

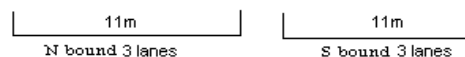
YEAR 2012

CORE STATION 5033

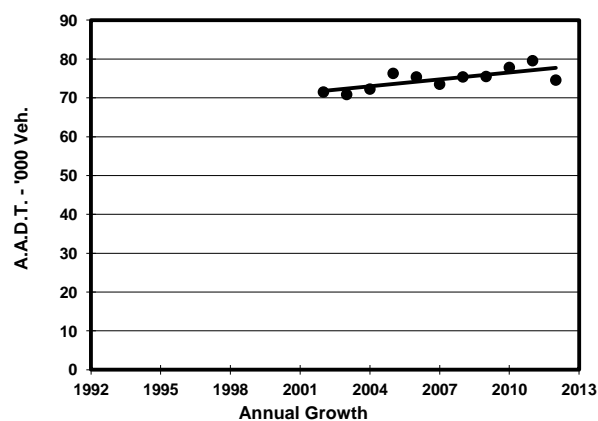
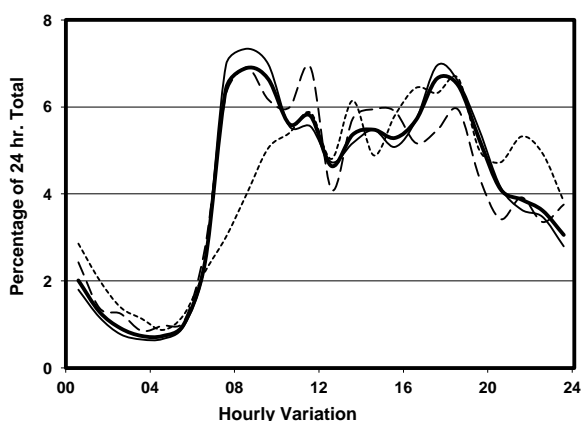
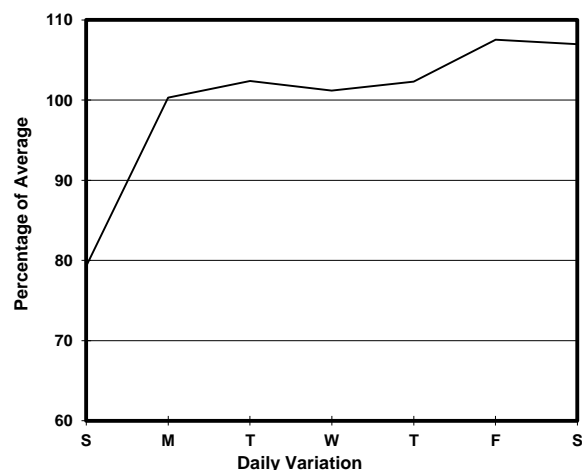
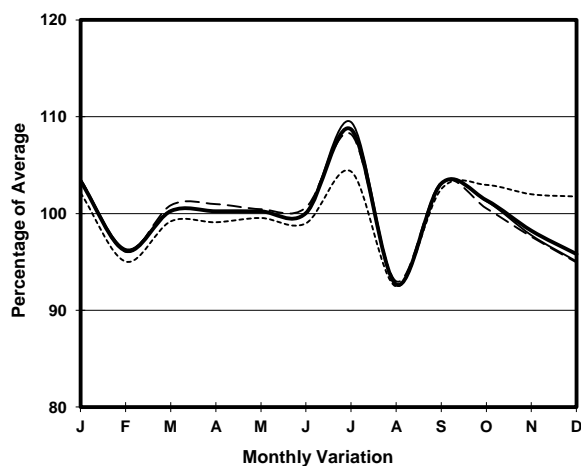
ROAD NETWORK MAJOR

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.	39370	40380	43280	33380
R 12 / 24 - %	75.5	76.6	75.5	68.9
R 16 / 24 - %	89.1	89.8	87.6	86.8
AM Peak Hour	0700-0800	0700-0800	0800-0900	0900-1000
One-way flow at AM peak hour	3540	4010	4100	1980
T - % (AM)	-	24.5	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1800-1900
One-way flow at PM peak hour	2530	2670	2470	2310
T - % (PM)	-	29.4	-	-
Prop.of commercial vehicles - 16 hr.	-	26.3	-	-
NORTH BOUND				
A.A.D.T.	35200	37030	37340	26640
R 12 / 24 - %	65.9	67.2	64.7	58.9
R 16 / 24 - %	86.4	87.7	83.2	81.4
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1830	2040	1700	1060
T - % (AM)	-	38.7	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1600-1700
One-way flow at PM peak hour	2680	2900	2790	1740
T - % (PM)	-	20.8	-	-
Prop.of commercial vehicles - 16 hr.	-	30.1	-	-

