

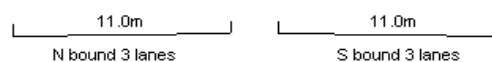
YEAR 2013

CORE STATION 5029

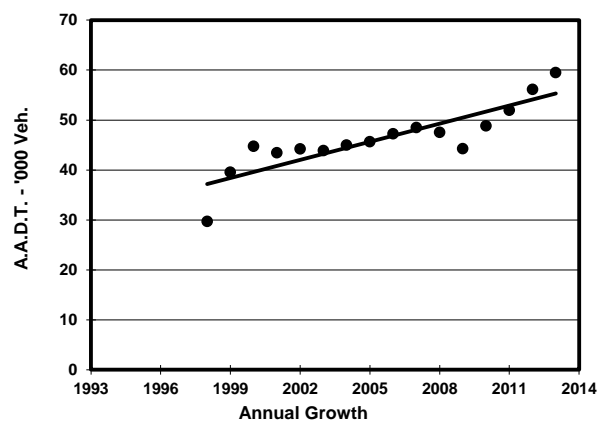
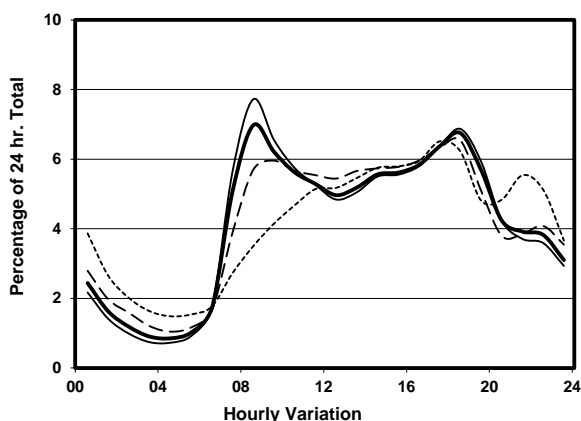
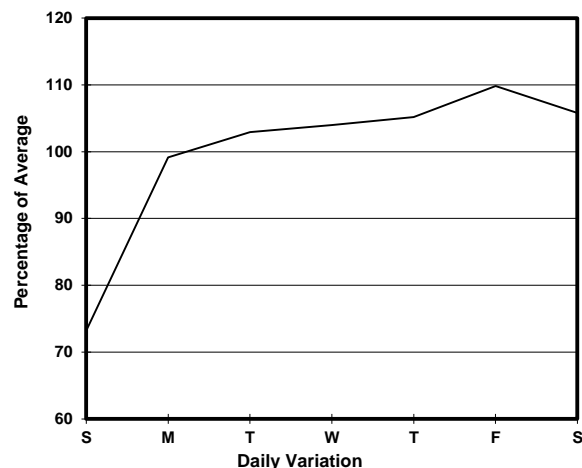
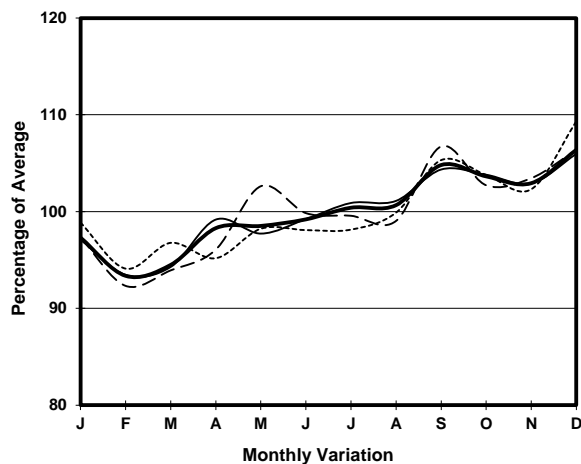
ROAD NETWORK MAJOR

ROAD TYPE EXPRESSWAY

LINK TSING LONG HIGHWAY - TAI LAM TUNNEL (from AU TAU INT to TUEN MUN RD)



## 1. TRAFFIC FLOW VARIATION AND GROWTH



## 2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
<b>SOUTH BOUND</b>				
A.A.D.T.	30260	32140	32140	22100
R 12 / 24 - %	75.3	77	73	66.4
R 16 / 24 - %	88.5	89.5	86.9	83.9
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	2950	3500	2510	1110
T - % (AM)	-	24.6	-	-
PM Peak Hour	1700-1800	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	1740	1800	1890	1470
T - % (PM)	-	31.8	-	-
Prop.of commercial vehicles - 16 hr.	-	30.9	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	29220	30760	31720	22020
R 12 / 24 - %	63.4	64.5	63.3	55.7
R 16 / 24 - %	85.7	87.2	83.1	78.9
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1370	1520	1410	720
T - % (AM)	-	38.8	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	2290	2520	2280	1400
T - % (PM)	-	34	-	-
Prop.of commercial vehicles - 16 hr.	-	33.3	-	-

