

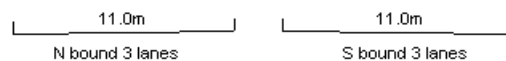
YEAR 2004

CORE STATION 5029

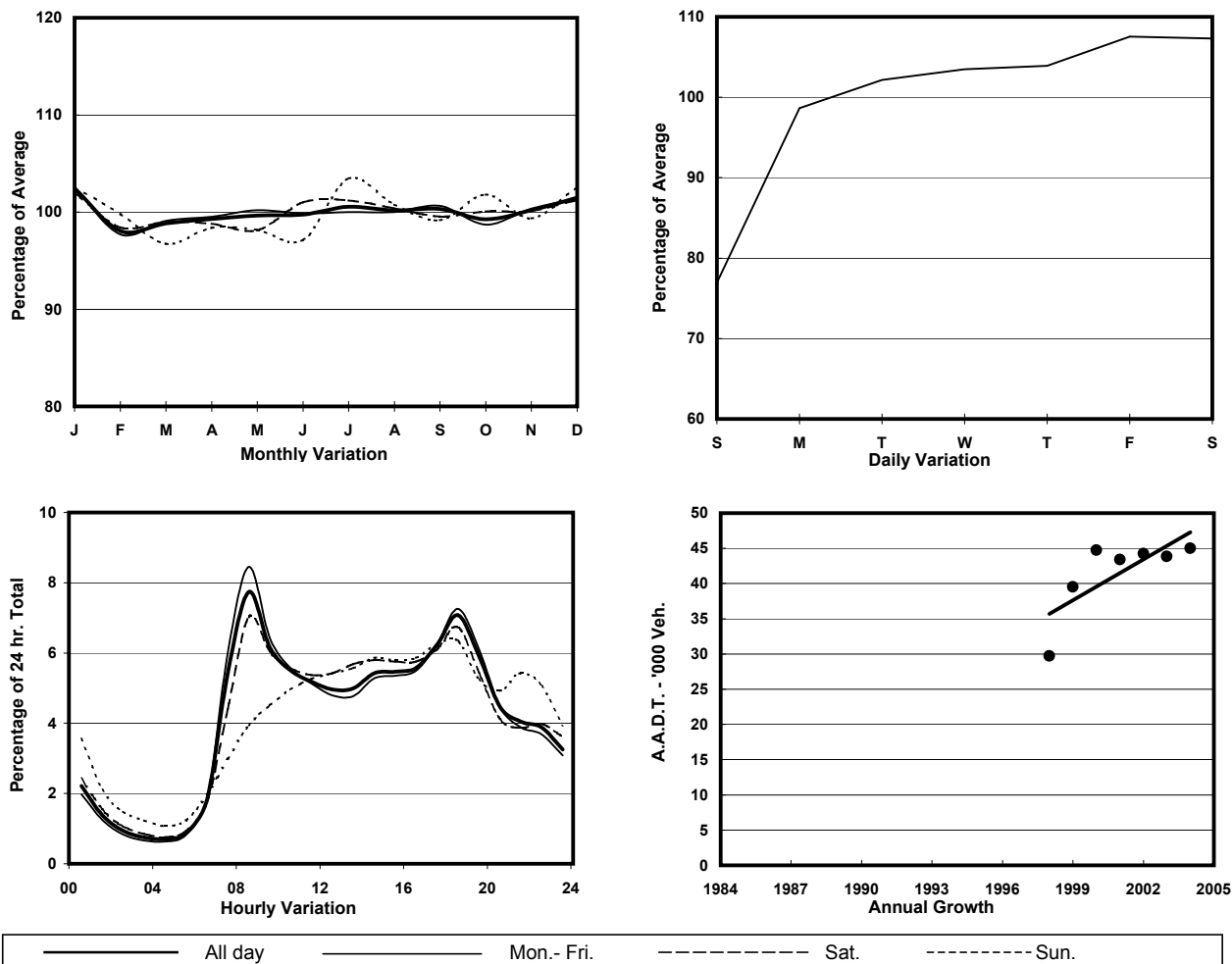
ROAD NETWORK MAJOR

ROAD TYPE EXPRESSWAY

LINK TSING LONG HIGHWAY - TAI LAM TUNNEL (from AU TAU 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.	22880	23960	24770	17640
R 12 / 24 - %	75.6	76.9	74.4	68.1
R 16 / 24 - %	89.9	90.5	89.3	86.6
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	2510	2900	2500	920
T - % (AM)	-	26.6	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	1380	1420	1530	1170
T - % (PM)	-	35.1	-	-
Prop.of commercial vehicles - 16 hr.	-	37.4	-	-
NORTH BOUND				
A.A.D.T.	22120	23030	24130	17460
R 12 / 24 - %	63.7	64.4	64.8	57.4
R 16 / 24 - %	86.1	87.3	84.7	80.2
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1050	1140	1090	670
T - % (AM)	-	42.5	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	1800	1990	1770	1060
T - % (PM)	-	30.5	-	-
Prop.of commercial vehicles - 16 hr.	-	35.6	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor	Private	Taxi	Private	PLB	Goods veh.		Non	Fr. Bus	
		Cycle	Car		LB		Light	M & H	Fr. Bus	SD	DD
0700-0800	Pro	0.2	38.4	1.5	1.0	0.0	20.1	19.4	9.0	0.0	10.6
	Ocp	1.0	1.7	2.0	2.2	0.0	1.6	1.2	32.6	0.0	64.0
0800-0900 Peak hour	Pro	0.8	53.5	2.0	0.3	0.0	14.0	15.0	7.3	0.0	7.1
	Ocp	1.0	1.5	2.0	2.0	0.0	1.8	1.2	37.1	0.0	60.1
0900-1000	Pro	0.1	43.8	1.6	0.5	0.0	17.6	24.0	4.7	0.0	7.7
	Ocp	1.0	1.5	2.0	3.8	0.0	1.6	1.2	18.2	0.0	36.9
1000-1100	Pro	0.1	41.6	1.0	0.6	0.0	15.2	29.3	3.9	0.0	8.2