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	2.7	41.0	8.5	1.0	0.8	19.2	16.4	5.4	0.0	5.0
	Ocp	1.1	1.4	1.9	4.5	11.8	1.6	1.2	25.9	0.0	73.0
0800-0900 Peak hour	Pro	1.8	48.6	6.4	0.4	0.4	16.4	16.8	4.9	0.1	4.3
	Ocp	1.1	1.5	2.0	1.7	14.8	1.6	1.1	31.3	41.0	72.4
0900-1000	Pro	1.3	41.7	6.4	0.7	0.6	20.5	21.8	2.9	0.1	4.1
	Ocp	1.0	1.5	2.1	2.4	11.3	1.5	1.1	11.8	26.5	40.5
1000-1100	Pro	0.7	38.2	6.0	0.8	0.5	23.2	25.6	1.5	0.0	3.5
	Ocp	1.1	1.6	2.1	1.5	8.3	1.5	1.1	18.0	0.0	35.0
1100-1200	Pro	0.5	39.7	6.2	0.3	0.7	19.3	27.3	2.3	0.1	3.7
	Ocp	1.2	1.6	2.3	1.3	4.5	1.5	1.2	19.0	6.3	33.7
1200-1300	Pro	1.0	39.3	6.8	1.1	0.6	17.0	26.5	3.7	0.1	3.9
	Ocp	1.2	1.6	2.2	3.7	6.6	1.5	1.1	19.5	1.0	30.4
1300-1400	Pro	1.1	37.6	6.2	0.2	0.7	19.9	28.2	2.2	0.0	3.7
	Ocp	1.1	1.6	2.0	3.0	5.6	1.5	1.1	18.3	0.0	31.4
1400-1500	Pro	1.2	37.3	6.7	0.6	0.5	21.9	25.5	2.7	0.0	3.6
	Ocp	1.2	1.6	2.3	1.8	8.6	1.5	1.2	10.4	0.0	26.2
1500-1600	Pro	0.7	40.7	5.2	0.5	0.4	16.6	29.4	2.9	0.0	3.5
	Ocp	1.2	1.6	2.1	1.8	7.4	1.6	1.2	20.3	0.0	29.0
1600-1700	Pro	0.9	39.1	6.3	1.0	0.5	21.5	23.8	2.9	0.1	3.9
	Ocp	1.2	1.5	2.4	6.7	10.0	1.6	1.1	11.8	1.0	31.3
1700-1800	Pro	1.3	42.3	5.8	0.6	0.4	20.1	20.7	3.9	0.1	4.9
	Ocp	1.1	1.6	2.1	4.0	13.6	1.7	1.2	16.6	33.7	46.5
1800-1900	Pro	1.2	56.4	4.9	0.1	0.5	14.7	14.9	3.2	0.0	4.2
	Ocp	1.1	1.5	2.4	1.5	15.9	1.6	1.1	24.5	0.0	68.5
1900-2000	Pro	1.3	58.1	9.0	0.2	0.5	10.2	11.0	4.7	0.1	4.9
	Ocp	1.1	1.5	2.4	1.0	11.5	1.4	1.0	25.9	41.7	57.5
2000-2100	Pro	1.3	53.5	13.6	0.2	0.8	7.8	13.1	4.8	0.1	4.9
	Ocp	1.2	1.4	2.0	1.5	9.0	1.3	1.1	13.9	49.0	46.1
2100-2200	Pro	2.2	54.4	13.9	0.1	0.8	8.9	10.8	3.6	0.0	5.3
	Ocp	1.1	1.5	2.1	1.0	9.6	1.3	1.1	14.2	0.0	40.2
2200-2300	Pro	2.6	50.5	18.3	0.3	0.4	8.5	10.8	2.3	0.0	6.3
	Ocp	1.4	1.3	2.1	1.0	2.3	1.4	1.2	10.9	0.0	43.0
16 hours	Pro	1.3	44.6	7.6	0.5	0.6	17.2	20.5	3.4	0.1	4.3
	Ocp	1.1	1.5	2.1	3.1	9.7	1.5	1.1	20.0	25.4	46.3

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