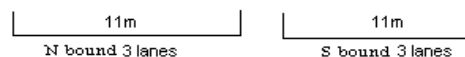
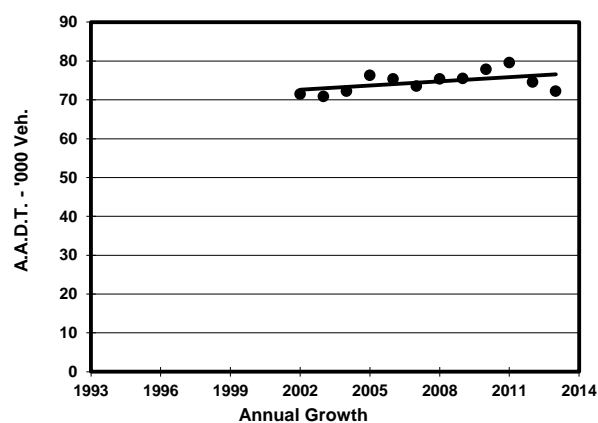
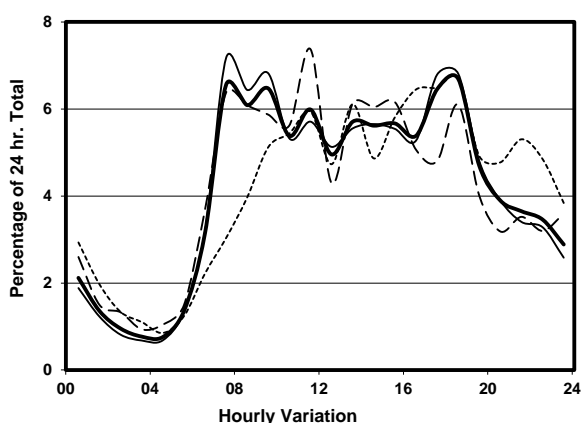
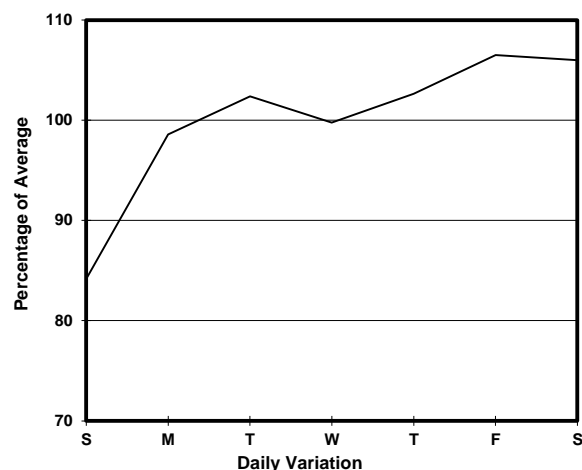
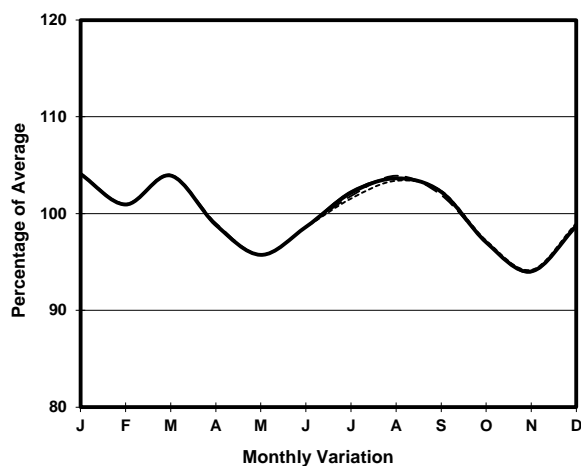


YEAR 2013
CORE STATION 5033
ROAD NETWORK MAJOR
ROAD TYPE EXPRESSWAY

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.	38150	38760	41450	34090
R 12 / 24 - %	74.2	75.2	73.9	69.3
R 16 / 24 - %	87.1	87.6	85	87
AM Peak Hour	0700-0800	0700-0800	0800-0900	0900-1000
One-way flow at AM peak hour	3440	3890	3590	2070
T - % (AM)	-	22.4	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1800-1900
One-way flow at PM peak hour	2330	2420	2140	2400
T - % (PM)	-	28.9	-	-
Prop.of commercial vehicles - 16 hr.	-	28.5	-	-
NORTH BOUND				
A.A.D.T.	34090	35530	35690	27210
R 12 / 24 - %	67.3	69	65.3	58.9
R 16 / 24 - %	86.2	87.6	82.5	81.4
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1900	2120	1720	1070
T - % (AM)	-	39.2	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	2850	3090	2980	1750
T - % (PM)	-	23.4	-	-
Prop.of commercial vehicles - 16 hr.	-	29.6	-	-

