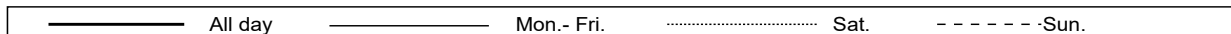
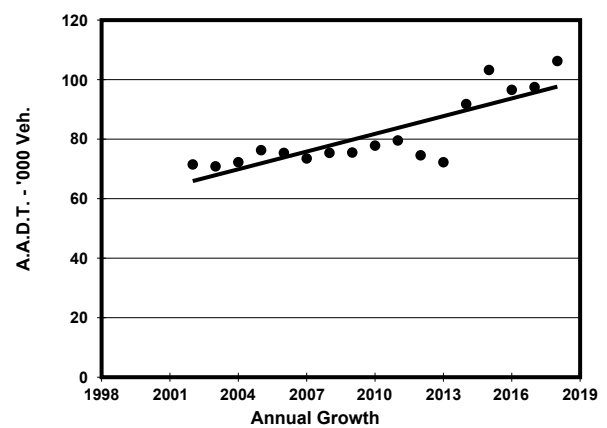
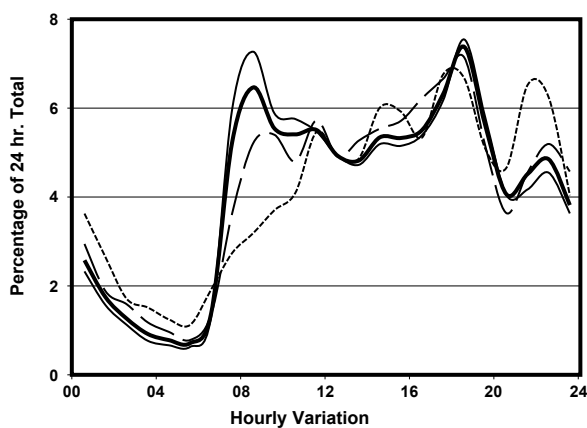
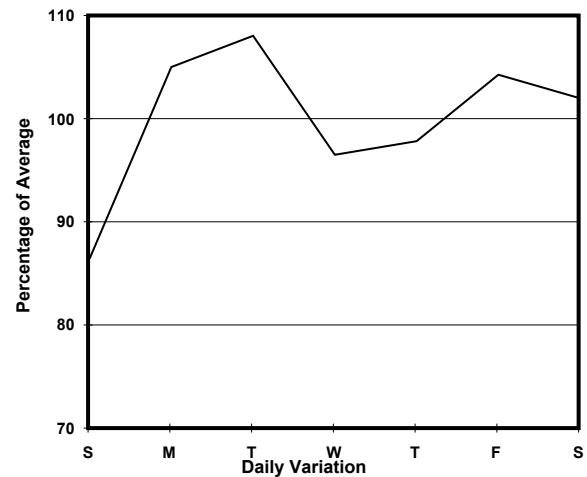
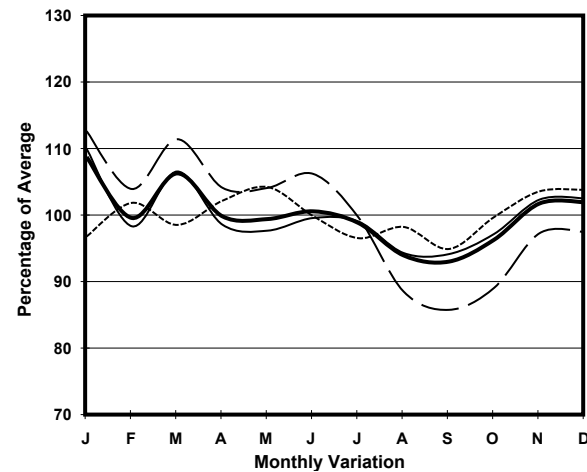


YEAR 2018  
CORE STATION 5033  
ROAD NETWORK MAJOR  
ROAD TYPE EXPRESSWAY

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.
<b>SOUTH BOUND</b>				
A.A.D.T.	54270	56210	54750	46890
R 12 / 24 - %	73.5	75.9	69.5	63.6
R 16 / 24 - %	88.8	90.2	86.1	83.9
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	4610	5440	3710	1930
T - % (AM)	-	22.6	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	3790	3960	3890	3350
T - % (PM)	-	18.1	-	-
Prop.of commercial vehicles - 16 hr.	-	24.2	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	51980	53310	54150	45780
R 12 / 24 - %	61.8	62.7	62.9	55.7
R 16 / 24 - %	84.7	85.7	83.3	80.4
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2260	2520	2210	1500
T - % (AM)	-	25.9	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	4050	4310	3910	3170
T - % (PM)	-	19.4	-	-
Prop.of commercial vehicles - 16 hr.	-	26	-	-