## 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	1.8	38.0	5.2	0.6	0.0	22.8	18.7	4.2	0.1	8.7
	Ocp	1.1	1.6	2.5	3.5	0.0	1.5	1.2	37.3	26.0	71.5
0800-0900 Peak hour	Pro	0.8	50.9	4.7	0.1	0.0	16.3	17.0	3.6	0.2	6.4
	Ocp	1.3	1.4	2.2	10.0	0.0	1.6	1.3	36.8	27.7	71.9
0900-1000	Pro	0.3	43.6	3.9	0.5	0.0	18.5	25.3	1.9	0.2	5.8
	Ocp	1.0	1.4	2.3	1.8	0.0	1.5	1.4	22.1	22.7	44.0
1000-1100	Pro	0.8	42.7	3.3	0.4	0.0	18.6	26.7	1.4	0.1	5.9
	Ocp	1.0	1.5	3.0	8.0	0.0	1.4	1.2	27.1	10.8	37.0
1100-1200	Pro	0.3	43.2	3.9	0.1	0.0	18.5	27.0	0.8	0.1	6.1
	Ocp	1.0	1.5	2.6	2.0	0.0	1.4	1.2	28.3	9.5	38.9
1200-1300	Pro	0.3	41.1	4.8	0.3	0.0	18.4	28.3	1.6	0.1	5.0
	Ocp	1.3	1.5	2.5	5.3	0.0	1.4	1.2	22.7	9.0	36.2
1300-1400	Pro	0.4	41.1	5.1	0.3	0.0	17.7	27.7	2.0	0.2	5.6
	Ocp	1.3	1.6	2.5	1.5	0.0	1.5	1.2	26.3	6.6	41.8
1400-1500	Pro	1.1	38.6	4.0	0.1	0.0	19.3	29.5	1.6	0.1	5.5
	Ocp	1.0	1.7	2.4	4.0	0.0	1.4	1.2	15.4	7.3	38.8
1500-1600	Pro	0.4	42.4	3.3	0.4	0.0	16.0	30.7	1.3	0.2	5.4
	Ocp	1.3	1.6	2.4	2.7	0.0	1.4	1.2	27.6	6.0	40.1
1600-1700	Pro	0.5	40.2	4.9	0.5	0.0	17.3	28.2	1.9	0.2	6.3
	Ocp	1.0	1.7	2.5	4.8	0.0	1.5	1.2	22.1	14.5	44.0
1700-1800	Pro	1.0	42.9	3.8	0.0	0.0	19.1	24.3	1.9	0.2	6.8
	Ocp	1.0	1.6	2.6	0.0	0.0	1.4	1.2	26.3	15.4	53.2
1800-1900	Pro	0.7	45.4	5.2	0.0	0.0	15.6	22.0	3.3	0.2	7.5
	Ocp	1.0	1.7	2.6	0.0	0.0	1.4	1.1	32.9	28.1	72.4
1900-2000	Pro	0.4	58.7	6.8	0.0	0.0	8.0	14.2	4.6	0.2	7.3
	Ocp	1.0	1.5	2.5	0.0	0.0	1.5	1.1	19.7	30.8	61.0
2000-2100	Pro	0.3	63.1	7.7	0.0	0.0	6.8	12.3	2.5	0.1	7.2
	Ocp	1.0	1.7	2.6	0.0	0.0	1.4	1.1	24.8	14.8	49.8
2100-2200	Pro	0.7	58.6	8.3	0.0	0.0	5.8	13.0	3.5	0.3	9.8
	Ocp	1.0	1.5	2.4	0.0	0.0	1.4	1.1	21.2	9.2	49.7
2200-2300	Pro	0.0	61.7	9.8	0.0	0.0	4.2	11.2	3.0	0.3	9.9
	Ocp	0.0	1.5	2.3	0.0	0.0	1.2	1.1	15.3	10.6	42.8
16 hours	Pro	0.6	46.3	5.0	0.2	0.0	15.8	22.8	2.4	0.2	6.6
	Ocp	1.1	1.6	2.5	4.0	0.0	1.4	1.2	26.8	16.9	51.3

**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