

YEAR 2022

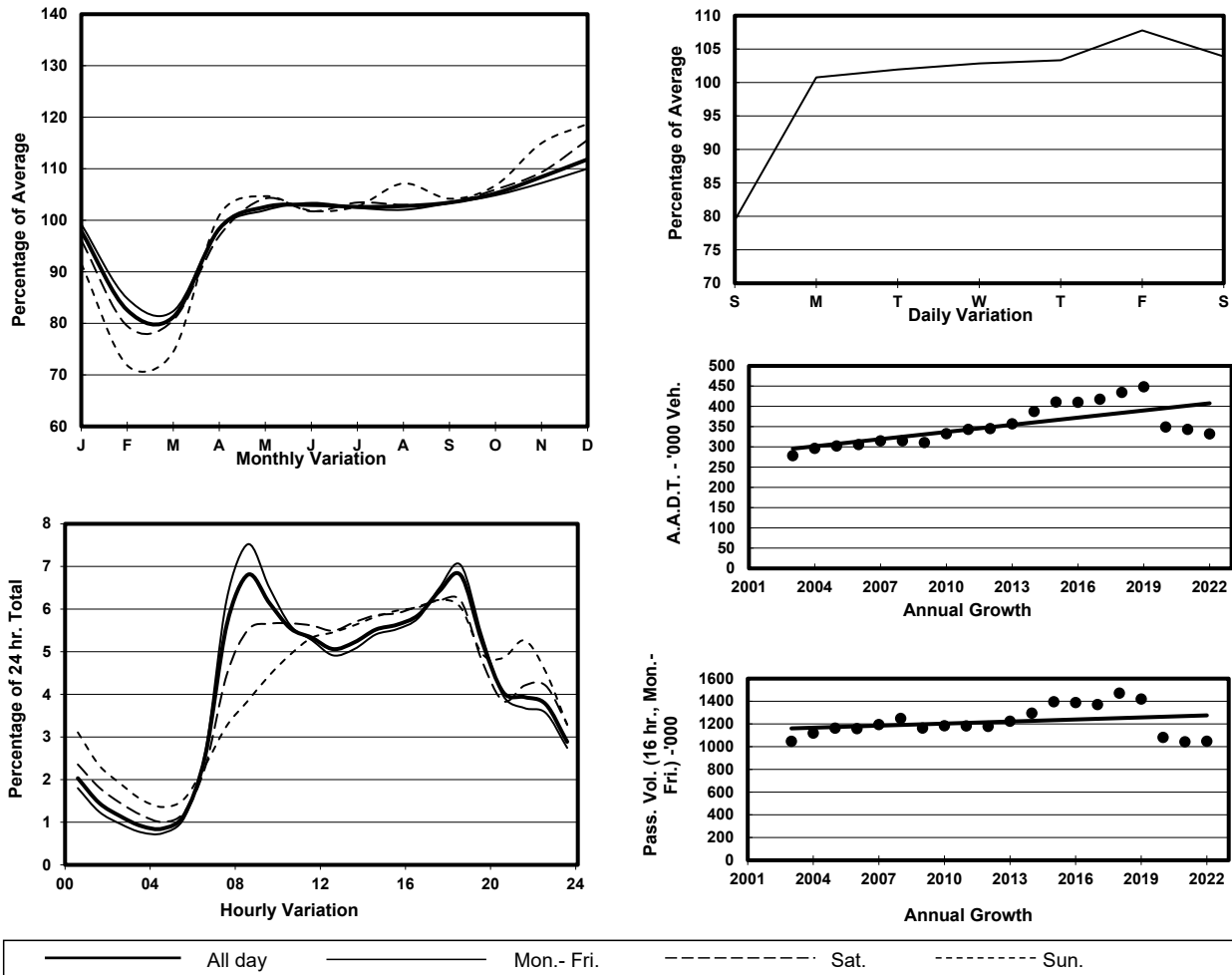
Location

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.	164040	171200	173260	132010
R 12 / 24 - %	68.8	70.3	67.1	61.4
R 16 / 24 - %	86.5	87.5	84.8	81.8
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	10920	12640	9510	5690
T - % (AM)	-	18.9	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	11330	12290	10800	8270
T - % (PM)	-	13.6	-	-
Prop.of commercial vehicles - 16 hr.	-	20.2	-	-
OUT BOUND				
A.A.D.T.	168000	175800	176510	133860
R 12 / 24 - %	71.1	72.4	69.5	64.5
R 16 / 24 - %	87.4	88.4	85.9	83.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	11680	13470	10280	6130
T - % (AM)	-	17.7	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	11230	12110	11110	8250
T - % (PM)	-	14.2	-	-
Prop.of commercial vehicles - 16 hr.	-	18.9	-	-

