

YEAR 2004

CORE STATION 5033

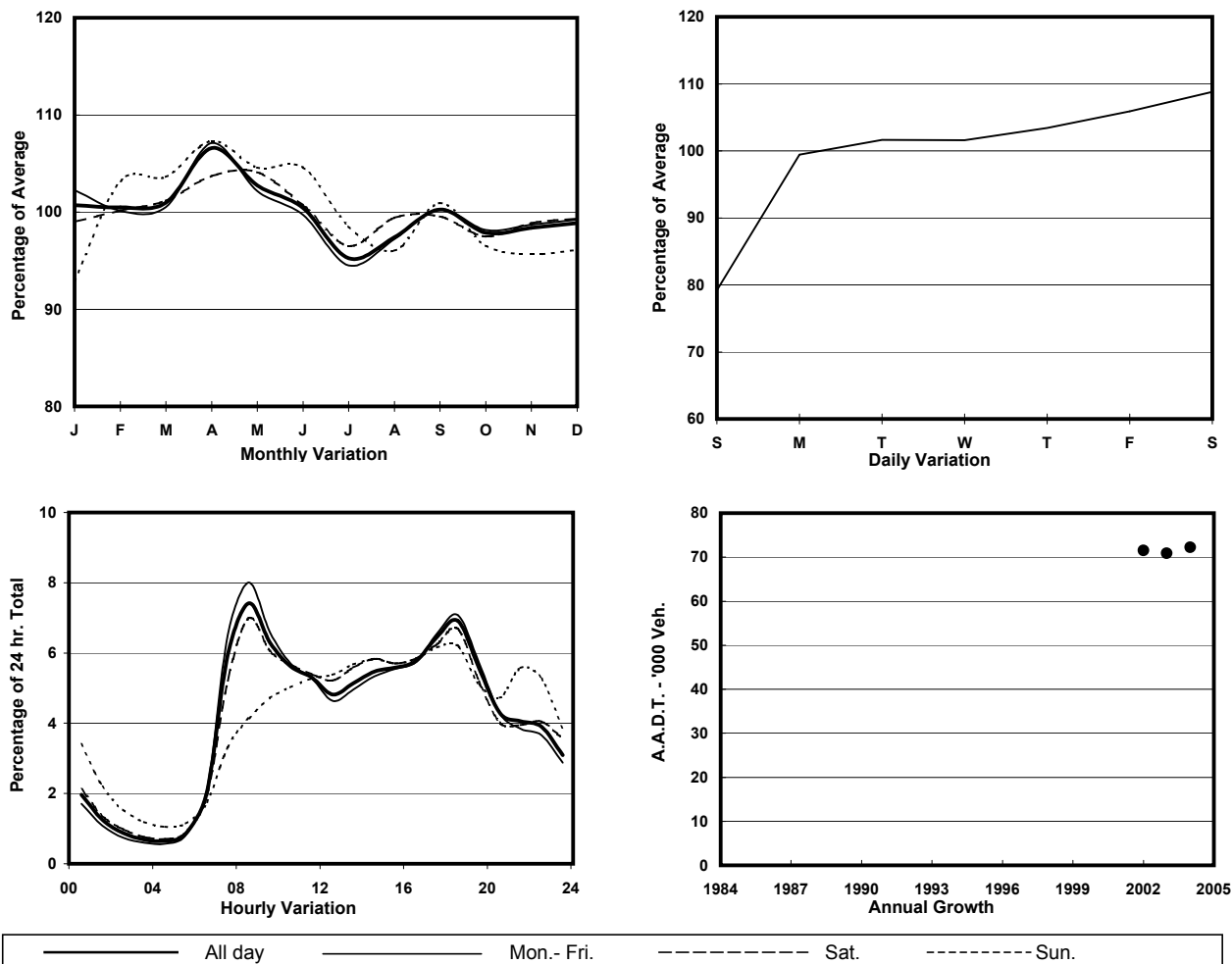
ROAD NETWORK MAJOR

ROAD TYPE EXPRESSWAY

LINK TSING LONG HIGHWAY - TING KAU BRIDGE (from TSING YI NW INT to TUEN MUN RD)



