

YEAR 2019

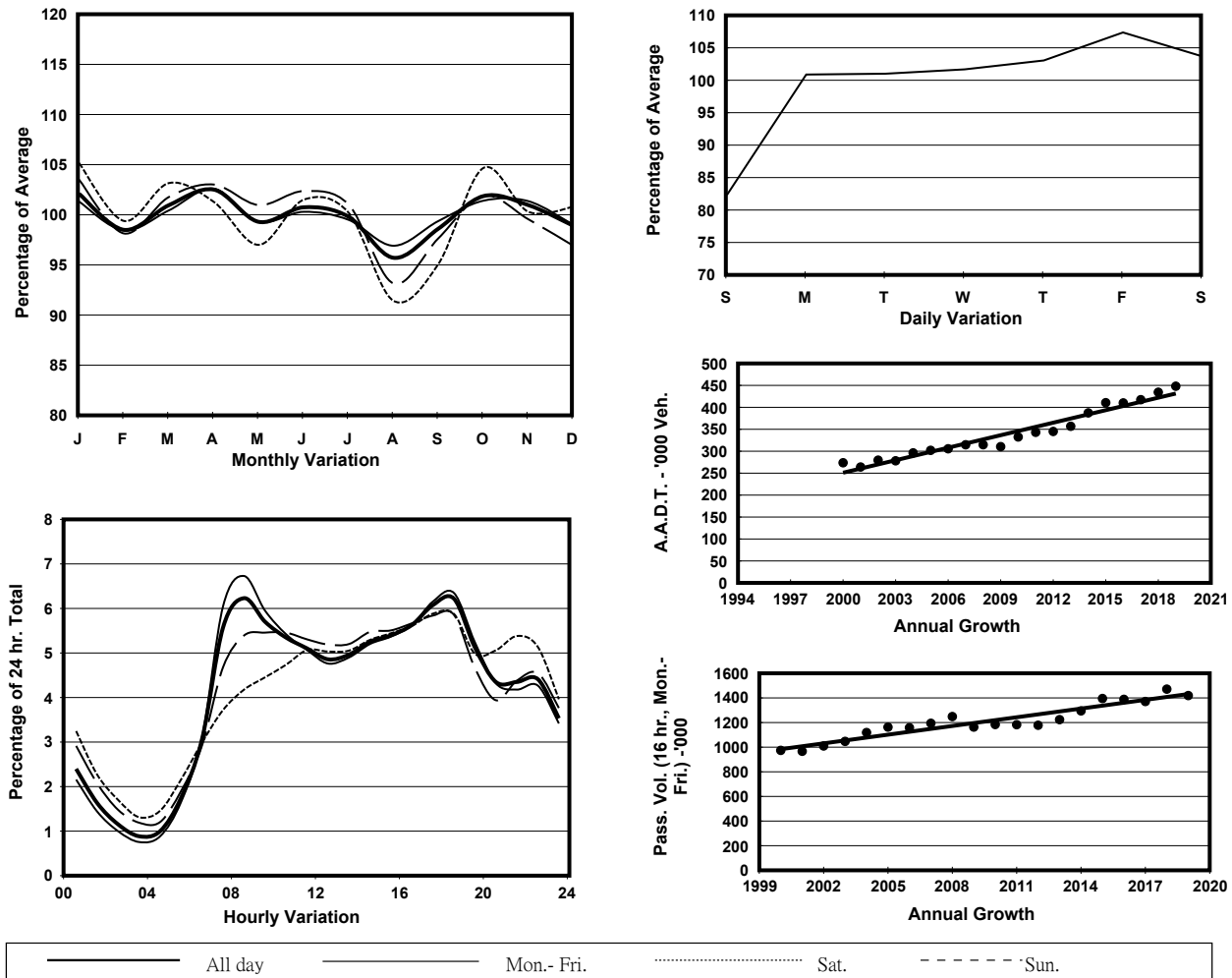
Location

Tsing Yi External Cordon(Tsing Yi Area Boundary )

Stations on Cordon/Screenline

5018, 5027, 5033, 5034, 5038, 6219 and 6221

## 1. TRAFFIC FLOW VARIATION AND GROWTH



## 2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
<b>IN BOUND</b>				
A.A.D.T.	218400	226440	227870	183420
R 12 / 24 - %	65.9	67.1	64.4	59.8
R 16 / 24 - %	84.4	85.4	82.2	80.9
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	13280	14880	12260	8050
T - % (AM)	-	19.4	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	13770	14570	13570	11050
T - % (PM)	-	15.2	-	-
Prop.of commercial vehicles - 16 hr.	-	20.7	-	-
<b>OUT BOUND</b>				
A.A.D.T.	229730	238570	240820	189630
R 12 / 24 - %	66.8	68	65.6	60.9
R 16 / 24 - %	84.8	85.8	82.9	80.9
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	14640	16410	13320	8560
T - % (AM)	-	18.3	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	14100	14950	14300	11030
T - % (PM)	-	16.6	-	-
Prop.of commercial vehicles - 16 hr.	-	21	-	-

