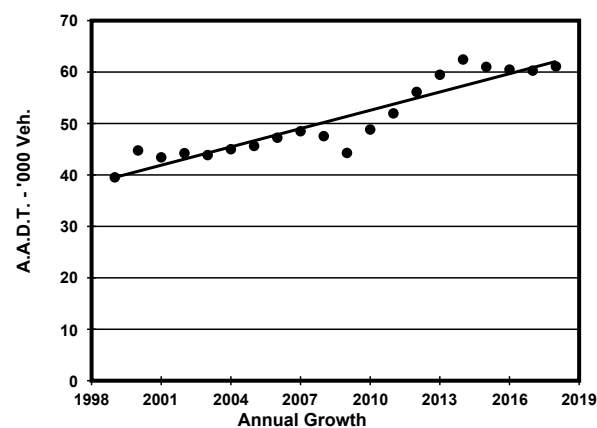
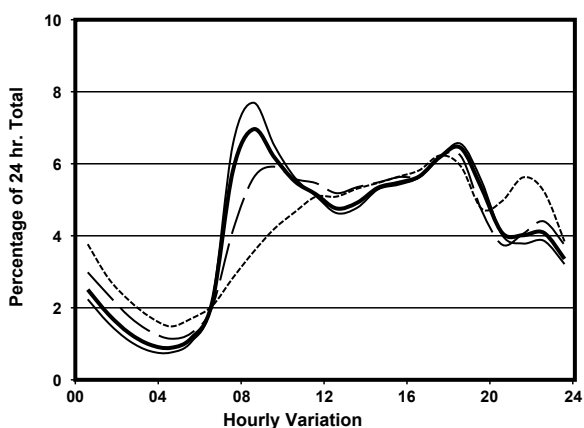
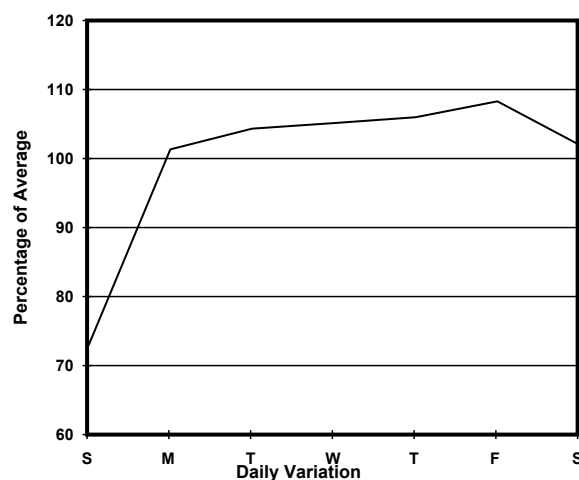
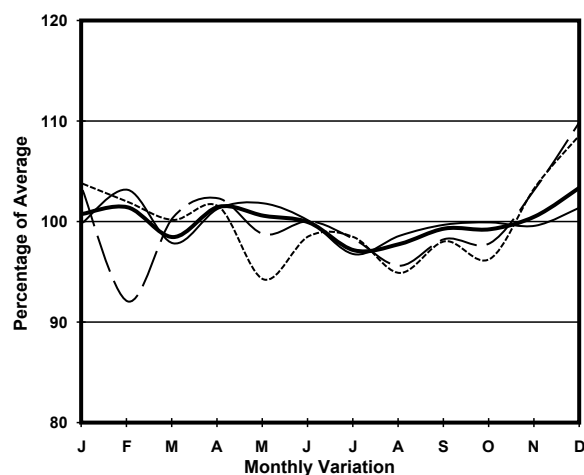


YEAR 2018
CORE STATION 5029
ROAD NETWORK MAJOR
ROAD TYPE EXPRESSWAY

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.
SOUTH BOUND				
A.A.D.T.	31480	33720	32220	22810
R 12 / 24 - %	74.1	76	71.1	64.4
R 16 / 24 - %	87.2	88.2	85.3	82.4
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	3100	3720	2450	1150
T - % (AM)	-	25	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	1690	1760	1800	1460
T - % (PM)	-	28.6	-	-
Prop.of commercial vehicles - 16 hr.	-	29.4	-	-
NORTH BOUND				
A.A.D.T.	29620	31360	31150	22440
R 12 / 24 - %	62.3	63.4	61.6	55.1
R 16 / 24 - %	84.4	85.9	81.4	78.4
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1360	1500	1430	750
T - % (AM)	-	33.4	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	2320	2600	2150	1360
T - % (PM)	-	25.2	-	-
Prop.of commercial vehicles - 16 hr.	-	30.2	-	-

