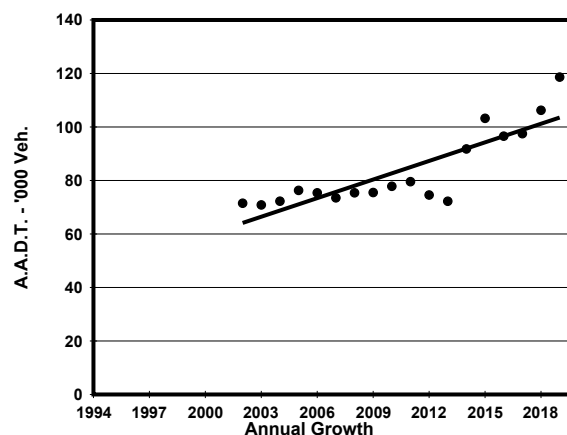
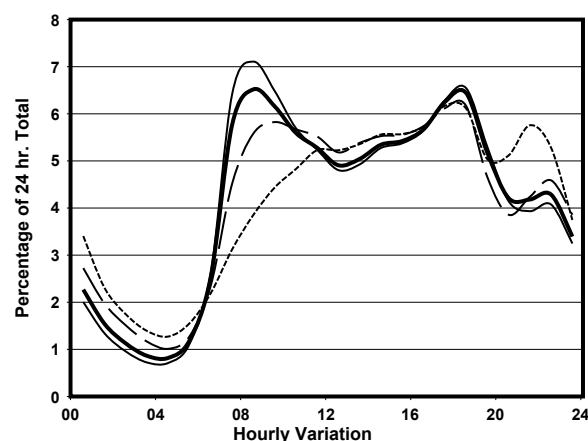
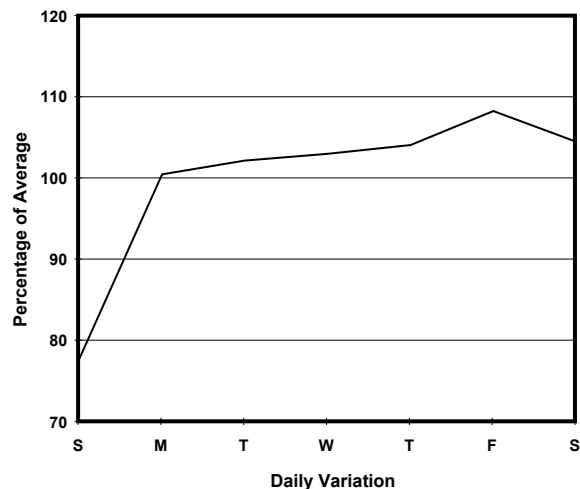
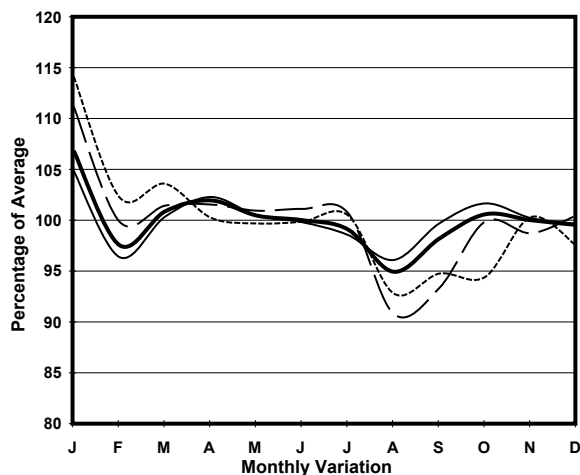


YEAR 2019
CORE STATION 5033
ROAD NETWORK MAJOR
ROAD TYPE EXPRESSWAY

LINK TSING LONG HIGHWAY - TING KAU BRIDGE (from
TSING YI NW INT to TUEN MUN RD)



1. TRAFFIC FLOW VARIATION AND GROWTH



— All day — Mon.- Fri. Sat. - - - - Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	60020	62910	63460	47230
R 12 / 24 - %	73.6	75.2	71.5	66.3
R 16 / 24 - %	87.4	88.2	86	84.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	4990	5760	4560	2570
T - % (AM)	-	20.8	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	3390	3530	3620	2840
T - % (PM)	-	13.5	-	-
Prop.of commercial vehicles - 16 hr.	-	23.1	-	-
NORTH BOUND				
A.A.D.T.	58630	61500	61880	46000
R 12 / 24 - %	63	64.3	62	56
R 16 / 24 - %	85	86.3	82.2	80.1
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2740	3080	2740	1560
T - % (AM)	-	28.2	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	4260	4610	4120	3010
T - % (PM)	-	20.3	-	-
Prop.of commercial vehicles - 16 hr.	-	26.8	-	-

