

YEAR 2009

CORE STATION 5033

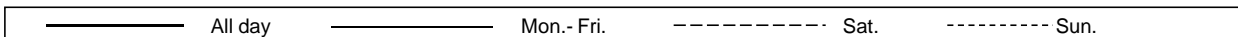
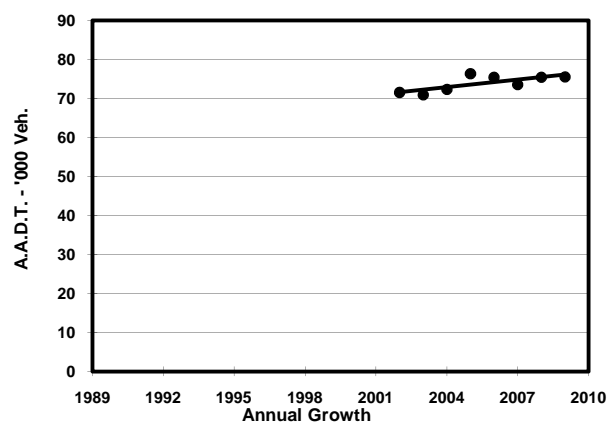
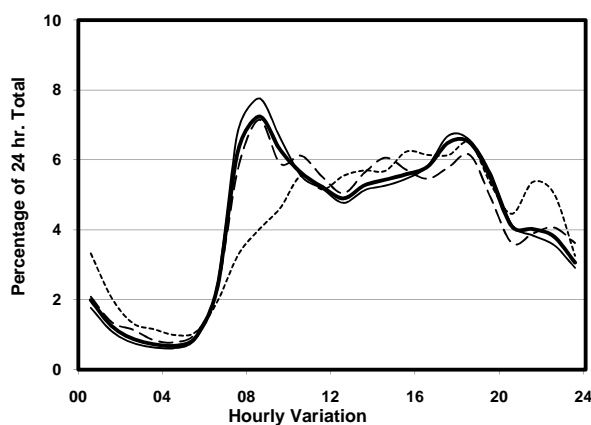
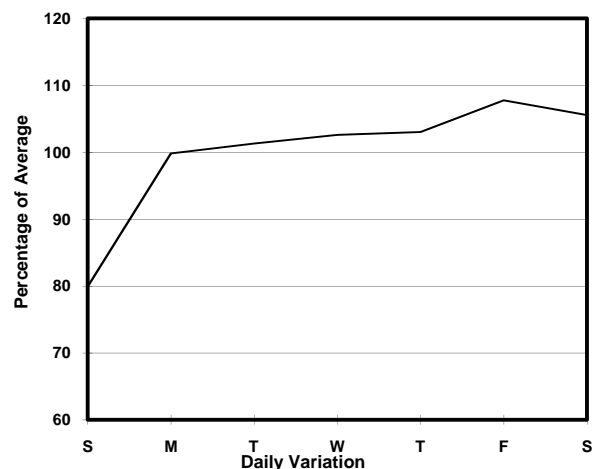
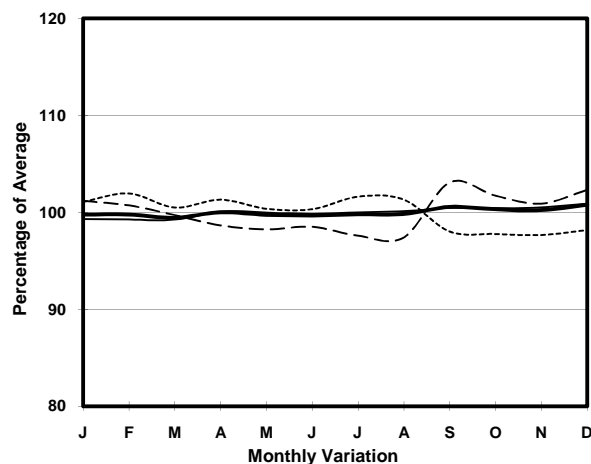
ROAD NETWORK MAJOR

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.	39920	41420	42510	32940
R 12 / 24 - %	75.7	76.9	74.6	69.9
R 16 / 24 - %	89.5	90	88.8	87.5
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	3640	4070	3850	1750
T - % (AM)	-	27.8	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1800-1900
One-way flow at PM peak hour	2510	2690	2500	2220
T - % (PM)	-	30.2	-	-
Prop.of commercial vehicles - 16 hr.	-	28.9	-	-
NORTH BOUND				
A.A.D.T.	35580	37130	38050	28090
R 12 / 24 - %	65	65.9	65.6	58.5
R 16 / 24 - %	86.5	87.6	84.6	81.7
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	1830	2030	1910	1080
T - % (AM)	-	36.4	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	2610	2860	2450	1800
T - % (PM)	-	23.1	-	-
Prop.of commercial vehicles - 16 hr.	-	30.3	-	-