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	36740	38080	40260	29460
R 12 / 24 - %	76.2	77.6	74.9	69.1
R 16 / 24 - %	90.2	90.8	89.8	87.1
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	3530	3960	3660	1640
T - % (AM)	-	33.2	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1800-1900
One-way flow at PM peak hour	2260	2360	2520	1860
T - % (PM)	-	48.8	-	-
Prop.of commercial vehicles - 16 hr.	-	35.6	-	-
NORTH BOUND				
A.A.D.T.	35520	36750	39220	28500
R 12 / 24 - %	65.1	66.1	65.9	57.2
R 16 / 24 - %	86.8	88.1	85.5	80.6
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	1830	2030	1900	1090
T - % (AM)	-	42.5	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2790	3040	2790	1740
T - % (PM)	-	29	-	-
Prop.of commercial vehicles - 16 hr.	-	39.6	-	-

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	4.2	26.9	8.7	0.5	0.7	17.2	25.6	9.5	0.0	6.6
	Ocp	1.1	1.4	2.0	5.5	11.7	1.8	1.1	25.6	0.0	66.3
0800-0900 Peak hour	Pro	2.3	42.4	3.3	0.4	0.6	14.5	24.5	6.4	0.1	5.6
	Ocp	1.1	1.4	2.0	5.3	10.4	1.6	1.1	33.1	1.0	66.0
0900-1000	Pro	0.9	32.8	2.8	0.6	0.2	17.8	35.4	4.8	0.0	4.7
	Ocp	1.0	1.4	1.8	3.8	14.0	1.5	1.1	14.2	0.0	36.0
1000-1100	Pro	0.8	33.0	1.6	0.9	0.4	22.0	34.8	1.7	0.0	4.8
	Ocp	1.1	1.4	1.6	2.7	8.0	1.5	1.1	11.4	0.0	31.6
1100-1200	Pro	1.5	31.9	2.2	1.1	0.6	23.3	32.2	2.9	0.0	4.3
	Ocp	1.1	1.6	2.0	4.7	6.7	1.5	1.1	18.5	0.0	32.8
1200-1300	Pro	1.2	35.4	3.2	0.3	0.7	19.4	32.1	2.2	0.0	5.5
	Ocp	1.0	1.6	2.0	2.7	7.8	1.6	1.2	11.3	0.0	25.8
1300-1400	Pro	1.3	30.2	2.9	0.6	0.6	21.7	35.4	2.6	0.0	4.6
	Ocp	1.0	1.6	2.1	4.8	7.0	1.6	1.1	17.0	0.0	29.2
1400-1500	Pro	0.9	30.9	1.9	1.1	0.5	24.2	34.0	2.3	0.0	4.2
	Ocp	1.1	1.6	2.2	1.9	6.0	1.5	1.1	24.0	0.0	23.6
1500-1600	Pro	0.8	33.8	2.5	1.5	0.5	19.6	34.2	2.6	0.0	4.5
	Ocp	1.3	1.6	2.0	2.8	5.0	1.6	1.1	18.9	0.0	21.8
1600-1700	Pro	1.4	28.1	2.6	1.1	0.5	21.5	33.4	4.8	0.0	6.5
	Ocp	1.0	1.7	2.0	3.3	8.4	1.6	1.2	11.9	0.0	31.8
1700-1800	Pro	2.1	25.4	3.1	0.2	0.7	23.9	33.4	4.4	0.0	6.9
	Ocp	1.1	1.8	1.8	1.0	11.3	1.6	1.1	12.4	0.0	44.2
1800-1900	Pro	2.9	52.3	2.7	0.8	0.6	14.1	16.5	5.8	0.0	4.3
	Ocp	1.1	1.5	1.6	3.8	15.5	1.5	1.1	25.5	0.0	52.2
1900-2000	Pro	1.0	54.0	2.4	0.4	0.5	11.6	19.1	5.9	0.0	5.1
	Ocp	1.3	1.3	2.2	2.5	9.6	1.6	1.1	25.7	0.0	34.3
2000-2100	Pro	1.3	45.4	4.0	0.1	0.2	15.1	25.3	4.0	0.0	4.6
	Ocp	1.3	1.6	1.7	1.0	15.5	1.3	1.1	32.6	0.0	27.7
2100-2200	Pro	2.3	58.3	7.1	0.5	0.3	8.1	10.8	6.2	0.0	6.3
	Ocp	1.3	1.5	2.0	2.3	13.5	1.5	1.1	21.0	0.0	31.5
2200-2300	Pro	3.8	57.4	10.6	0.9	0.7	6.4	10.3	3.2	0.0	6.7
	Ocp	1.3	1.5	1.7	3.3	9.6	1.6	1.1	21.3	0.0	31.8
16 hours	Pro	1.7	38.3	3.5	0.7	0.5	17.8	27.9	4.3	0.1	5.2
	Ocp	1.1	1.5	1.9	3.4	9.8	1.6	1.1	22.1	1.0	38.4

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