

YEAR 2003

CORE STATION 5033

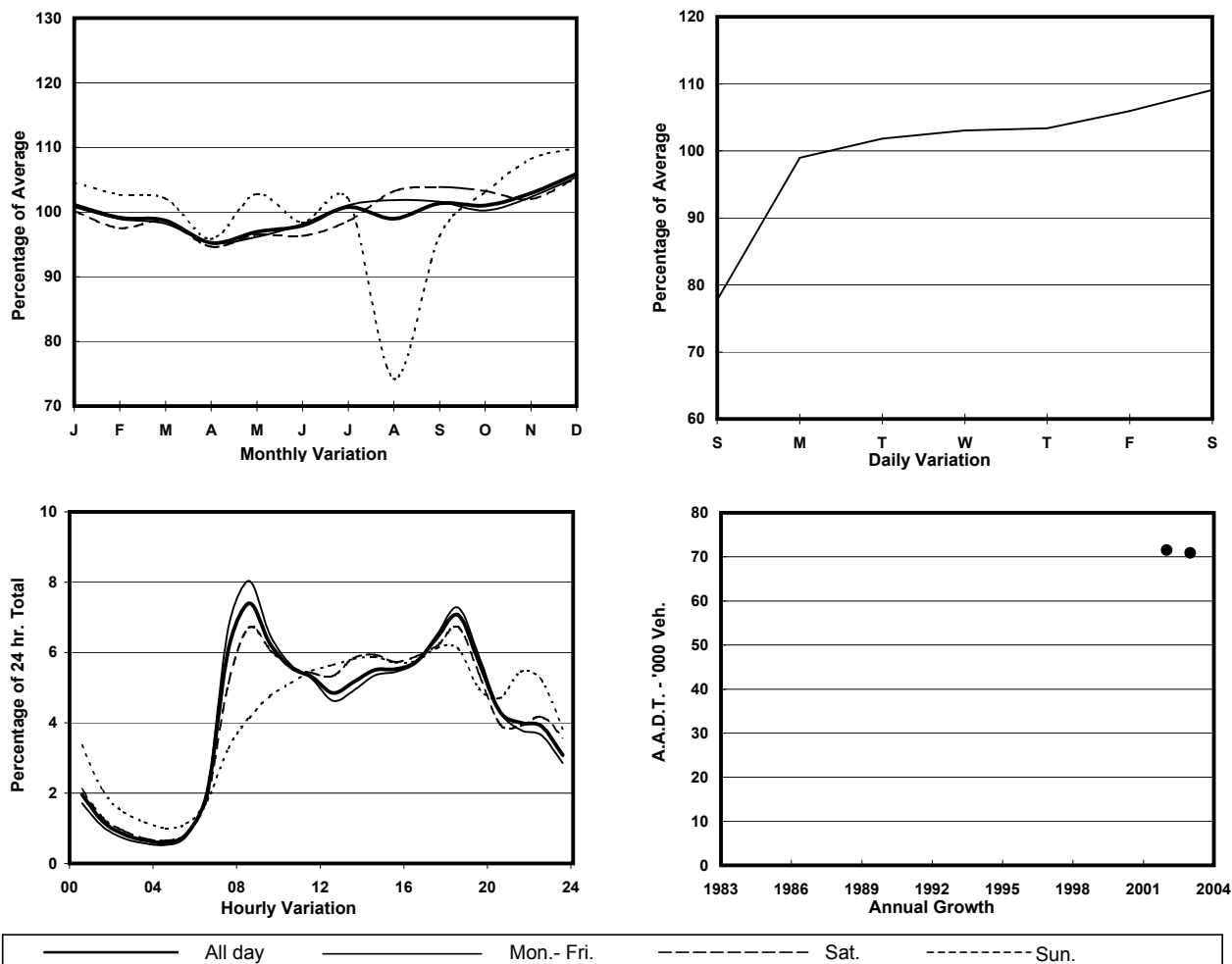
ROAD NETWORK MAJOR

ROAD TYPE EXPRESSWAY

LINK TSING LONG HIGHWAY - TING KAU BRIDGE (from TSING YI NW INT to TUEN MUN RD)