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 Peak hour	Pro	2.7	44.9	11.5	0.3	0.6	14.5	17.2	4.0	0.1	4.2
	Ocp	1.1	1.4	1.9	8.6	12.6	1.4	1.2	24.9	42.0	68.1
0800-0900	Pro	1.9	47.7	7.7	0.1	0.4	13.5	19.9	4.3	0.1	4.6
	Ocp	1.1	1.3	1.9	3.0	9.6	1.5	1.1	28.6	36.7	68.7
0900-1000	Pro	1.0	40.1	5.4	0.3	0.6	18.5	27.2	3.1	0.1	3.7
	Ocp	1.1	1.5	2.0	1.8	7.6	1.5	1.2	18.2	14.0	42.3
1000-1100	Pro	1.0	37.3	7.5	0.5	0.6	20.4	27.0	2.4	0.1	3.4
	Ocp	1.0	1.6	2.2	2.0	4.6	1.3	1.1	17.7	36.0	36.8
1100-1200	Pro	0.7	37.1	6.4	0.3	0.7	20.3	27.8	2.6	0.1	4.1
	Ocp	1.1	1.4	2.3	2.0	7.0	1.4	1.1	17.8	12.0	36.2
1200-1300	Pro	1.1	40.8	6.4	0.5	0.6	17.8	25.8	3.4	0.0	3.6
	Ocp	1.1	1.5	2.3	5.7	7.7	1.5	1.1	15.1	0.0	34.0
1300-1400	Pro	1.3	32.6	6.4	0.2	0.8	20.7	31.9	2.8	0.0	3.3
	Ocp	1.2	1.6	2.1	1.5	5.5	1.4	1.2	18.3	0.0	38.6
1400-1500	Pro	0.4	37.5	6.9	0.3	0.3	19.7	29.6	2.2	0.0	3.2
	Ocp	1.0	1.7	2.2	2.0	4.5	1.5	1.2	13.8	0.0	33.2
1500-1600	Pro	1.1	36.0	5.8	0.5	0.4	19.6	30.7	2.5	0.0	3.3
	Ocp	1.1	1.6	2.2	2.3	6.7	1.6	1.1	20.3	0.0	31.0
1600-1700	Pro	0.5	39.0	6.5	0.8	0.6	20.8	25.9	2.0	0.1	3.8
	Ocp	1.1	1.5	2.3	4.4	6.9	1.6	1.2	13.4	13.0	35.6
1700-1800	Pro	2.4	44.8	7.0	0.6	0.4	18.4	19.5	2.4	0.1	4.4
	Ocp	1.2	1.6	2.0	3.0	11.8	1.7	1.2	17.0	16.0	47.1
1800-1900	Pro	1.9	56.7	5.5	0.1	0.5	12.0	15.1	3.6	0.1	4.4
	Ocp	1.3	1.4	2.2	1.0	12.9	1.4	1.1	18.5	47.7	66.9
1900-2000	Pro	1.3	56.1	8.2	0.0	0.6	11.6	12.4	4.5	0.1	5.3
	Ocp	1.1	1.4	2.3	0.0	12.6	1.5	1.1	27.7	41.0	60.3
2000-2100	Pro	1.6	58.2	11.0	0.3	0.7	7.5	11.2	4.8	0.1	4.8
	Ocp	1.3	1.4	2.1	1.0	9.9	1.5	1.1	26.1	26.0	44.6
2100-2200	Pro	0.8	55.2	13.7	0.1	0.8	8.8	12.2	3.3	0.0	5.1
	Ocp	1.1	1.4	2.0	1.0	10.3	1.4	1.1	14.8	0.0	44.0
2200-2300	Pro	1.3	60.0	17.9	0.3	0.7	5.6	7.7	1.9	0.0	4.6
	Ocp	1.1	1.4	1.9	3.3	9.6	1.4	1.1	19.6	0.0	45.3
16 hours	Pro	1.3	44.7	8.0	0.3	0.6	16.0	21.8	3.1	0.1	4.1
	Ocp	1.1	1.5	2.1	3.3	8.7	1.5	1.1	20.7	29.7	47.9

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