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	3.2	47.8	9.6	0.6	0.4	16.7	15.2	2.1	0.0	4.3
	Ocp	1.1	1.5	1.9	7.1	13.0	1.5	1.0	23.2	0.0	74.4
0800-0900 Peak hour	Pro	3.0	48.8	8.0	0.6	0.4	16.1	16.0	3.1	0.0	4.1
	Ocp	1.1	1.3	1.9	2.9	13.8	1.5	1.1	30.9	0.0	72.5
0900-1000	Pro	1.0	42.0	7.6	0.6	0.3	20.9	21.0	2.5	0.0	4.0
	Ocp	1.2	1.4	1.8	5.7	5.4	1.4	1.1	16.5	0.0	44.6
1000-1100	Pro	1.3	37.5	7.1	0.5	0.6	22.1	25.1	2.3	0.0	3.5
	Ocp	1.0	1.4	2.1	2.1	5.9	1.3	1.2	16.5	0.0	40.2
1100-1200	Pro	1.1	40.5	7.5	0.5	0.6	18.4	25.3	2.3	0.0	3.8
	Ocp	1.1	1.3	2.0	5.0	4.4	1.3	1.2	14.2	0.0	36.9
1200-1300	Pro	1.1	40.8	6.3	0.4	0.6	16.9	27.6	2.6	0.0	3.6
	Ocp	1.1	1.4	2.1	7.5	7.5	1.3	1.2	21.0	0.0	35.9
1300-1400	Pro	1.3	36.6	6.3	0.6	0.5	18.2	31.2	1.9	0.0	3.3
	Ocp	1.0	1.4	1.8	2.1	8.6	1.4	1.1	14.1	0.0	38.6
1400-1500	Pro	0.9	40.7	6.3	0.8	0.4	20.7	25.4	1.7	0.0	3.0
	Ocp	1.1	1.4	2.2	2.5	4.5	1.4	1.1	10.1	0.0	37.5
1500-1600	Pro	1.1	38.5	5.7	0.5	0.5	21.7	27.2	1.7	0.0	3.2
	Ocp	1.1	1.3	1.9	5.4	7.4	1.4	1.2	13.6	0.0	36.9
1600-1700	Pro	1.4	41.0	7.1	0.6	0.3	19.7	22.5	3.5	0.0	3.9
	Ocp	1.1	1.4	2.1	4.8	5.6	1.4	1.1	16.2	0.0	45.8
1700-1800	Pro	3.0	46.1	7.7	0.8	0.6	20.5	14.8	2.3	0.1	4.1
	Ocp	1.1	1.3	2.1	2.8	13.8	1.3	1.1	18.2	1.0	62.4
1800-1900	Pro	2.4	59.1	6.9	0.2	0.6	13.6	10.9	2.8	0.0	3.6
	Ocp	1.1	1.2	2.0	1.7	14.2	1.2	1.1	28.7	0.0	83.8
1900-2000	Pro	1.7	61.4	8.5	0.1	0.5	10.9	8.4	3.5	0.0	4.9
	Ocp	1.0	1.3	2.1	1.0	12.0	1.3	1.1	26.1	0.0	61.7
2000-2100	Pro	1.8	58.1	13.7	0.2	0.5	8.4	10.0	2.6	0.0	4.7
	Ocp	1.2	1.3	1.7	3.0	11.3	1.3	1.1	9.4	0.0	44.3
2100-2200	Pro	2.6	53.8	19.1	0.1	0.4	10.2	7.4	1.2	0.0	5.2
	Ocp	1.1	1.2	2.0	1.0	15.8	1.3	1.0	12.0	0.0	43.6
2200-2300	Pro	1.8	61.8	18.2	0.0	0.3	5.9	6.8	0.9	0.0	4.4
	Ocp	1.2	1.2	1.8	0.0	7.8	1.2	1.0	9.4	0.0	41.3
16 hours	Pro	1.9	47.0	8.7	0.5	0.5	16.7	18.5	2.4	0.1	4.0
	Ocp	1.1	1.3	2.0	4.0	9.6	1.4	1.1	19.8	1.0	52.5

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