YEAR	2011	**LINK**	TSING LONG HIGHWAY - TAI LAM TUNNEL (from AU TAU INT to TUEN MUN RD)
CORE STATION	5029		
ROAD NETWORK	MAJOR		
ROAD TYPE	EXPRESSWAY		

1. TRAFFIC FLOW VARIATION AND GROWTH

All day — Mon.- Fri. — Sat. — Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	26360	27880	28130	19460
R 12 / 24 - %	74.9	76.4	73.1	66.9
R 16 / 24 - %	88.7	89.6	87.2	84.3
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	2550	3010	2200	1000
T - % (AM)	-	28.4	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	1540	1590	1700	1290
T - % (PM)	-	30.9	-	-
Prop.of commercial vehicles - 16 hr.	-	33.2	-	-
NORTH BOUND				
A.A.D.T.	25610	26960	27600	19290
R 12 / 24 - %	63.4	64.4	63.4	56.5
R 16 / 24 - %	85.7	87.2	83.1	79.2
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1220	1350	1240	680
T - % (AM)	-	37	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	2000	2220	1940	1170
T - % (PM)	-	31.3	-	-
Prop.of commercial vehicles - 16 hr.	-	34.7	-	-

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	0.3	34.0	3.9	0.0	0.0	22.1	25.2	4.9	0.2	9.4
	Ocp	1.0	1.5	2.5	0.0	0.0	1.7	1.1	34.5	23.8	70.1
0800-0900	Pro	0.9	47.0	4.7	0.3	0.0	15.6	20.7	4.0	0.1	6.7
Peak hour	Ocp	1.1	1.5	2.4	6.7	0.0	1.6	1.2	40.2	35.0	73.1
0900-1000	Pro	0.1	43.3	2.7	0.2	0.0	20.4	25.4	1.5	0.1	6.3
	Ocp	1.0	1.5	2.4	1.5	0.0	1.5	1.1	26.4	15.8	39.9
1000-1100	Pro	0.3	37.9	3.7	0.4	0.0	21.1	28.6	1.7	0.1	6.2
	Ocp	1.0	1.7	2.6	3.0	0.0	1.6	1.1	20.7	8.8	35.8
1100-1200	Pro	0.3	42.8	3.4	0.7	0.0	15.7	28.3	2.4	0.1	6.3
	Ocp	1.0	1.5	2.4	1.6	0.0	1.7	1.2	23.4	9.3	38.4
1200-1300	Pro	0.5	45.2	2.9	0.2	0.0	14.8	27.1	2.3	0.2	6.9
	Ocp	1.0	1.6	2.2	1.0	0.0	1.5	1.2	26.1	6.6	30.6
1300-1400	Pro	0.0	40.2	4.0	0.2	0.0	16.6	30.4	2.1	0.1	6.5
	Ocp	0.0	1.8	2.8	2.0	0.0	1.4	1.1	18.0	5.3	37.9
1400-1500	Pro	0.6	44.1	3.3	0.5	0.0	16.2	26.9	1.7	0.2	6.6
	Ocp	1.3	1.6	2.9	3.0	0.0	1.6	1.3	19.5	4.5	32.0
1500-1600	Pro	0.3	42.9	3.3	0.3	0.0	16.8	29.0	1.4	0.1	6.0
	Ocp	1.5	1.7	2.6	3.0	0.0	1.6	1.2	19.5	9.0	29.6
1600-1700	Pro	0.4	40.7	2.2	0.3	0.0	19.1	30.2	1.7	0.1	5.4
	Ocp	1.0	1.7	2.8	3.0	0.0	1.5	1.2	36.2	13.0	32.8
1700-1800	Pro	0.4	47.2	3.5	0.4	0.0	18.8	21.8	1.5	0.2	6.3
	Ocp	1.0	1.7	2.8	1.3	0.0	1.8	1.2	33.8	22.2	47.2
1800-1900	Pro	1.0	47.6	4.4	0.1	0.0	14.9	22.4	2.8	0.1	6.7
	Ocp	1.0	1.7	2.9	1.0	0.0	1.6	1.1	33.2	38.3	74.0
1900-2000	Pro	0.9	56.8	3.6	0.3	0.0	8.9	18.9	3.7	0.1	6.8
	Ocp	1.3	1.8	2.9	4.5	0.0	1.6	1.1	35.1	18.5	68.3
2000-2100	Pro	0.5	56.8	6.4	0.0	0.0	6.6	19.3	2.8	0.1	7.5
	Ocp	1.0	1.6	3.0	0.0	0.0	1.5	1.0	32.1	15.0	45.3
2100-2200	Pro	0.2	49.7	11.3	0.0	0.0	7.7	19.6	2.8	0.1	8.7
	Ocp	2.0	1.7	2.4	0.0	0.0	1.4	1.0	26.1	10.3	41.4
2200-2300	Pro	0.0	57.7	7.2	0.0	0.0	9.0	13.5	3.1	0.2	9.3
	Ocp	0.0	1.8	2.7	0.0	0.0	1.3	1.0	26.2	10.0	38.3
16 hours	Pro	0.4	45.6	4.2	0.2	0.0	15.7	24.4	2.5	0.1	6.8
	Ocp	1.1	1.6	2.6	2.8	0.0	1.6	1.2	30.4	16.5	47.8

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