YEAR 2011

Location Tsing Yi External Cordon(Tsing Yi Area Boundary)

Stations on Cordon/Screenline 5018, 5027, 5033, 5034, 5038, 6219 and 6221

1. TRAFFIC FLOW VARIATION AND GROWTH

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
IN BOUND				
A.A.D.T.	166030	171340	179030	137040
R 12 / 24 - %	69.6	70.7	69	63.7
R 16 / 24 - %	86.5	87.5	85.1	82.6
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	11520	12740	11810	6700
T - % (AM)	-	26	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	10340	10860	10660	8120
T - % (PM)	-	22	-	-
Prop.of commercial vehicles - 16 hr.	-	26.4	-	-
OUT BOUND				
A.A.D.T.	177050	183420	186540	146930
R 12 / 24 - %	66.3	67.3	65.9	60.8
R 16 / 24 - %	85.6	86.6	83.9	81.5
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	10860	12200	10330	6750
T - % (AM)	-	22.8	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1600-1700
One-way flow at PM peak hour	11120	11810	11100	8430
T - % (PM)	-	19.2	-	-
Prop.of commercial vehicles - 16 hr.	-	24.6	-	-

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	2.3	33.6	21.2	0.7	2.4	15.2	13.6	6.0	0.1	5.0
	Ocp	1.0	1.5	2.0	5.9	12.0	1.6	1.2	20.3	9.6	50.8
0800-0900	Pro	1.9	41.9	15.0	0.5	1.6	14.9	14.8	5.0	0.1	4.5
Peak Hour	Ocp	1.1	1.5	2.0	5.0	12.7	1.6	1.2	29.3	15.1	55.3
0900-1000	Pro	1.0	35.3	14.5	0.8	1.6	19.4	19.4	3.4	0.1	4.5
	Ocp	1.0	1.5	2.0	3.5	10.9	1.5	1.2	12.5	8.8	28.2
1000-1100	Pro	0.9	30.8	13.1	0.6	1.6	22.4	22.6	3.5	0.1	4.4
	Ocp	1.0	1.6	2.1	2.3	8.1	1.5	1.2	11.6	4.7	23.5
1100-1200	Pro	1.1	34.8	12.4	0.6	1.6	22.1	19.7	3.4	0.1	4.3
	Ocp	1.1	1.6	2.2	2.6	8.9	1.5	1.2	10.9	4.8	23.5
1200-1300	Pro	0.9	33.5	14.2	0.7	1.9	21.2	18.9	4.3	0.1	4.2
	Ocp	1.1	1.6	2.2	5.0	9.4	1.5	1.2	10.5	4.8	21.0
1300-1400	Pro	1.0	30.5	13.8	0.6	1.8	22.7	21.8	3.7	0.1	4.2
	Ocp	1.1	1.7	2.2	2.7	9.2	1.5	1.2	11.1	7.1	25.2
1400-1500	Pro	1.3	33.5	12.8	0.7	1.4	22.2	21.1	3.1	0.1	3.8
	Ocp	1.1	1.7	2.2	2.5	10.9	1.5	1.2	13.2	9.3	24.0
1500-1600	Pro	1.0	33.5	12.9	0.8	1.4	20.8	21.4	4.1	0.1	4.0
	Ocp	1.1	1.7	2.2	4.1	10.4	1.5	1.2	11.3	4.7	22.8
1600-1700	Pro	1.3	32.3	14.7	1.3	1.6	19.7	20.2	4.8	0.1	4.1
	Ocp	1.0	1.6	2.0	3.7	12.6	1.6	1.2	11.0	11.0	28.4
1700-1800	Pro	2.4	36.3	14.0	0.9	1.5	18.6	16.9	4.9	0.1	4.4
	Ocp	1.0	1.6	2.2	3.2	12.3	1.6	1.2	13.5	15.9	39.9
1800-1900	Pro	2.1	47.8	12.6	0.5	1.7	14.7	12.0	4.2	0.1	4.2
	Ocp	1.1	1.5	2.2	2.9	14.9	1.5	1.1	20.8	13.6	54.9
1900-2000	Pro	1.6	49.3	14.9	0.2	2.2	11.0	11.2	4.7	0.1	4.6
	Ocp	1.1	1.5	2.2	2.8	12.4	1.5	1.1	17.3	13.3	43.2
2000-2100	Pro	1.2	44.8	20.0	0.2	2.2	9.6	12.3	5.2	0.1	4.5
	Ocp	1.1	1.6	2.2	3.0	10.9	1.4	1.1	16.4	11.9	33.1
2100-2200	Pro	1.7	44.6	21.6	0.2	2.2	10.4	10.2	3.4	0.1	5.4
	Ocp	1.2	1.6	2.1	1.9	10.4	1.5	1.1	12.4	8.6	29.2
2200-2300	Pro	1.8	46.4	24.5	0.1	2.2	8.0	8.8	2.6	0.1	5.4
	Ocp	1.1	1.7	2.2	2.7	8.9	1.5	1.1	11.3	6.5	29.0
16 hours	Pro	1.5	37.9	15.5	0.6	1.8	17.3	16.7	4.2	0.1	4.5
	Ocp	1.1	1.6	2.1	3.6	11.1	1.5	1.2	15.6	9.7	34.5

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