	Ocp	1.0	1.7	1.7	1.5	0.0	1.6	1.2	27.3	0.0	29.0
1100-1200	Pro	0.2	35.0	2.0	0.6	0.0	22.9	30.1	3.1	0.0	6.1
	Ocp	1.0	1.7	2.0	1.8	0.0	1.6	1.2	20.3	0.0	25.5
1200-1300	Pro	0.6	46.4	1.3	0.3	0.0	15.1	25.7	2.7	0.0	7.9
	Ocp	1.0	1.7	1.6	1.5	0.0	1.6	1.1	26.2	0.0	29.2
1300-1400	Pro	0.3	36.2	2.5	0.0	0.0	18.6	30.6	3.7	0.0	8.0
	Ocp	1.0	1.6	2.6	0.0	0.0	1.5	1.2	24.9	0.0	30.1
1400-1500	Pro	0.6	37.6	1.8	1.5	0.0	18.4	28.3	3.8	0.0	7.9
	Ocp	1.0	1.6	2.2	2.7	0.0	1.6	1.2	15.6	0.0	30.2
1500-1600	Pro	0.3	40.4	1.1	0.9	0.0	20.3	28.8	1.9	0.0	6.4
	Ocp	1.0	1.6	1.8	1.6	0.0	1.6	1.2	18.4	0.0	32.8
1600-1700	Pro	0.3	36.9	0.5	0.7	0.0	17.5	32.7	3.5	0.0	7.9
	Ocp	1.0	1.4	1.8	1.6	0.0	1.6	1.2	14.5	0.0	33.3
1700-1800	Pro	1.1	45.2	1.0	0.5	0.0	16.0	25.2	2.5	0.0	8.4
	Ocp	1.1	1.4	1.8	2.3	0.0	1.7	1.2	23.7	0.0	46.1
1800-1900	Pro	0.8	50.2	1.8	0.9	0.0	13.7	19.4	5.2	0.0	8.0
	Ocp	1.1	1.4	2.7	2.5	0.0	1.8	1.1	38.3	0.0	60.5
1900-2000	Pro	0.7	52.3	2.1	0.5	0.0	11.1	17.7	7.4	0.0	8.2
	Ocp	1.2	1.7	2.5	4.0	0.0	2.0	1.1	38.6	0.0	54.9
2000-2100	Pro	0.4	47.7	2.5	0.0	0.0	11.4	21.9	6.2	0.0	10.0
	Ocp	1.0	1.8	2.7	0.0	0.0	1.6	1.0	31.5	0.0	48.3
2100-2200	Pro	0.6	50.8	6.7	0.2	0.0	9.2	18.6	3.8	0.0	10.1
	Ocp	1.7	1.8	2.6	2.0	0.0	1.4	1.0	32.6	0.0	44.9
2200-2300	Pro	0.9	56.3	6.2	0.4	0.0	6.4	13.9	4.4	0.0	11.5
	Ocp	1.3	1.9	2.2	2.0	0.0	1.8	1.1	26.1	0.0	40.4
16 hours	Pro	0.5	44.6	2.0	0.6	0.0	15.7	23.8	4.6	0.0	8.2
	Ocp	1.1	1.6	2.2	2.3	0.0	1.6	1.2	29.1	0.0	43.0

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