

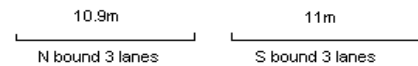
YEAR 2014

CORE STATION 5038

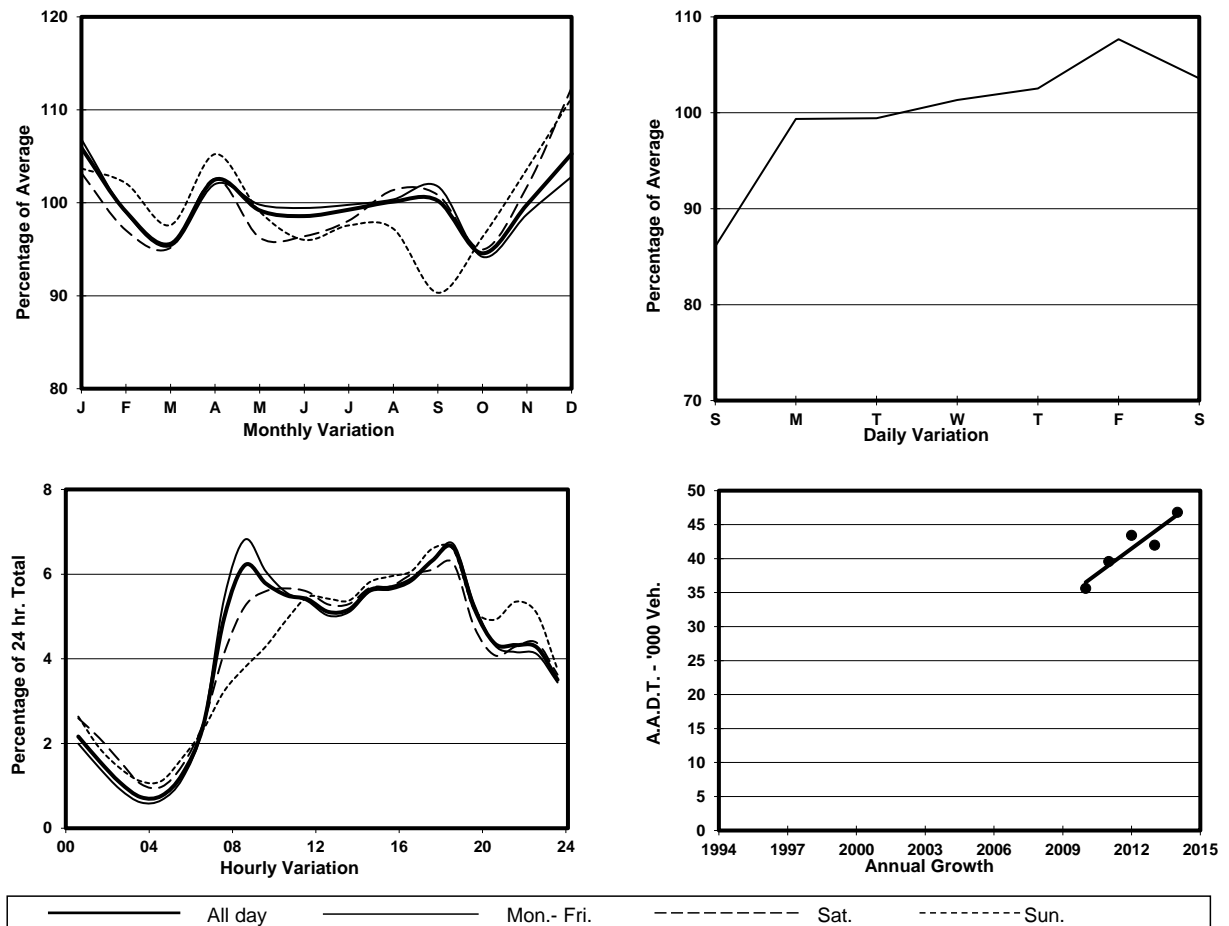
ROAD NETWORK MAJOR

ROAD TYPE EXPRESSWAY

LINK NAM WAN TUNNEL (from EAST TSING YI VIADUCT to CHEUNG TSING HIGHWAY)



