

YEAR 2023

CORE STATION 5033

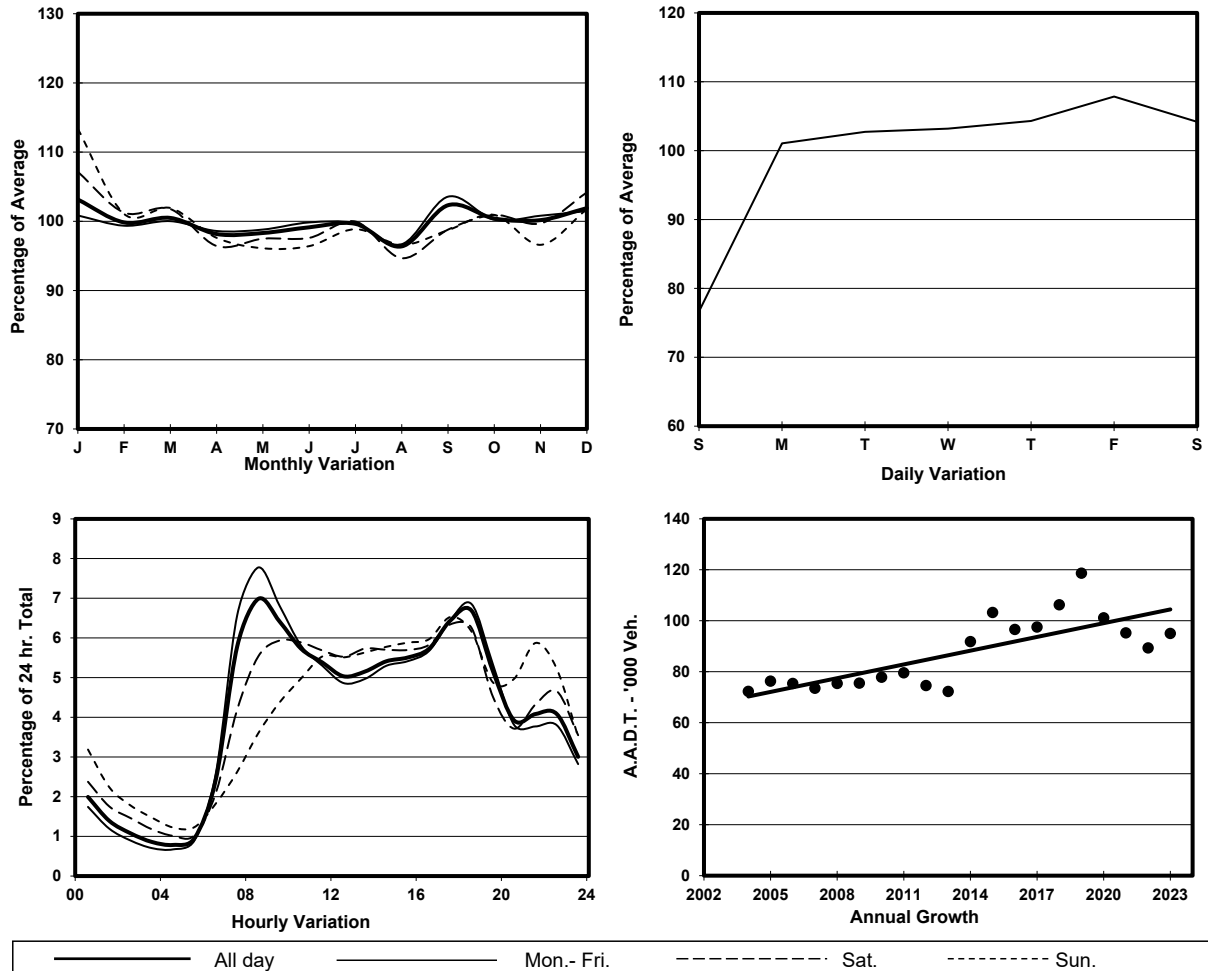
ROAD NETWORK MAJOR

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.
SOUTH BOUND				
A.A.D.T.	49040	51580	51510	38420
R 12 / 24 - %	76.3	78	73.6	68.7
R 16 / 24 - %	88.8	89.5	87.6	86.1
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	4600	5440	3830	2100
T - % (AM)	-	16.4	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	2780	2860	2940	2470
T - % (PM)	-	16.3	-	-
Prop.of commercial vehicles - 16 hr.	-	18.3	-	-
NORTH BOUND				
A.A.D.T.	45970	48300	48750	35800
R 12 / 24 - %	63.8	65.1	62.7	56.1
R 16 / 24 - %	86.1	87.4	83.4	80.7
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	2120	2360	2120	1150
T - % (AM)	-	27.7	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	3680	4080	3420	2370
T - % (PM)	-	14.4	-	-
Prop.of commercial vehicles - 16 hr.	-	21.1	-	-