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	3.7	43.4	14.9	1.1	1.4	15.5	12.2	3.5	0.1	4.3
	Ocp	1.1	1.4	2.1	6.8	14.7	1.4	1.1	20.8	20.4	59.0
0800-0900 Peak Hour	Pro	2.5	46.8	13.8	0.6	1.1	16.9	11.7	2.5	0.1	4.1
	Ocp	1.1	1.3	2.0	5.1	13.5	1.4	1.2	21.0	18.2	61.8
0900-1000	Pro	1.7	40.5	14.4	0.4	1.1	22.9	13.8	1.5	0.1	3.6
	Ocp	1.0	1.4	2.0	1.9	9.7	1.4	1.2	7.4	15.2	35.7
1000-1100	Pro	1.8	32.1	13.8	0.6	1.1	25.5	20.0	1.2	0.1	3.7
	Ocp	1.1	1.4	2.0	2.8	10.0	1.4	1.1	7.9	6.2	30.0
1100-1200	Pro	2.3	30.8	15.3	0.5	1.2	25.3	19.1	1.5	0.1	3.9
	Ocp	1.0	1.4	2.0	2.5	8.8	1.4	1.2	4.7	6.3	26.4
1200-1300	Pro	1.4	37.6	13.8	1.0	1.5	20.0	18.9	2.0	0.1	3.8
	Ocp	1.1	1.4	2.0	4.3	9.7	1.4	1.2	7.4	6.8	25.7
1300-1400	Pro	1.5	34.6	12.9	0.9	1.3	23.7	19.3	2.1	0.1	3.8
	Ocp	1.1	1.4	2.0	4.6	10.4	1.3	1.1	11.2	11.0	31.0
1400-1500	Pro	1.6	34.9	12.8	0.8	1.1	25.5	17.8	1.9	0.1	3.6
	Ocp	1.0	1.5	1.9	2.1	9.7	1.4	1.1	4.1	10.0	25.2
1500-1600	Pro	1.8	34.7	13.4	0.8	1.2	24.4	17.9	2.1	0.1	3.7
	Ocp	1.1	1.4	2.0	3.9	10.3	1.4	1.2	6.9	5.8	27.3
1600-1700	Pro	2.0	38.7	12.5	0.8	1.2	23.4	15.0	2.6	0.1	3.8
	Ocp	1.1	1.4	1.9	2.9	12.2	1.4	1.1	7.6	13.7	34.5
1700-1800	Pro	4.3	44.6	11.6	0.7	1.2	20.2	10.7	2.7	0.1	4.0
	Ocp	1.1	1.4	2.0	3.0	13.9	1.4	1.1	8.1	10.4	52.6
1800-1900	Pro	3.6	56.3	11.5	0.3	1.2	13.3	6.4	3.2	0.1	4.2
	Ocp	1.1	1.4	2.1	2.1	16.4	1.3	1.1	19.5	19.6	62.8
1900-2000	Pro	2.4	60.3	14.1	0.1	1.5	9.4	5.1	1.9	0.1	5.2
	Ocp	1.1	1.4	2.0	2.8	11.5	1.3	1.1	14.4	16.0	44.2
2000-2100	Pro	2.6	52.6	16.9	0.3	1.8	11.1	5.8	3.1	0.0	5.9
	Ocp	1.1	1.4	1.9	2.2	10.9	1.2	1.1	11.6	0.0	34.0
2100-2200	Pro	3.0	49.1	21.9	0.2	1.6	9.4	6.8	2.3	0.1	5.7
	Ocp	1.1	1.4	2.0	6.6	10.0	1.2	1.1	3.2	13.0	29.4
2200-2300	Pro	2.7	52.0	22.5	0.2	1.8	7.6	6.1	1.6	0.1	5.3
	Ocp	1.1	1.4	1.9	1.9	10.1	1.2	1.0	3.9	8.5	29.4
16 hours	Pro	2.5	42.9	14.3	0.6	1.3	18.8	13.1	2.3	0.1	4.2
	Ocp	1.1	1.4	2.0	3.8	11.6	1.4	1.1	11.8	12.1	40.1

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