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	2.9	41.7	7.7	0.3	1.2	19.7	15.6	5.9	0.1	5.0
	Ocp	1.1	1.6	1.8	3.0	11.5	1.8	1.1	27.8	1.0	67.3
0800-0900 Peak hour	Pro	2.1	44.6	5.9	0.4	0.6	15.8	19.8	6.1	0.1	4.8
	Ocp	1.0	1.5	2.0	1.9	9.1	1.7	1.2	32.9	40.0	67.5
0900-1000	Pro	0.7	39.8	4.4	0.6	0.6	20.8	24.9	3.4	0.0	4.9
	Ocp	1.1	1.6	2.0	2.3	9.1	1.5	1.1	19.9	0.0	38.6
1000-1100	Pro	0.9	33.6	5.2	0.7	0.5	21.6	29.5	3.9	0.0	4.1
	Ocp	1.1	1.5	1.9	4.9	6.5	1.5	1.1	17.5	0.0	36.3
1100-1200	Pro	0.9	33.6	6.2	0.7	0.6	20.7	29.9	3.1	0.0	4.3
	Ocp	1.0	1.6	1.8	1.7	6.7	1.5	1.1	15.0	0.0	31.0
1200-1300	Pro	0.3	41.8	5.4	0.9	0.7	19.6	24.4	2.8	0.0	4.1
	Ocp	1.0	1.6	1.9	3.6	8.3	1.5	1.1	13.0	0.0	27.7
1300-1400	Pro	1.2	34.4	5.4	0.5	0.7	21.7	29.1	2.6	0.0	4.4
	Ocp	1.1	1.6	2.3	3.2	8.0	1.5	1.2	6.8	0.0	29.8
1400-1500	Pro	1.6	36.9	4.7	0.9	0.6	23.7	24.9	3.1	0.0	3.6
	Ocp	1.1	1.6	2.1	2.3	5.5	1.5	1.1	20.7	0.0	28.8
1500-1600	Pro	1.2	37.2	4.8	1.1	0.8	19.9	27.8	3.0	0.0	4.1
	Ocp	1.0	1.9	2.1	3.8	6.9	1.5	1.2	14.6	0.0	24.6
1600-1700	Pro	1.0	39.7	4.6	0.6	0.6	22.0	24.3	3.1	0.0	4.0
	Ocp	1.1	1.9	2.2	2.1	7.4	1.6	1.2	18.1	0.0	32.9
1700-1800	Pro	1.7	42.1	4.4	0.4	0.5	21.7	21.7	2.9	0.0	4.6
	Ocp	1.3	1.7	2.1	2.0	11.0	1.5	1.1	22.1	0.0	47.1
1800-1900	Pro	3.5	51.7	3.7	0.1	0.4	15.7	15.6	4.3	0.0	4.9
	Ocp	1.1	1.6	2.2	2.5	14.5	1.6	1.1	22.6	0.0	62.3
1900-2000	Pro	1.5	58.0	5.2	0.5	0.6	10.8	13.1	5.4	0.0	5.0
	Ocp	1.1	1.4	2.2	4.2	12.9	1.5	1.1	22.7	0.0	50.8
2000-2100	Pro	1.5	56.0	8.0	0.5	0.8	9.5	13.3	4.8	0.0	5.7
	Ocp	1.2	1.6	2.0	2.8	8.7	1.7	1.1	17.7	0.0	37.3
2100-2200	Pro	1.9	57.5	11.0	0.1	0.9	9.7	10.2	2.9	0.1	5.7
	Ocp	1.1	1.6	2.1	2.0	6.4	1.5	1.1	10.2	1.0	33.6
2200-2300	Pro	1.8	61.7	12.7	0.0	0.8	6.3	9.2	2.1	0.1	5.5
	Ocp	1.1	1.6	2.1	0.0	11.4	1.6	1.2	16.7	1.0	38.6
16 hours	Pro	1.6	43.8	5.9	0.5	0.7	17.9	21.2	3.8	0.1	4.6
	Ocp	1.1	1.6	2.0	3.0	9.0	1.6	1.1	21.1	10.8	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