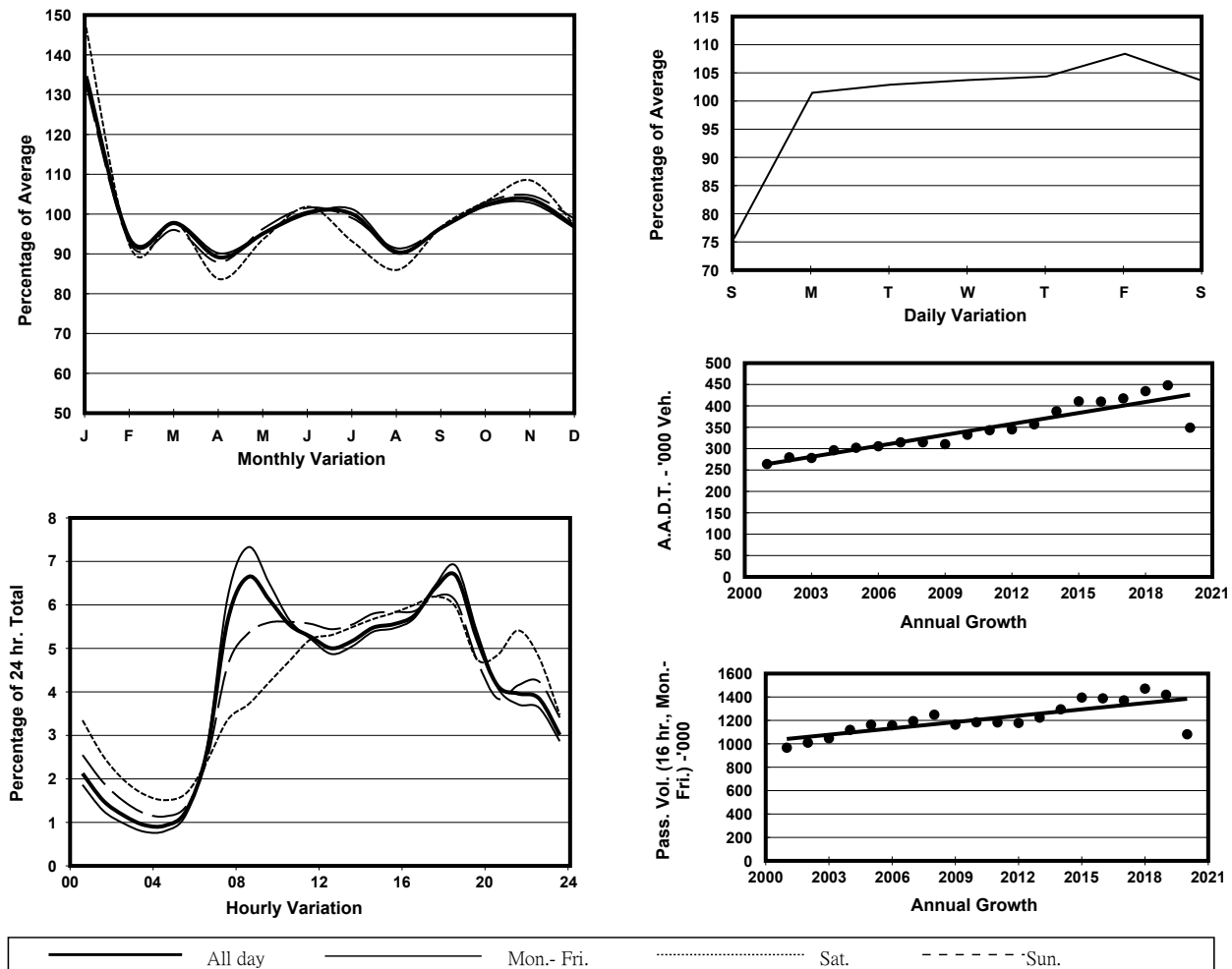


YEAR 2020

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.
IN BOUND				
A.A.D.T.	169460	178600	176860	131370
R 12 / 24 - %	68.5	70	66.6	60.5
R 16 / 24 - %	86.2	87.3	84.2	81.1
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	11050	12860	9650	5430
T - % (AM)	-	20.2	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	11530	12590	10910	8380
T - % (PM)	-	15.2	-	-
Prop.of commercial vehicles - 16 hr.	-	23.3	-	-
OUT BOUND				
A.A.D.T.	179570	189250	187340	139210
R 12 / 24 - %	69.9	71.3	68.3	62.7
R 16 / 24 - %	86.6	87.7	84.8	81.8
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	12150	14100	10720	6000
T - % (AM)	-	20.4	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	11740	12770	11650	8370
T - % (PM)	-	15	-	-
Prop.of commercial vehicles - 16 hr.	-	22.5	-	-