## 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	3.8	41.7	19.4	0.8	1.4	14.6	11.2	3.0	0.1	4.2
	Ocp	1.1	1.4	2.0	6.1	12.7	1.4	1.1	19.4	20.4	58.4
0800-0900 Peak Hour	Pro	3.1	45.2	15.4	0.8	1.1	15.6	11.6	3.2	0.1	4.0
	Ocp	1.1	1.4	1.9	4.5	12.8	1.4	1.2	20.1	40.7	59.8
0900-1000	Pro	1.8	39.2	14.8	0.5	1.0	20.2	15.6	2.8	0.1	4.1
	Ocp	1.1	1.4	2.0	4.1	10.2	1.4	1.1	13.3	10.5	34.9
1000-1100	Pro	1.3	35.0	14.3	0.5	1.2	22.1	19.2	2.5	0.0	4.0
	Ocp	1.1	1.4	2.0	2.6	8.9	1.4	1.2	11.1	0.0	28.9
1100-1200	Pro	1.2	36.8	13.3	0.6	1.0	21.2	19.3	2.3	0.0	4.1
	Ocp	1.1	1.4	2.1	2.7	10.4	1.4	1.2	9.6	0.0	27.7
1200-1300	Pro	1.3	38.3	13.3	0.6	1.2	19.9	18.9	2.4	0.0	4.0
	Ocp	1.1	1.4	2.1	4.9	10.0	1.4	1.2	12.6	0.0	26.9
1300-1400	Pro	1.2	36.4	13.6	0.8	1.2	19.6	20.8	2.1	0.0	4.2
	Ocp	1.0	1.4	2.1	2.1	10.6	1.5	1.2	10.4	0.0	30.2
1400-1500	Pro	1.2	39.7	13.1	0.6	0.9	19.7	19.0	2.2	0.1	3.5
	Ocp	1.0	1.5	2.1	2.1	9.3	1.4	1.2	12.1	1.0	28.2
1500-1600	Pro	1.6	38.3	13.1	0.9	1.2	19.5	19.2	2.2	0.1	3.9
	Ocp	1.1	1.4	1.9	3.7	11.5	1.4	1.2	14.1	3.0	28.2
1600-1700	Pro	1.5	39.8	14.1	1.1	1.2	17.9	17.1	3.3	0.1	4.1
	Ocp	1.1	1.4	2.0	5.6	11.7	1.4	1.2	9.9	5.4	36.1
1700-1800	Pro	3.4	43.9	14.0	0.9	1.0	18.0	11.6	3.2	0.1	4.0
	Ocp	1.1	1.4	2.0	3.4	14.7	1.4	1.1	12.6	5.4	50.3
1800-1900	Pro	3.3	55.3	12.8	0.4	1.2	11.3	8.6	3.4	0.1	3.8
	Ocp	1.1	1.3	2.1	2.2	16.0	1.3	1.1	20.0	10.7	66.7
1900-2000	Pro	1.9	56.2	15.2	0.2	1.3	9.7	7.3	3.3	0.1	4.9
	Ocp	1.1	1.4	2.0	1.5	12.4	1.3	1.1	15.5	10.0	48.5
2000-2100	Pro	2.1	51.2	21.0	0.1	1.5	7.8	8.5	2.6	0.0	5.2
	Ocp	1.2	1.4	2.0	1.7	11.6	1.3	1.1	12.7	0.0	35.7
2100-2200	Pro	2.2	49.8	24.2	0.1	1.5	8.3	7.2	1.2	0.1	5.5
	Ocp	1.1	1.3	2.0	2.1	11.6	1.3	1.1	11.1	9.3	35.1
2200-2300	Pro	1.8	50.8	26.9	0.1	1.3	6.1	6.9	1.0	0.1	5.1
	Ocp	1.1	1.3	2.0	1.6	11.1	1.3	1.1	10.2	7.3	32.6
16 hours	Pro	2.1	43.5	15.8	0.6	1.2	16.0	13.9	2.6	0.1	4.2
	Ocp	1.1	1.4	2.0	3.8	11.7	1.4	1.1	14.3	11.1	40.3

**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