

YEAR 2003

CORE STATION 5029

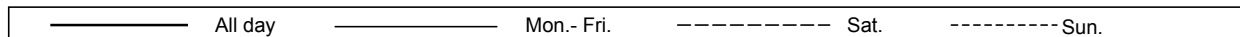
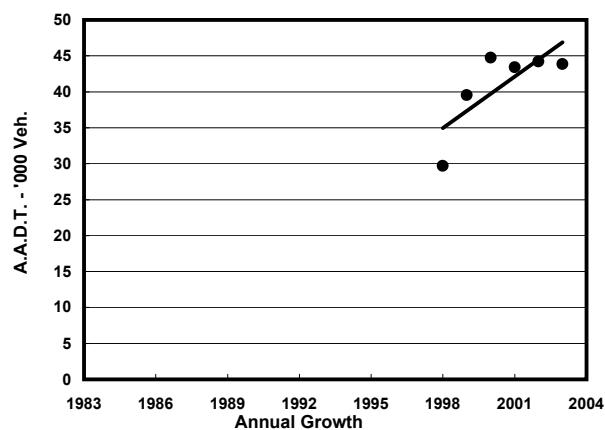
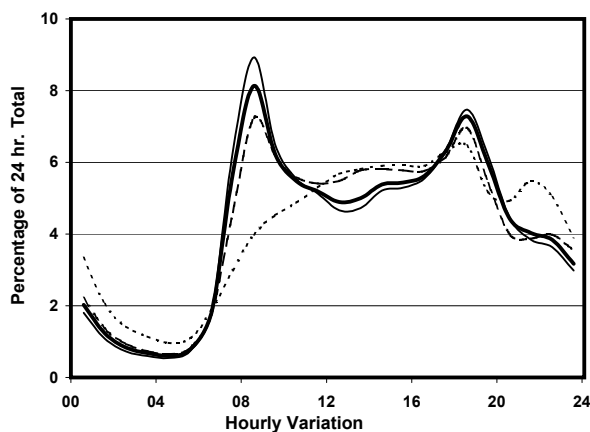
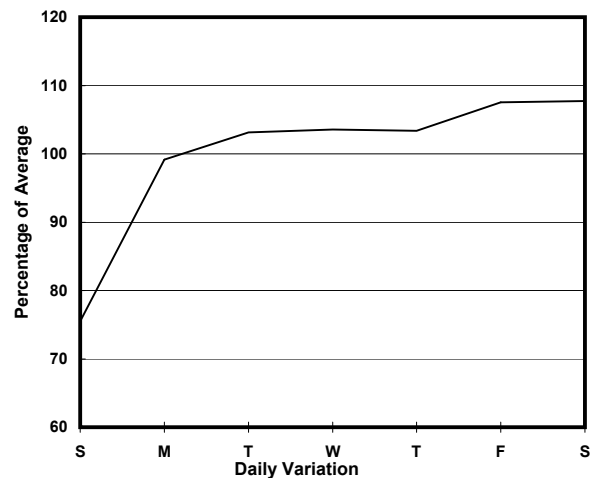
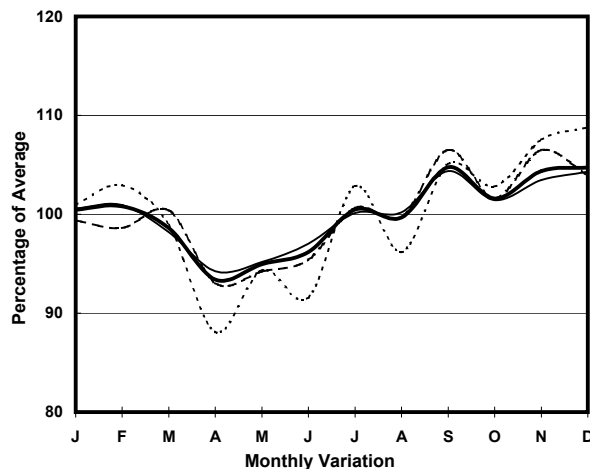
ROAD NETWORK MAJOR

ROAD TYPE EXPRESSWAY

LINK TSING LONG HIGHWAY - TAI LAM TUNNEL (from AU TAU INT 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.	22400	23570	24260	16850
R 12 / 24 - %	76.6	77.9	75.5	68.9
R 16 / 24 - %	90.6	91.1	90.2	87.3
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	2600	3030	2550	870
T - % (AM)	-	28	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	1350	1380	1500	1130
T - % (PM)	-	33.8	-	-
Prop.of commercial vehicles - 16 hr.	-	33.3	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	21460	22380	23790	16550
R 12 / 24 - %	64.4	65	65.9	58.4
R 16 / 24 - %	87.1	88.3	85.8	81.2
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1020	1100	1080	640
T - % (AM)	-	41.6	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	1850	2050	1850	1030
T - % (PM)	-	35	-	-
Prop.of commercial vehicles - 16 hr.	-	35.8	-	-

