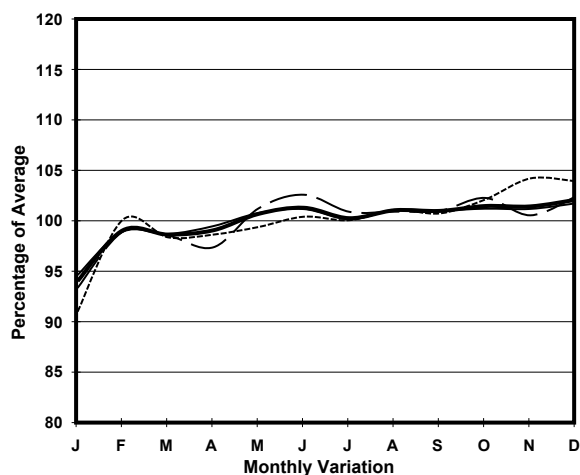


YEAR 2021
CORE STATION 5012
ROAD NETWORK MAJOR
ROAD TYPE EXPRESSWAY

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.	63420	65760	68060	52080
R 12 / 24 - %	75.1	76.4	73.1	69.2
R 16 / 24 - %	88.3	88.8	87.4	86.3
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	4790	5750	4570	2660
T - % (AM)	-	14.2	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	3950	4110	4120	3280
T - % (PM)	-	17.1	-	-
Prop.of commercial vehicles - 16 hr.	-	19	-	-
WEST BOUND				
A.A.D.T.	64380	67500	67980	50400
R 12 / 24 - %	66.2	67.5	65	59.1
R 16 / 24 - %	87.8	88.9	86	83.2
AM Peak Hour	0800-0900	0800-0900	0900-1000	0800-0900
One-way flow at AM peak hour	3210	3660	3100	1580
T - % (AM)	-	23.1	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	5150	5570	5100	3510
T - % (PM)	-	13.3	-	-
Prop.of commercial vehicles - 16 hr.	-	20.6	-	-

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	5.2	50.9	6.1	0.5	0.4	17.7	10.6	3.9	0.1	4.6
	Ocp	1.1	1.2	2.2	9.5	13.0	1.4	1.2	22.7	1.0	59.5
0800-0900	Pro	4.1	48.1	6.4	0.5	0.4	18.6	14.3	2.6	0.1	5.0
	Ocp	1.1	1.2	2.0	3.3	12.2	1.3	1.2	22.4	1.0	61.8
0900-1000	Pro	2.5	43.4	7.3	0.4	0.4	25.0	14.5	1.4	0.1	5.0
	Ocp	1.1	1.2	1.9	1.7	11.3	1.4	1.2	6.3	1.0	29.6
1000-1100	Pro	2.2	31.8	8.1	0.7	0.5	31.2	19.5	0.8	0.1	5.1
	Ocp	1.0	1.3	1.9	1.8	7.8	1.3	1.2	10.5	1.0	26.5
1100-1200	Pro	1.6	36.5	7.4	0.6	0.6	28.8	19.5	0.9	0.0	4.1
	Ocp	1.0	1.3	2.0	2.2	8.3	1.4	1.2	5.7	0.0	29.8
1200-1300	Pro	0.9	43.1	6.9	1.1	0.3	22.7	19.4	1.5	0.1	4.2
	Ocp	1.1	1.3	2.1	7.0	8.4	1.3	1.2	10.9	1.0	30.7
1300-1400	Pro	1.3	39.9	6.9	0.4	0.4	28.8	17.2	1.1	0.0	4.1
	Ocp	1.0	1.3	2.1	8.8	11.5	1.3	1.3	13.8	0.0	33.6
1400-1500	Pro	2.2	37.4	6.2	0.5	0.2	28.5	19.7	1.4	0.0	3.8
	Ocp	1.1	1.3	2.1	3.6	14.0	1.4	1.3	3.4	0.0	33.9
1500-1600	Pro	1.5	41.3	6.1	0.6	0.4	25.7	18.9	1.2	0.0	4.2
	Ocp	1.0	1.3	1.9	4.0	11.6	1.3	1.2	5.9	0.0	30.8
1600-1700	Pro	2.8	42.7	4.9	0.5	0.4	27.0	16.1	1.2	0.1	4.4
	Ocp	1.1	1.4	2.0	1.8	12.0	1.3	1.2	7.5	1.0	34.5
1700-1800	Pro	5.5	50.4	5.0	0.5	0.4	23.0	8.7	1.7	0.1	4.8
	Ocp	1.0	1.3	2.0	4.4	15.8	1.3	1.1	12.2	1.0	49.3
1800-1900 Peak hour	Pro	4.9	62.6	3.8	0.3	0.4	14.0	6.7	2.6	0.0	4.7
	Ocp	1.1	1.3	2.2	2.2	13.7	1.3	1.2	19.9	0.0	67.1
1900-2000	Pro	2.6	66.2	6.8	0.1	0.6	10.3	5.5	2.0	0.0	5.9
	Ocp	1.1	1.3	1.8	1.0	11.3	1.3	1.1	22.6	0.0	46.1
2000-2100	Pro	3.7	58.2	9.8	0.2	0.7	13.2	6.8	1.4	0.0	6.1
	Ocp	1.1	1.3	1.8	1.0	7.8	1.2	1.1	17.3	0.0	38.2
2100-2200	Pro	4.4	59.9	9.5	0.2	0.5	11.6	6.4	0.8	0.0	6.7
	Ocp	1.1	1.3	1.9	1.0	11.0	1.3	1.1	6.0	0.0	32.9
2200-2300	Pro	4.0	62.7	10.7	0.0	1.0	10.7	4.2	0.8	0.0	5.9
	Ocp	1.1	1.4	1.9	0.0	7.2	1.4	1.1	8.9	0.0	37.2
16 hours	Pro	3.2	48.0	6.7	0.4	0.4	21.4	13.2	1.7	0.1	4.9
	Ocp	1.1	1.3	2.0	4.2	10.8	1.3	1.2	15.5	1.0	41.7

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