

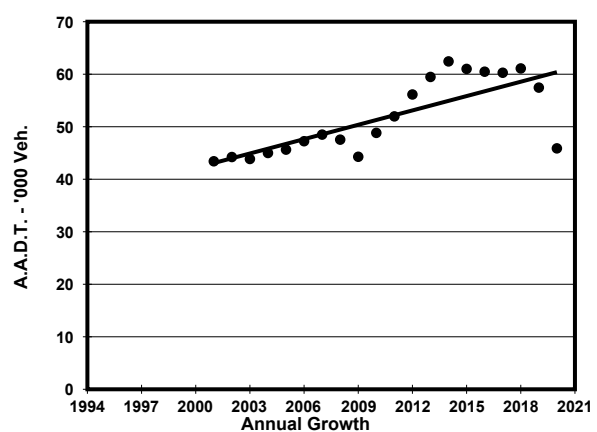
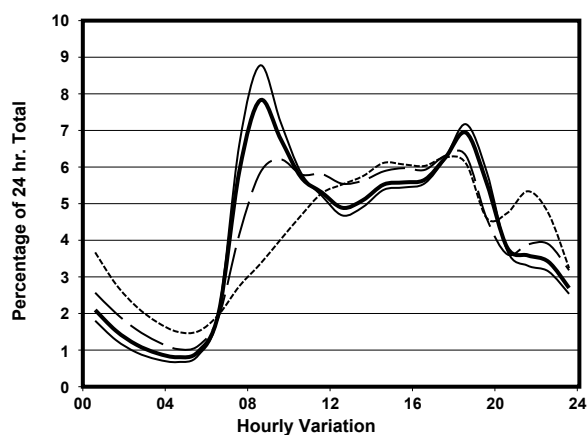
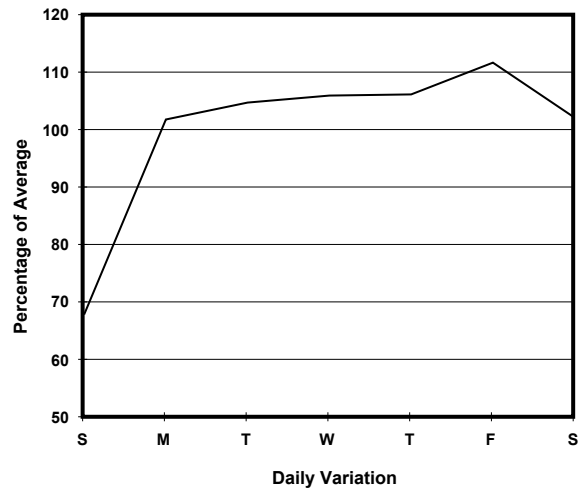
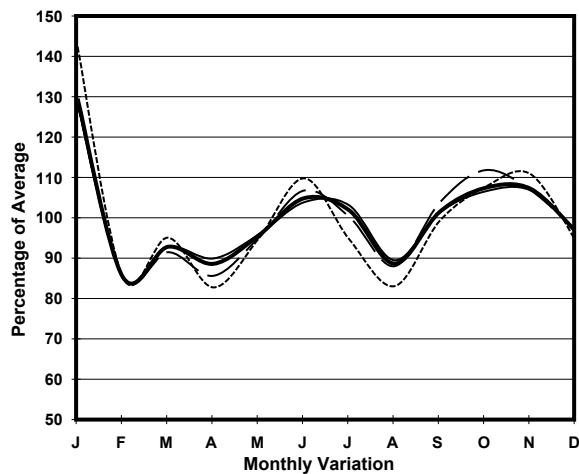
YEAR 2020

LINK TSING LONG HIGHWAY - TAI LAM TUNNEL (from AU  
TAU INT to TUEN MUN RD)

CORE STATION 5029  
ROAD NETWORK MAJOR  
ROAD TYPE EXPRESSWAY



## 1. TRAFFIC FLOW VARIATION AND GROWTH



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

## 2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
<b>SOUTH BOUND</b>				
A.A.D.T.	23930	25990	24220	16150
R 12 / 24 - %	78.2	80.3	74.3	66.4
R 16 / 24 - %	89	90.1	87.2	83.4
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	2800	3450	1990	790
T - % (AM)	-	24.6	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	1210	1260	1340	1010
T - % (PM)	-	31.6	-	-
Prop.of commercial vehicles - 16 hr.	-	27.4	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	21950	23450	23220	15830
R 12 / 24 - %	64.2	65.1	64.3	57.4
R 16 / 24 - %	86.5	88.1	83.5	79.3
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	970	1070	1030	490
T - % (AM)	-	37.2	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2030	2350	1720	1000
T - % (PM)	-	19	-	-
Prop.of commercial vehicles - 16 hr.	-	28.1	-	-