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	36850	38310	40600	29020
R 12 / 24 - %	76.8	78.1	75.3	69.7
R 16 / 24 - %	90.3	90.8	89.9	87.2
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	3610	4100	3650	1620
T - % (AM)	-	28.9	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1700-1800
One-way flow at PM peak hour	2200	2300	2470	1760
T - % (PM)	-	40.8	-	-
Prop.of commercial vehicles - 16 hr.	-	34.7	-	-
NORTH BOUND				
A.A.D.T.	34010	35280	37790	26810
R 12 / 24 - %	64.5	65.3	65.5	57.5
R 16 / 24 - %	87.2	88.4	85.9	80.9
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1640	1820	1750	1050
T - % (AM)	-	39	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	2840	3130	2800	1660
T - % (PM)	-	29.4	-	-
Prop.of commercial vehicles - 16 hr.	-	35.2	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor	Private	Taxi	Private	PLB	Goods veh.		Non	Fr. Bus	
		Cycle	Car		LB		Light	M & H	Fr. Bus	SD	DD
0700-0800	Pro	2.4	37.1	4.8	2.1	0.5	19.6	22.1	7.1	0.0	4.4
	Ocp	1.0	1.2	1.9	9.3	11.2	1.4	1.1	31.6	0.0	61.2
0800-0900 Peak hour	Pro	2.3	47.4	2.4	1.0	0.2	14.6	21.2	6.7	0.0	4.3
	Ocp	1.1	1.2	1.8	8.8	7.3	1.6	1.1	25.0	0.0	58.9
0900-1000	Pro	1.2	37.3	3.4	1.8	0.3	19.2	27.3	4.9	0.0	4.6
	Ocp	1.1	1.4	1.9	5.9	4.0	1.6	1.2	26.0	0.0	35.6
1000-1100	Pro	0.4	34.1	3.2	1.4	0.2	22.9	29.8	2.6	0.0	5.3
	Ocp	1.0	1.4	1.8	4.8	6.5	1.4	1.1	22.3	0.0	27.1
1100-1200	Pro	1.0	27.9	3.6	1.5	0.4	24.1	34.1	2.6	0.0	4.8
	Ocp	1.2	1.4	1.8	2.6	3.3	1.4	1.1	13.9	0.0	27.7
1200-1300	Pro	0.4	33.8	3.2	1.5	0.4	20.2	32.6	2.5	0.0	5.5
	Ocp	1.0	1.4	1.6	4.5	9.0	1.4	1.2	18.2	0.0	22.1
1300-1400	Pro	0.6	26.2	3.3	0.9	0.3	24.8	35.7	3.1	0.0	5.0
	Ocp	1.0	1.3	1.6	3.0	4.0	1.4	1.1	13.6	0.0	24.0
1400-1500	Pro	0.8	32.3	3.1	1.6	0.6	21.8	33.4	2.1	0.0	4.2
	Ocp	1.0	1.4	1.8	2.8	5.3	1.3	1.1	21.2	0.0	20.4
1500-1600	Pro	1.2	32.4	2.4	1.1	0.3	20.0	34.1	4.0	0.0	4.5
	Ocp	1.0	1.5	2.0	1.9	8.3	1.4	1.1	21.5	0.0	23.9
1600-1700	Pro	1.4	34.7	3.5	1.3	0.3	20.9	29.1	3.7	0.0	5.1
	Ocp	1.1	1.5	1.9	3.8	11.3	1.4	1.1	17.4	0.0	29.1
1700-1800	Pro	1.9	31.6	3.1	1.6	0.4	24.1	27.5	4.1	0.0	5.7
	Ocp	1.0	1.3	1.7	4.4	10.8	1.2	1.1	14.3	0.0	41.2
1800-1900	Pro	1.2	51.0	1.9	1.1	0.4	15.2	18.7	6.2	0.0	4.3
	Ocp	1.1	1.3	1.6	4.5	9.2	1.2	1.0	33.5	0.0	59.0
1900-2000	Pro	1.4	56.0	3.8	0.5	0.7	12.8	13.8	6.2	0.0	4.9
	Ocp	1.1	1.3	1.8	1.0	14.1	1.2	1.0	33.6	0.0	49.4
2000-2100	Pro	1.7	40.0	6.6	0.6	0.6	15.4	21.6	7.1	0.0	6.3
	Ocp	1.1	1.4	1.6	1.8	17.0	1.5	1.1	21.0	0.0	32.3
2100-2200	Pro	1.8	55.7	6.5	0.1	0.3	6.7	18.0	4.5	0.0	6.2
	Ocp	1.1	1.3	1.6	1.0	8.0	1.4	1.0	16.9	0.0	30.9
2200-2300	Pro	0.9	61.6	6.2	0.3	0.5	10.7	11.7	2.6	0.0	5.7
	Ocp	1.0	1.2	1.7	4.5	13.8	1.2	1.0	12.3	0.0	30.4
16 hours	Pro	1.3	40.2	3.6	1.2	0.4	18.3	25.5	4.5	0.0	4.9
	Ocp	1.1	1.3	1.8	4.9	9.4	1.4	1.1	24.2	0.0	37.2

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