3. OTHER INFORMATION AND COMMENT

Tsing Yi External Cordon
Year 2020

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	4.4	43.9	10.6	0.7	1.6	15.9	14.6	3.4	0.1	4.9
	Ocp	1.0	1.3	1.9	5.3	11.3	1.4	1.1	21.4	20.3	53.3
0800-0900 Peak Hour	Pro	3.5	46.9	10.0	0.5	1.4	17.3	13.4	2.5	0.1	4.5
	Ocp	1.1	1.3	1.9	1.8	12.7	1.4	1.1	24.8	17.5	57.0
0900-1000	Pro	1.7	39.8	10.2	0.5	1.2	22.1	19.2	1.1	0.1	4.3
	Ocp	1.0	1.3	1.8	2.2	9.7	1.5	1.1	5.5	10.3	33.0
1000-1100	Pro	1.8	33.6	9.7	0.6	1.1	25.4	22.8	1.0	0.1	4.0
	Ocp	1.1	1.3	1.8	1.8	9.2	1.4	1.1	5.4	11.0	25.5
1100-1200	Pro	1.9	35.4	9.6	0.6	1.2	24.7	21.2	1.2	0.1	4.1
	Ocp	1.0	1.3	1.8	2.4	8.5	1.3	1.1	6.9	6.4	24.6
1200-1300	Pro	1.9	36.5	9.2	1.2	1.4	23.3	21.2	1.2	0.1	4.0
	Ocp	1.1	1.4	1.9	3.6	10.3	1.3	1.1	7.0	6.0	25.5
1300-1400	Pro	2.1	35.3	7.2	1.2	1.1	23.7	24.1	1.6	0.1	3.6
	Ocp	1.1	1.4	1.9	5.3	12.6	1.4	1.1	11.9	7.2	32.7
1400-1500	Pro	2.0	36.4	7.8	1.0	1.2	25.0	21.6	1.4	0.1	3.4
	Ocp	1.1	1.4	1.9	2.1	11.6	1.4	1.1	4.4	12.7	27.5
1500-1600	Pro	2.2	36.4	7.8	0.7	1.1	24.9	22.1	0.8	0.1	3.9
	Ocp	1.1	1.4	1.9	2.4	9.3	1.4	1.2	8.5	7.6	28.0
1600-1700	Pro	2.4	37.9	8.6	0.7	1.3	22.3	21.3	1.2	0.1	4.3
	Ocp	1.0	1.4	1.8	2.3	9.7	1.5	1.1	7.1	11.9	31.5
1700-1800	Pro	4.2	45.4	8.0	0.6	1.1	20.1	14.5	1.5	0.1	4.5
	Ocp	1.1	1.4	1.9	2.9	12.4	1.4	1.1	8.1	16.6	45.2
1800-1900	Pro	4.5	58.0	8.2	0.2	1.2	12.9	8.7	2.1	0.1	4.3
	Ocp	1.1	1.4	1.9	1.4	13.7	1.3	1.1	25.5	23.5	61.5
1900-2000	Pro	2.8	59.1	9.8	0.1	1.5	9.9	9.1	2.4	0.1	5.5
	Ocp	1.1	1.3	1.9	1.4	10.5	1.3	1.2	13.3	13.0	45.2
2000-2100	Pro	2.9	55.7	12.3	0.1	1.7	9.9	10.1	1.7	0.1	5.7
	Ocp	1.1	1.4	1.9	1.0	8.9	1.3	1.1	16.4	16.5	32.4
2100-2200	Pro	3.7	50.1	14.6	0.1	1.8	9.6	12.6	1.1	0.1	6.4
	Ocp	1.1	1.4	1.8	3.0	8.1	1.3	1.1	9.9	3.0	28.9
2200-2300	Pro	2.9	50.1	17.7	0.2	1.6	9.1	11.4	0.8	0.1	6.1
	Ocp	1.2	1.3	1.9	3.1	7.4	1.3	1.1	8.9	7.0	26.7
16 hours	Pro	2.8	43.7	9.8	0.6	1.3	18.9	16.8	1.6	0.1	4.5
	Ocp	1.1	1.3	1.9	3.1	10.5	1.4	1.1	14.6	12.8	37.9

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