## 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	2.7	49.1	5.2	0.1	0.0	16.8	16.1	1.5	0.1	8.3
	Ocp	1.1	1.4	2.2	17.0	0.0	1.5	1.1	40.2	14.0	78.5
0800-0900 Peak hour	Pro	1.2	49.9	4.2	0.0	0.0	18.4	19.5	0.6	0.1	6.1
	Ocp	1.0	1.3	2.1	0.0	0.0	1.6	1.2	32.9	9.8	71.5
0900-1000	Pro	1.0	45.6	4.5	0.1	0.0	20.7	21.9	0.0	0.1	6.1
	Ocp	1.0	1.3	2.1	4.0	0.0	1.5	1.3	0.0	10.0	45.9
1000-1100	Pro	1.5	37.8	5.4	0.3	0.0	23.5	24.3	0.3	0.1	6.7
	Ocp	1.1	1.4	2.0	3.0	0.0	1.3	1.3	19.5	10.7	39.4
1100-1200	Pro	1.0	41.4	5.0	0.0	0.0	21.5	24.3	0.2	0.2	6.3
	Ocp	1.2	1.3	2.1	0.0	0.0	1.6	1.2	1.0	5.8	41.9
1200-1300	Pro	0.6	41.4	5.0	0.2	0.0	21.1	24.2	0.0	0.2	7.3
	Ocp	1.0	1.3	2.3	1.0	0.0	1.5	1.2	0.0	6.0	38.7
1300-1400	Pro	0.4	41.1	2.0	0.4	0.0	19.5	28.6	0.2	0.2	7.5
	Ocp	1.0	1.4	1.9	1.0	0.0	1.5	1.3	53.0	7.3	40.8
1400-1500	Pro	0.5	38.5	4.1	0.0	0.0	21.8	28.9	0.0	0.2	6.2
	Ocp	1.0	1.4	2.2	0.0	0.0	1.4	1.2	0.0	4.0	38.9
1500-1600	Pro	0.7	41.2	3.9	0.0	0.0	21.8	25.6	0.0	0.2	6.7
	Ocp	1.0	1.4	2.3	0.0	0.0	1.4	1.2	0.0	10.5	40.2
1600-1700	Pro	1.5	41.8	3.8	0.2	0.0	22.7	22.4	0.0	0.2	7.5
	Ocp	1.0	1.4	2.0	16.0	0.0	1.5	1.2	0.0	6.8	50.1
1700-1800	Pro	2.0	46.9	5.7	0.3	0.0	17.9	18.7	0.2	0.2	8.1
	Ocp	1.2	1.5	2.2	1.5	0.0	1.7	1.2	1.0	18.0	62.1
1800-1900	Pro	3.1	58.0	3.8	0.1	0.0	14.1	11.7	1.2	0.1	7.8
	Ocp	1.0	1.4	1.8	1.0	0.0	1.6	1.1	31.8	18.8	80.1
1900-2000	Pro	1.6	64.1	5.0	0.0	0.0	10.7	9.9	0.5	0.1	8.1
	Ocp	1.2	1.4	2.2	0.0	0.0	1.4	1.1	41.8	17.8	69.0
2000-2100	Pro	1.4	62.8	3.5	0.0	0.0	7.3	13.2	0.2	0.2	11.4
	Ocp	1.2	1.7	1.9	0.0	0.0	1.5	1.1	1.0	9.8	48.7
2100-2200	Pro	3.1	52.0	14.3	0.0	0.0	9.1	9.4	0.0	0.3	11.7
	Ocp	1.4	1.5	2.2	0.0	0.0	1.5	1.1	0.0	10.3	42.7
2200-2300	Pro	2.3	51.8	16.0	0.0	0.0	7.8	11.0	0.3	0.3	10.5
	Ocp	1.3	1.6	2.0	0.0	0.0	1.4	1.0	1.0	9.2	38.9
16 hours	Pro	1.5	47.9	5.2	0.1	0.0	17.6	19.5	0.4	0.2	7.6
	Ocp	1.1	1.4	2.1	4.5	0.0	1.5	1.2	32.1	10.4	54.5

**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