## 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	1.0	38.0	2.8	0.3	0.0	15.1	21.8	9.2	0.0	11.8
	Ocp	1.0	1.7	2.2	4.0	0.0	1.7	1.2	33.2	0.0	77.6
0800-0900 Peak hour	Pro	1.2	50.7	2.5	1.0	0.0	14.5	16.2	5.7	0.0	8.3
	Ocp	1.2	1.5	2.0	4.6	0.0	1.7	1.3	34.8	0.0	69.4
0900-1000	Pro	0.1	47.4	2.9	0.4	0.0	17.4	18.1	3.9	0.0	9.8
	Ocp	1.0	1.5	2.3	2.7	0.0	1.6	1.3	24.1	0.0	40.7
1000-1100	Pro	0.2	38.0	1.7	0.8	0.0	18.9	27.4	3.5	0.0	9.5
	Ocp	2.0	1.6	2.2	3.0	0.0	1.6	1.3	30.1	0.0	28.5
1100-1200	Pro	0.4	41.1	1.3	0.8	0.0	19.1	23.1	3.6	0.0	10.8
	Ocp	1.0	1.5	1.6	1.8	0.0	1.6	1.3	20.0	0.0	30.5
1200-1300	Pro	0.2	41.8	2.4	0.4	0.0	16.1	24.8	2.9	0.0	11.4
	Ocp	1.0	1.6	1.7	2.5	0.0	1.7	1.2	26.9	0.0	27.7
1300-1400	Pro	0.5	39.8	1.6	0.9	0.0	16.7	27.0	3.2	0.0	10.2
	Ocp	1.0	1.5	1.8	8.4	0.0	1.6	1.2	26.4	0.0	31.4
1400-1500	Pro	0.4	40.3	1.4	0.4	0.0	22.0	22.7	3.6	0.0	9.3
	Ocp	1.0	1.7	2.3	2.0	0.0	1.6	1.2	36.3	0.0	31.4
1500-1600	Pro	0.4	41.1	1.6	1.6	0.0	17.5	25.0	3.9	0.0	9.0
	Ocp	1.0	1.5	2.0	3.6	0.0	1.6	1.2	29.2	0.0	30.3
1600-1700	Pro	0.2	41.2	1.6	1.4	0.0	17.6	24.0	2.5	0.0	11.5
	Ocp	1.0	1.5	1.6	3.9	0.0	1.8	1.1	30.1	0.0	32.0
1700-1800	Pro	0.4	48.6	3.0	0.2	0.0	18.2	16.8	2.7	0.0	10.1
	Ocp	1.0	1.5	2.4	4.0	0.0	1.6	1.2	32.2	0.0	48.1
1800-1900	Pro	0.9	49.5	2.5	0.5	0.0	12.3	16.1	7.0	0.0	11.3
	Ocp	1.2	1.5	1.9	2.0	0.0	1.6	1.2	30.4	0.0	70.5
1900-2000	Pro	1.3	57.8	1.9	0.6	0.0	8.7	12.4	5.9	0.0	11.3
	Ocp	1.1	1.5	2.0	1.3	0.0	1.8	1.1	35.3	0.0	62.3
2000-2100	Pro	0.7	59.3	3.5	0.4	0.0	8.0	13.3	4.2	0.0	10.6
	Ocp	1.0	1.5	2.3	2.5	0.0	2.0	1.1	30.1	0.0	43.0
2100-2200	Pro	0.7	53.4	5.6	0.2	0.0	9.2	12.1	5.8	0.0	12.9
	Ocp	1.3	1.7	2.3	8.0	0.0	1.9	1.1	20.9	0.0	40.4
2200-2300	Pro	1.8	53.4	8.5	0.5	0.0	8.3	8.3	5.5	0.0	13.8
	Ocp	1.1	1.7	2.2	6.5	0.0	1.8	1.0	20.0	0.0	46.2
16 hours	Pro	0.7	46.5	2.6	0.7	0.0	15.2	19.3	4.6	0.0	10.5
	Ocp	1.1	1.5	2.1	3.8	0.0	1.7	1.2	29.9	0.0	46.4

**Legend**

- Pro.** Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)
- Ocp.** Average occupancy of vehicles
- M&H** Medium and Heavy