

YEAR 2022

CORE STATION 5033

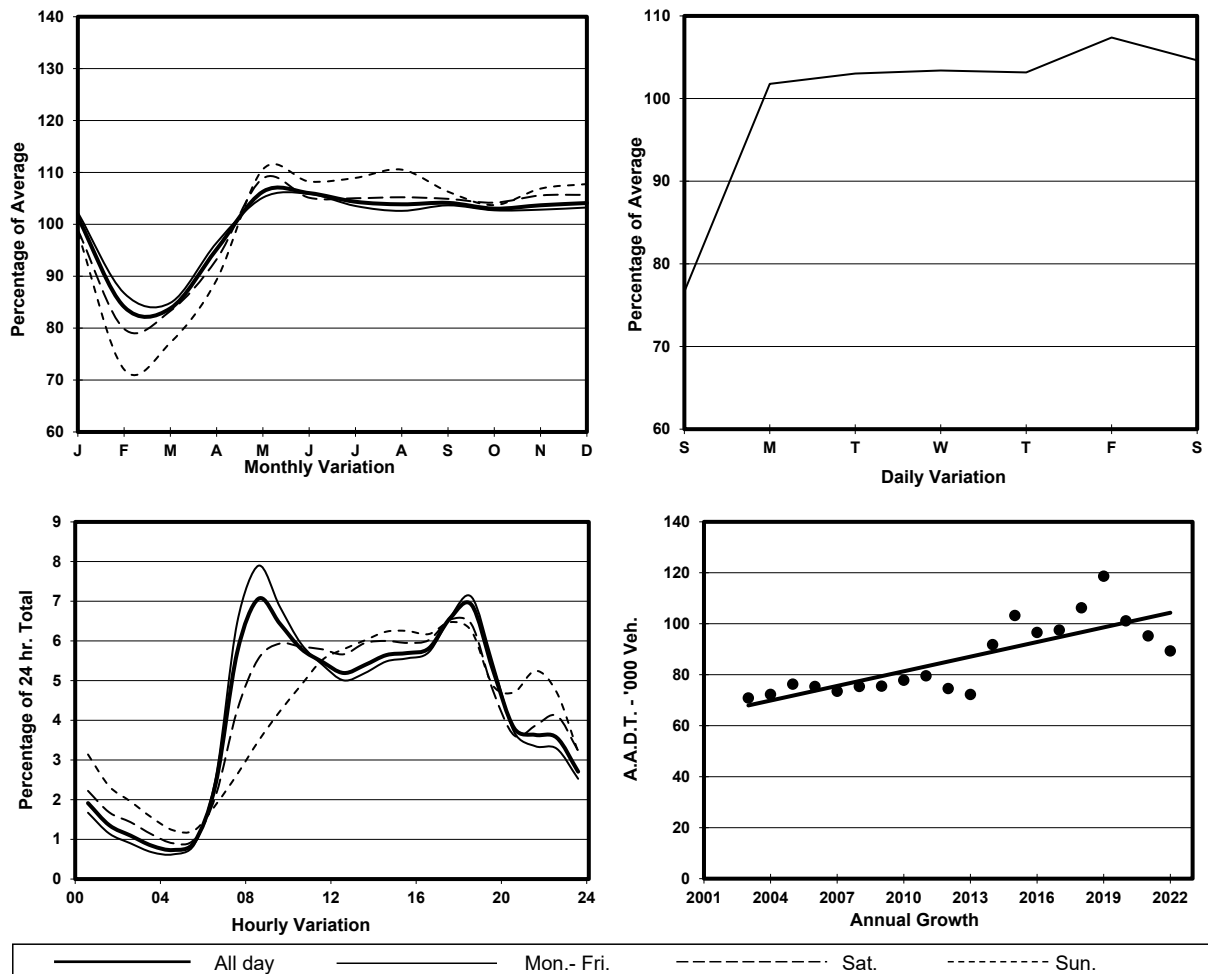
ROAD NETWORK MAJOR

ROAD TYPE EXPRESSWAY

LINK TSING LONG HIGHWAY - TING KAU BRIDGE (from NW  
TSING YI INT SOUTHERN TIP 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.	46180	48500	49020	35900
R 12 / 24 - %	77.1	78.9	74.3	69.3
R 16 / 24 - %	88.8	89.5	87.6	85.5
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	4350	5180	3580	1830
T - % (AM)	-	19.6	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	2610	2690	2820	2220
T - % (PM)	-	15.8	-	-
Prop.of commercial vehicles - 16 hr.	-	21	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	43130	45420	45790	33010
R 12 / 24 - %	65.9	67.2	65.2	58.1
R 16 / 24 - %	87.1	88.5	84.9	81.3
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	2050	2280	2050	1080
T - % (AM)	-	17.9	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	3680	4100	3390	2240
T - % (PM)	-	15.3	-	-
Prop.of commercial vehicles - 16 hr.	-	20	-	-