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	4.8	49.5	8.7	0.4	0.7	14.8	13.6	2.8	0.0	4.7
	Ocp	1.0	1.1	2.2	10.4	11.9	1.5	1.2	18.1	0.0	71.3
0800-0900 Peak hour	Pro	2.7	52.5	8.6	0.5	0.3	17.2	12.2	2.0	0.0	4.1
	Ocp	1.0	1.2	2.3	1.7	10.5	1.4	1.1	18.6	0.0	69.8
0900-1000	Pro	1.4	42.7	8.7	0.6	0.6	23.6	16.1	2.4	0.0	3.8
	Ocp	1.0	1.3	2.1	2.9	9.6	1.4	1.1	25.1	0.0	40.4
1000-1100	Pro	1.2	42.9	7.5	0.2	0.3	22.4	20.3	2.0	0.0	3.2
	Ocp	1.1	1.4	2.0	2.0	7.3	1.4	1.1	10.9	0.0	41.5
1100-1200	Pro	0.7	41.9	8.3	0.4	0.3	22.5	21.5	1.1	0.0	3.3
	Ocp	1.0	1.3	2.2	1.6	6.3	1.4	1.1	17.4	0.0	32.8
1200-1300	Pro	1.3	41.7	8.6	0.8	0.6	19.2	22.7	2.0	0.0	3.1
	Ocp	1.1	1.3	2.1	3.8	5.6	1.3	1.1	14.6	0.0	38.9
1300-1400	Pro	1.0	40.0	7.4	0.5	0.7	25.1	20.8	1.7	0.0	2.9
	Ocp	1.1	1.3	2.2	1.8	5.4	1.4	1.1	9.5	0.0	41.6
1400-1500	Pro	1.5	43.0	7.8	0.9	0.4	21.3	20.1	2.2	0.0	2.8
	Ocp	1.0	1.4	2.3	1.7	6.8	1.4	1.1	12.9	0.0	37.3
1500-1600	Pro	1.2	42.6	7.1	0.6	0.4	28.2	14.8	2.1	0.0	3.1
	Ocp	1.0	1.4	2.2	3.0	8.4	1.4	1.1	13.0	0.0	35.0
1600-1700	Pro	1.5	47.8	7.7	0.6	0.5	20.6	15.8	2.1	0.0	3.4
	Ocp	1.1	1.4	2.2	2.5	12.9	1.5	1.1	13.3	0.0	41.5
1700-1800	Pro	3.7	53.8	7.4	0.4	0.3	17.4	11.5	1.7	0.0	3.7
	Ocp	1.0	1.3	2.2	3.0	6.8	1.4	1.1	13.5	0.0	57.2
1800-1900	Pro	2.5	61.8	8.1	0.1	0.4	13.2	7.1	2.4	0.0	4.2
	Ocp	1.0	1.5	2.1	1.0	16.7	1.2	1.1	24.0	0.0	70.3
1900-2000	Pro	2.3	60.9	13.5	0.0	0.6	9.7	5.0	2.9	0.0	5.1
	Ocp	1.0	1.4	2.0	0.0	12.4	1.4	1.1	24.8	0.0	57.3
2000-2100	Pro	2.7	64.6	11.9	0.0	0.6	9.7	3.7	1.4	0.0	5.4
	Ocp	1.2	1.4	1.9	0.0	10.2	1.3	1.1	8.0	0.0	40.7
2100-2200	Pro	2.2	63.4	11.9	0.1	0.7	12.5	4.5	0.8	0.0	4.0
	Ocp	1.1	1.4	1.9	2.0	13.3	1.2	1.2	1.4	0.0	40.2
2200-2300	Pro	1.6	63.3	17.7	0.0	0.5	6.4	4.5	0.8	0.1	5.2
	Ocp	1.2	1.3	1.9	0.0	11.5	1.3	1.3	5.8	6.0	43.6
16 hours	Pro	2.1	50.1	9.0	0.4	0.5	18.3	13.8	2.0	0.1	3.8
	Ocp	1.1	1.3	2.1	2.9	10.0	1.4	1.1	16.7	6.0	50.6

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