

YEAR 2005

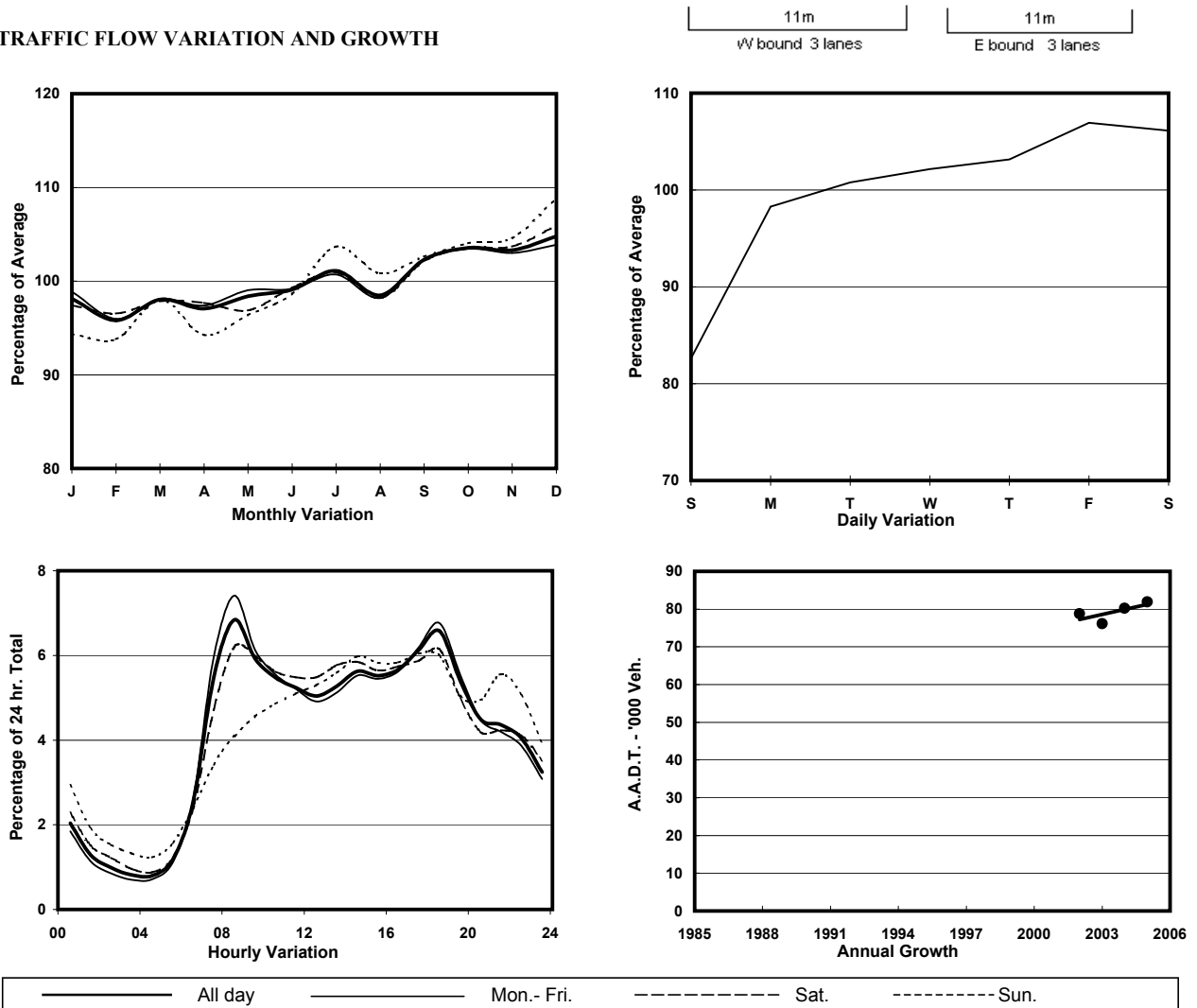
CORE STATION 5034

ROAD NETWORK MAJOR

ROAD TYPE EXPRESSWAY

LINK CHEUNG TSING TUNNEL & RAMBLER BRIDGE (from RAMBLER BRIDGE EASTERN END to WESTERN END OF CHEUNG TSING TUNNEL SLIP RDS TO & FROM TSING YI RD W)