## 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	4.4	50.5	6.3	1.0	0.8	14.8	14.8	2.6	0.0	4.8
	Ocp	1.1	1.4	2.0	4.8	12.5	1.4	1.1	21.8	0.0	77.8
0800-0900 Peak hour	Pro	3.0	49.3	7.0	0.5	0.6	17.6	14.7	2.3	0.1	5.0
	Ocp	1.1	1.4	2.0	2.7	17.4	1.4	1.1	31.4	1.0	73.2
0900-1000	Pro	1.8	43.7	8.2	0.4	0.5	24.9	15.4	1.0	0.0	4.2
	Ocp	1.0	1.4	2.0	1.6	9.8	1.4	1.2	4.2	0.0	44.6
1000-1100	Pro	2.6	36.7	7.7	0.2	0.7	24.7	21.8	1.3	0.1	4.3
	Ocp	1.1	1.5	1.8	4.5	7.4	1.5	1.1	8.5	1.0	38.8
1100-1200	Pro	3.2	24.5	12.6	0.2	0.7	28.6	24.7	1.0	0.0	4.5
	Ocp	1.0	1.4	2.0	1.5	8.7	1.5	1.2	1.0	0.0	34.7
1200-1300	Pro	0.8	40.4	9.1	0.9	0.8	18.8	24.6	0.9	0.0	3.7
	Ocp	1.1	1.5	1.9	3.7	5.9	1.4	1.2	7.4	0.0	33.2
1300-1400	Pro	1.3	35.2	9.2	0.8	0.6	25.1	23.1	0.9	0.0	3.8
	Ocp	1.1	1.3	2.0	3.1	7.5	1.4	1.1	12.3	0.0	38.5
1400-1500	Pro	1.2	34.7	10.2	0.8	0.3	27.3	21.3	0.9	0.0	3.4
	Ocp	1.1	1.5	1.7	1.8	9.7	1.4	1.2	2.4	0.0	30.0
1500-1600	Pro	2.1	36.6	7.8	0.2	0.6	26.4	21.3	1.4	0.0	3.7
	Ocp	1.2	1.5	1.8	4.0	6.7	1.3	1.1	4.6	0.0	34.3
1600-1700	Pro	2.2	43.0	6.4	0.3	0.4	27.7	15.1	1.0	0.0	4.0
	Ocp	1.1	1.4	1.8	3.0	13.8	1.4	1.1	12.4	0.0	39.2
1700-1800	Pro	4.4	50.0	6.9	0.5	0.6	22.7	10.0	1.0	0.0	3.9
	Ocp	1.1	1.3	2.0	3.1	11.6	1.3	1.1	6.6	0.0	61.2
1800-1900	Pro	3.4	62.2	6.2	0.3	0.6	14.2	6.1	2.2	0.0	4.8
	Ocp	1.1	1.4	2.1	2.3	17.6	1.3	1.0	28.0	0.0	71.0
1900-2000	Pro	1.6	71.2	6.2	0.0	0.6	9.5	3.2	1.8	0.0	5.9
	Ocp	1.0	1.5	1.8	0.0	11.3	1.4	1.1	26.4	0.0	49.5
2000-2100	Pro	2.4	63.2	7.1	0.1	1.0	13.0	4.4	2.1	0.0	6.7
	Ocp	1.1	1.4	1.7	1.0	10.0	1.2	1.0	9.7	0.0	39.9
2100-2200	Pro	2.8	58.0	16.7	0.3	0.9	9.4	4.8	0.9	0.0	6.3
	Ocp	1.0	1.4	2.0	6.5	12.0	1.3	1.1	1.0	0.0	34.4
2200-2300	Pro	2.9	64.0	18.3	0.0	0.9	5.4	3.3	0.3	0.1	4.9
	Ocp	1.2	1.2	1.8	0.0	8.9	1.2	1.0	1.0	6.0	37.8
16 hours	Pro	2.6	47.6	8.6	0.4	0.6	19.7	14.5	1.4	0.1	4.5
	Ocp	1.1	1.4	1.9	3.2	11.0	1.4	1.1	17.0	2.7	49.9

**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