## 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	2.5	48.9	9.7	0.6	0.5	15.2	15.2	2.9	0.0	4.5
	Ocp	1.1	1.4	1.9	7.3	11.4	1.4	1.1	23.3	0.0	69.8
0800-0900	Pro	2.2	49.7	8.4	0.3	0.5	15.1	15.8	3.8	0.0	4.1
	Ocp	1.1	1.3	2.0	4.3	13.2	1.5	1.1	24.4	0.0	75.3
0900-1000	Pro	1.6	38.7	7.4	0.3	0.5	23.1	22.1	2.0	0.0	4.2
	Ocp	1.0	1.4	2.0	1.8	10.7	1.5	1.1	13.5	0.0	43.4
1000-1100	Pro	1.7	37.0	7.0	0.4	0.5	23.1	24.6	1.7	0.0	4.0
	Ocp	1.0	1.4	1.9	2.7	6.6	1.4	1.1	9.7	0.0	36.3
1100-1200	Pro	1.5	39.0	6.7	0.3	0.4	19.7	26.2	2.2	0.0	3.9
	Ocp	1.1	1.6	2.1	1.3	5.3	1.4	1.1	12.6	0.0	33.5
1200-1300	Pro	2.0	38.2	8.7	0.8	0.4	20.0	23.7	2.2	0.0	4.1
	Ocp	1.0	1.4	2.1	4.6	6.4	1.4	1.1	11.5	0.0	31.8
1300-1400	Pro	1.5	37.4	6.8	0.2	0.7	22.1	25.5	2.0	0.0	3.7
	Ocp	1.1	1.4	2.3	2.0	6.0	1.3	1.1	12.0	0.0	36.5
1400-1500	Pro	0.8	37.6	7.0	0.6	0.4	23.0	24.9	2.5	0.0	3.2
	Ocp	1.0	1.5	2.2	1.8	9.5	1.4	1.2	7.1	0.0	33.8
1500-1600	Pro	1.2	39.4	6.7	0.3	0.4	21.0	26.0	2.0	0.0	3.1
	Ocp	1.2	1.5	2.2	4.8	11.2	1.4	1.1	17.7	0.0	33.2
1600-1700	Pro	1.3	42.1	6.4	0.4	0.4	21.8	21.0	2.9	0.0	3.8
	Ocp	1.1	1.4	2.0	6.2	5.7	1.5	1.1	14.9	0.0	39.1
1700-1800	Pro	2.5	42.8	8.8	0.5	0.3	20.2	18.5	2.6	0.0	4.0
	Ocp	1.0	1.5	2.3	3.2	17.0	1.5	1.1	13.2	0.0	56.6
1800-1900 Peak hour	Pro	2.3	55.5	6.4	0.2	0.4	16.4	11.0	3.4	0.0	4.3
	Ocp	1.1	1.3	2.0	1.7	17.9	1.3	1.1	24.9	0.0	70.3
1900-2000	Pro	2.0	59.6	8.3	0.1	0.4	11.1	9.1	4.0	0.0	5.4
	Ocp	1.2	1.3	1.8	1.0	17.0	1.3	1.1	25.1	0.0	58.6
2000-2100	Pro	1.6	54.2	15.3	0.2	0.6	11.7	7.9	3.7	0.0	4.9
	Ocp	1.2	1.4	1.7	1.0	10.1	1.4	1.1	7.8	0.0	48.1
2100-2200	Pro	1.5	56.1	16.6	0.1	0.4	8.7	8.6	2.6	0.0	5.3
	Ocp	1.1	1.3	1.9	1.0	9.8	1.2	1.0	9.9	0.0	40.4
2200-2300	Pro	0.9	58.3	18.8	0.0	0.8	7.8	7.2	1.2	0.1	5.0
	Ocp	1.0	1.2	1.6	0.0	11.4	1.3	1.0	11.4	26.0	40.3
16 hours	Pro	1.7	45.7	8.9	0.3	0.5	17.8	18.2	2.7	0.1	4.2
	Ocp	1.1	1.4	2.0	3.6	10.6	1.4	1.1	16.7	26.0	49.1

**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