YEAR	2011	**LINK**	TSING LONG HIGHWAY - TING KAU BRIDGE (from TSING YI NW INT to TUEN MUN RD)
CORE STATION	5033		
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.	42120	43210	47430	34650
R 12 / 24 - %	75.5	76.4	75.4	70.3
R 16 / 24 - %	89.5	90.1	88.8	86.9
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	3850	4230	4460	2130
T - % (AM)	-	28.3	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1600-1700
One-way flow at PM peak hour	2640	2750	3050	2090
T - % (PM)	-	30.3	-	-
Prop.of commercial vehicles - 16 hr.	-	28.4	-	-
NORTH BOUND				
A.A.D.T.	37440	39480	39650	27990
R 12 / 24 - %	65.6	66.4	66.5	57.9
R 16 / 24 - %	86.5	87.5	85.3	81.1
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1970	2150	1930	1240
T - % (AM)	-	42.6	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1600-1700
One-way flow at PM peak hour	2810	3090	2730	1870
T - % (PM)	-	23.8	-	-
Prop.of commercial vehicles - 16 hr.	-	31.2	-	-

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	2.0	43.6	7.6	0.6	0.7	18.7	18.1	4.2	0.0	4.6
	Ocp	1.0	1.5	1.9	6.4	14.7	1.6	1.1	25.0	0.0	63.5
0800-0900	Pro	1.2	48.2	4.7	0.2	0.4	16.3	19.6	4.7	0.1	4.5
Peak hour	Ocp	1.1	1.5	1.8	5.5	13.9	1.6	1.2	41.2	40.5	69.1
0900-1000	Pro	0.6	38.1	6.6	0.3	0.5	19.8	25.8	3.8	0.1	4.5
	Ocp	1.0	1.5	2.0	2.8	9.7	1.6	1.2	14.4	11.5	37.2
1000-1100	Pro	0.6	33.6	7.0	0.2	0.4	20.9	30.7	2.5	0.0	4.1
	Ocp	1.0	1.6	1.9	2.7	8.5	1.5	1.2	19.7	0.0	32.5
1100-1200	Pro	0.5	44.1	7.1	0.3	0.4	17.7	22.2	3.5	0.1	4.1
	Ocp	1.2	1.8	2.1	3.0	5.0	1.5	1.2	15.5	17.0	35.0
1200-1300	Pro	0.8	39.2	6.0	0.6	0.6	19.0	26.6	3.0	0.0	4.1
	Ocp	1.1	1.7	2.0	9.6	6.6	1.5	1.2	15.2	0.0	27.6
1300-1400	Pro	0.3	35.8	5.9	0.3	0.3	21.6	29.2	2.4	0.0	4.2
	Ocp	1.3	1.8	2.2	3.0	7.5	1.4	1.2	13.1	0.0	31.0
1400-1500	Pro	0.5	38.3	5.2	0.9	0.6	19.7	28.4	2.6	0.0	3.8
	Ocp	1.0	1.8	2.2	2.7	6.0	1.5	1.2	12.4	0.0	29.3
1500-1600	Pro	0.7	36.9	5.4	0.4	0.6	19.5	29.9	3.0	0.1	3.6
	Ocp	1.0	1.7	2.2	6.0	7.6	1.5	1.2	16.2	1.0	26.8
1600-1700	Pro	0.7	35.6	5.4	0.6	0.6	17.0	31.8	4.2	0.1	4.1
	Ocp	1.0	1.5	2.1	3.3	7.6	1.6	1.2	11.6	20.5	30.6
1700-1800	Pro	1.6	42.7	5.3	0.5	0.5	19.9	21.1	3.8	0.1	4.4
	Ocp	1.0	1.6	2.5	2.2	10.1	1.6	1.2	13.0	43.5	44.7
1800-1900	Pro	1.5	53.6	4.9	0.3	0.4	14.7	16.9	3.5	0.1	4.2
	Ocp	1.1	1.5	2.0	1.8	10.7	1.5	1.1	21.4	39.0	69.2
1900-2000	Pro	0.6	61.4	7.0	0.0	0.5	9.9	11.9	3.9	0.1	4.8
	Ocp	1.1	1.4	2.2	0.0	11.5	1.5	1.2	23.7	44.0	57.8
2000-2100	Pro	1.0	55.4	11.7	0.1	0.9	9.4	13.0	4.1	0.1	4.4
	Ocp	1.2	1.5	2.3	1.0	11.4	1.3	1.1	14.4	28.0	47.1
2100-2200	Pro	0.8	53.0	15.2	0.0	0.8	10.5	10.2	3.8	0.0	5.7
	Ocp	1.0	1.5	2.0	0.0	9.0	1.5	1.1	12.9	0.0	38.8
2200-2300	Pro	1.0	59.4	16.5	0.2	0.6	6.7	7.4	2.8	0.0	5.4
	Ocp	1.0	1.6	2.2	1.5	8.3	1.3	1.1	11.5	0.0	38.2
16 hours	Pro	0.9	44.6	7.2	0.3	0.5	16.7	21.9	3.5	0.1	4.4
	Ocp	1.1	1.6	2.1	4.1	9.5	1.5	1.2	19.5	26.8	44.3

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