## 1. TRAFFIC FLOW VARIATION AND GROWTH



## 2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
<b>EAST BOUND</b>				
A.A.D.T.	41150	42550	43820	33970
R 12 / 24 - %	73.7	74.8	73.2	67.7
R 16 / 24 - %	88.3	88.9	87.9	85.6
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	3450	3870	3390	1680
T - % (AM)	-	27.3	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	2600	2720	2690	2160
T - % (PM)	-	19.1	-	-
Prop.of commercial vehicles - 16 hr.	-	27.1	-	-
<b>WEST BOUND</b>				
A.A.D.T.	40710	41860	43930	34170
R 12 / 24 - %	63.8	64.9	63.9	57.5
R 16 / 24 - %	85.9	87	84.2	80.8
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2150	2390	2130	1430
T - % (AM)	-	22.6	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2780	2990	2700	1990
T - % (PM)	-	25.4	-	-
Prop.of commercial vehicles - 16 hr.	-	27.3	-	-

## 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	4.3	39.4	11.5	0.8	0.0	17.4	16.2	5.9	0.0	4.5
	Ocp	1.0	1.5	2.1	4.8	0.0	1.5	1.2	26.5	0.0	58.5
0800-0900 Peak hour	Pro	2.4	50.0	5.5	0.5	0.0	16.0	14.7	6.4	0.0	4.4
	Ocp	1.2	1.4	2.0	4.0	0.0	1.7	1.3	34.8	0.0	59.7
0900-1000	Pro	2.0	41.6	7.1	1.6	0.0	19.1	18.5	5.3	0.0	4.8
	Ocp	1.2	1.5	1.7	3.1	0.0	1.7	1.2	14.4	0.0	32.1
1000-1100	Pro	0.8	34.8	9.2	0.7	0.0	22.1	23.5	4.2	0.0	4.6
	Ocp	1.0	1.5	1.9	1.8	0.0	1.6	1.1	10.4	0.0	27.0
1100-1200	Pro	1.3	38.4	8.9	0.7	0.0	19.1	23.0	4.0	0.0	4.6
	Ocp	1.0	1.7	2.1	2.6	0.0	1.6	1.2	15.5	0.0	23.8
1200-1300	Pro	0.8	40.5	9.5	0.6	0.0	20.4	19.3	4.4	0.0	4.5
	Ocp	1.0	1.6	1.9	2.0	0.0	1.6	1.1	13.4	0.0	19.0
1300-1400	Pro	1.1	33.3	8.7	1.2	0.0	23.6	24.4	3.5	0.0	4.3
	Ocp	1.2	1.5	2.0	3.1	0.0	1.6	1.2	14.4	0.0	20.7
1400-1500	Pro	0.8	38.1	7.9	1.4	0.0	22.8	20.3	4.2	0.0	4.5
	Ocp	1.1	1.6	2.1	2.9	0.0	1.6	1.2	11.5	0.0	20.9
1500-1600	Pro	0.7	33.3	8.2	1.4	0.0	21.9	25.9	4.4	0.0	4.2
	Ocp	1.0	1.4	2.2	3.2	0.0	1.5	1.2	25.2	0.0	18.9
1600-1700	Pro	1.2	33.9	7.5	1.2	0.0	22.5	23.5	5.7	0.1	4.4
	Ocp	1.3	1.5	2.2	3.4	0.0	1.6	1.1	14.1	1.0	27.7
1700-1800	Pro	2.3	41.0	7.9	1.7	0.0	22.1	15.3	5.0	0.0	4.7
	Ocp	1.0	1.5	2.1	3.8	0.0	1.6	1.1	14.5	0.0	33.7
1800-1900	Pro	2.5	51.5	7.8	0.9	0.0	15.0	10.9	6.7	0.1	4.6
	Ocp	1.1	1.5	2.4	3.1	0.0	1.5	1.1	31.4	1.0	55.3
1900-2000	Pro	1.3	56.6	7.3	0.6	0.0	12.6	9.2	6.9	0.0	5.4
	Ocp	1.1	1.5	2.2	1.9	0.0	1.5	1.1	23.6	0.0	45.5
2000-2100	Pro	1.2	50.3	11.1	0.6	0.0	13.6	10.9	6.9	0.0	5.5
	Ocp	1.4	1.5	1.9	2.2	0.0	1.5	1.1	20.4	0.0	30.9
2100-2200	Pro	1.2	48.9	16.1	0.1	0.0	10.9	10.7	5.8	0.0	6.3
	Ocp	1.2	1.5	2.3	1.0	0.0	1.5	1.1	13.6	0.0	33.0
2200-2300	Pro	1.6	56.7	16.5	0.7	0.0	8.2	7.0	3.6	0.0	5.8
	Ocp	1.2	1.5	2.1	1.3	0.0	1.6	1.2	18.2	0.0	34.8
16 hours	Pro	1.7	43.0	9.0	0.9	0.0	18.2	17.2	5.2	0.1	4.8
	Ocp	1.1	1.5	2.1	3.1	0.0	1.6	1.2	20.6	1.0	35.2

**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