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	1.4	40.6	7.2	0.2	0.0	18.8	22.7	2.6	0.0	6.6
	Ocp	1.2	1.6	2.2	15.0	0.0	1.7	1.1	33.9	0.0	73.8
0800-0900 Peak hour	Pro	0.7	49.0	6.7	0.1	0.0	16.0	18.5	3.2	0.0	5.8
	Ocp	1.0	1.4	2.2	4.0	0.0	1.9	1.2	32.0	0.0	65.4
0900-1000	Pro	0.9	43.8	6.1	0.1	0.0	19.0	23.3	1.5	0.0	5.3
	Ocp	1.1	1.5	2.2	3.0	0.0	1.5	1.3	22.3	0.0	42.8
1000-1100	Pro	0.7	39.7	4.9	0.0	0.0	20.8	27.6	0.6	0.0	5.6
	Ocp	1.0	1.5	2.1	0.0	0.0	1.6	1.2	23.0	0.0	37.9
1100-1200	Pro	0.4	43.9	8.1	0.0	0.0	16.9	24.2	1.5	0.1	5.0
	Ocp	1.0	1.7	2.1	0.0	0.0	1.5	1.2	19.7	1.0	38.4
1200-1300	Pro	0.4	44.8	5.5	0.3	0.0	15.3	27.0	1.0	0.1	5.7
	Ocp	1.0	1.6	2.0	4.5	0.0	1.5	1.2	26.0	1.0	37.3
1300-1400	Pro	0.5	38.2	6.9	0.1	0.0	17.2	29.4	1.8	0.0	5.9
	Ocp	1.0	1.6	2.1	3.0	0.0	1.5	1.2	22.4	0.0	41.3
1400-1500	Pro	1.3	35.0	6.0	0.1	0.0	20.1	31.3	1.1	0.0	5.2
	Ocp	1.0	1.6	2.3	10.0	0.0	1.5	1.2	17.1	0.0	37.2
1500-1600	Pro	0.8	42.1	7.3	0.0	0.0	16.8	26.4	1.4	0.0	5.3
	Ocp	1.0	1.7	1.8	0.0	0.0	1.4	1.2	21.9	0.0	37.1
1600-1700	Pro	0.7	38.6	8.7	0.2	0.0	16.9	26.3	2.1	0.0	6.3
	Ocp	1.2	1.5	1.9	4.0	0.0	1.7	1.2	21.5	0.0	42.9
1700-1800	Pro	1.0	44.4	7.1	0.2	0.0	18.6	21.3	1.6	0.1	5.9
	Ocp	1.0	1.6	2.1	3.0	0.0	1.8	1.1	25.4	1.0	58.2
1800-1900	Pro	0.8	54.2	7.9	0.0	0.0	11.4	15.6	2.6	0.0	7.4
	Ocp	1.0	1.5	1.8	0.0	0.0	1.3	1.1	39.6	0.0	84.4
1900-2000	Pro	0.6	63.4	6.1	0.0	0.0	8.5	11.6	3.0	0.0	6.9
	Ocp	1.2	1.4	2.3	0.0	0.0	1.3	1.1	38.0	0.0	69.4
2000-2100	Pro	0.6	58.2	9.6	0.0	0.0	7.2	14.2	2.7	0.0	7.5
	Ocp	1.3	1.5	2.3	0.0	0.0	1.5	1.1	20.8	0.0	51.6
2100-2200	Pro	1.3	50.7	18.0	0.0	0.0	8.6	11.3	2.3	0.0	7.7
	Ocp	1.0	1.6	2.2	0.0	0.0	1.6	1.1	19.9	0.0	45.8
2200-2300	Pro	1.9	54.2	16.1	0.0	0.0	6.8	11.2	1.2	0.0	8.5
	Ocp	1.2	1.6	1.9	0.0	0.0	1.4	1.1	29.9	0.0	41.0
16 hours	Pro	0.9	46.1	7.8	0.1	0.0	15.4	21.6	1.9	0.1	6.2
	Ocp	1.1	1.5	2.1	6.1	0.0	1.6	1.2	27.9	1.0	52.4

Legend

Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*

Ocp. Average occupancy of vehicles including both driver and passengers*

M&H Medium and Heavy

***** All traffic data are collected from combined bounds except for one way traffic