## 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.	25050	25640	26110	22350
R 12 / 24 - %	69.5	70.9	67.2	64
R 16 / 24 - %	86.6	87.3	84.4	84.8
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1680	1910	1500	920
T - % (AM)	-	22.3	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	1710	1760	1690	1580
T - % (PM)	-	12.7	-	-
Prop.of commercial vehicles - 16 hr.	-	18.2	-	-
<b>WEST BOUND</b>				
A.A.D.T.	21770	22500	22640	18370
R 12 / 24 - %	66.9	67.8	65.8	63
R 16 / 24 - %	86.3	87.3	83.7	83.2
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1230	1380	1230	830
T - % (AM)	-	26.5	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	1430	1490	1430	1210
T - % (PM)	-	20.5	-	-
Prop.of commercial vehicles - 16 hr.	-	24.5	-	-

## 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	1.6	46.9	22.4	0.5	0.0	8.5	13.9	5.0	0.1	1.1
	Ocp	1.1	1.3	2.3	4.3	0.0	1.5	1.2	22.2	4.0	13.9
0800-0900	Pro	1.5	50.9	14.4	0.5	0.0	8.8	17.6	5.6	0.0	0.7
	Ocp	1.1	1.3	2.2	2.0	0.0	1.6	1.2	34.2	0.0	18.8
0900-1000	Pro	0.9	44.9	14.5	0.2	0.0	13.2	21.1	4.2	0.1	1.0
	Ocp	1.2	1.3	2.3	1.0	0.0	1.5	1.2	15.0	18.0	6.4
1000-1100	Pro	1.7	38.5	15.6	0.4	0.0	16.3	21.8	4.6	0.1	1.1
	Ocp	1.0	1.6	2.4	1.0	0.0	1.7	1.2	11.3	5.0	13.3
1100-1200	Pro	0.6	41.8	18.4	0.4	0.0	14.8	19.9	3.1	0.1	1.1
	Ocp	1.0	1.3	2.5	1.0	0.0	1.6	1.2	9.3	18.0	10.5
1200-1300	Pro	0.9	44.3	22.6	0.2	0.0	10.9	16.4	3.7	0.1	1.0
	Ocp	1.0	1.4	2.5	3.0	0.0	1.4	1.1	9.1	21.5	9.6
1300-1400	Pro	0.3	39.7	20.5	0.5	0.0	13.6	19.5	4.9	0.1	0.8
	Ocp	1.0	1.5	2.4	1.0	0.0	1.4	1.2	16.4	12.0	9.4
1400-1500	Pro	0.7	38.6	22.1	0.3	0.0	9.9	23.0	4.5	0.1	0.8
	Ocp	1.3	1.4	2.5	6.0	0.0	1.6	1.1	18.0	12.0	15.9
1500-1600	Pro	0.0	42.8	23.2	0.3	0.0	11.3	17.4	4.2	0.1	0.7
	Ocp	0.0	1.6	2.4	2.0	0.0	1.5	1.1	11.8	10.5	11.5
1600-1700	Pro	1.3	44.2	16.0	0.5	0.0	12.9	20.1	4.2	0.1	0.8
	Ocp	1.0	1.5	2.5	5.3	0.0	1.6	1.2	18.6	9.3	16.2
1700-1800	Pro	1.3	48.1	16.8	0.8	0.0	14.4	14.6	3.0	0.2	0.7
	Ocp	1.0	1.6	2.4	1.0	0.0	1.6	1.1	15.6	14.8	15.9
1800-1900	Pro	1.2	60.8	14.6	0.0	0.0	5.8	11.1	5.8	0.1	0.7
	Ocp	1.0	1.4	2.6	0.0	0.0	1.4	1.2	24.6	23.8	23.4
1900-2000	Pro	0.9	60.4	17.0	0.6	0.0	7.2	8.2	4.6	0.1	0.9
	Ocp	1.0	1.4	2.4	3.3	0.0	1.5	1.1	19.5	23.3	21.2
2000-2100	Pro	0.2	55.1	25.4	0.0	0.0	4.9	8.7	4.4	0.2	1.1
	Ocp	1.0	1.4	2.3	0.0	0.0	1.3	1.0	13.1	11.5	16.2
2100-2200	Pro	1.5	48.4	31.0	0.2	0.0	5.1	7.9	4.3	0.3	1.3
	Ocp	1.0	1.6	2.2	1.0	0.0	1.3	1.1	14.8	16.8	15.4
2200-2300	Pro	2.0	57.0	30.6	0.0	0.0	2.5	3.4	2.9	0.1	1.5
	Ocp	1.3	1.5	2.2	0.0	0.0	1.2	1.0	7.0	21.0	13.4
16 hours	Pro	1.0	47.7	19.7	0.4	0.0	10.2	15.6	4.4	0.1	0.9
	Ocp	1.1	1.4	2.4	2.5	0.0	1.5	1.1	18.1	15.5	14.2

**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