

YEAR 2015

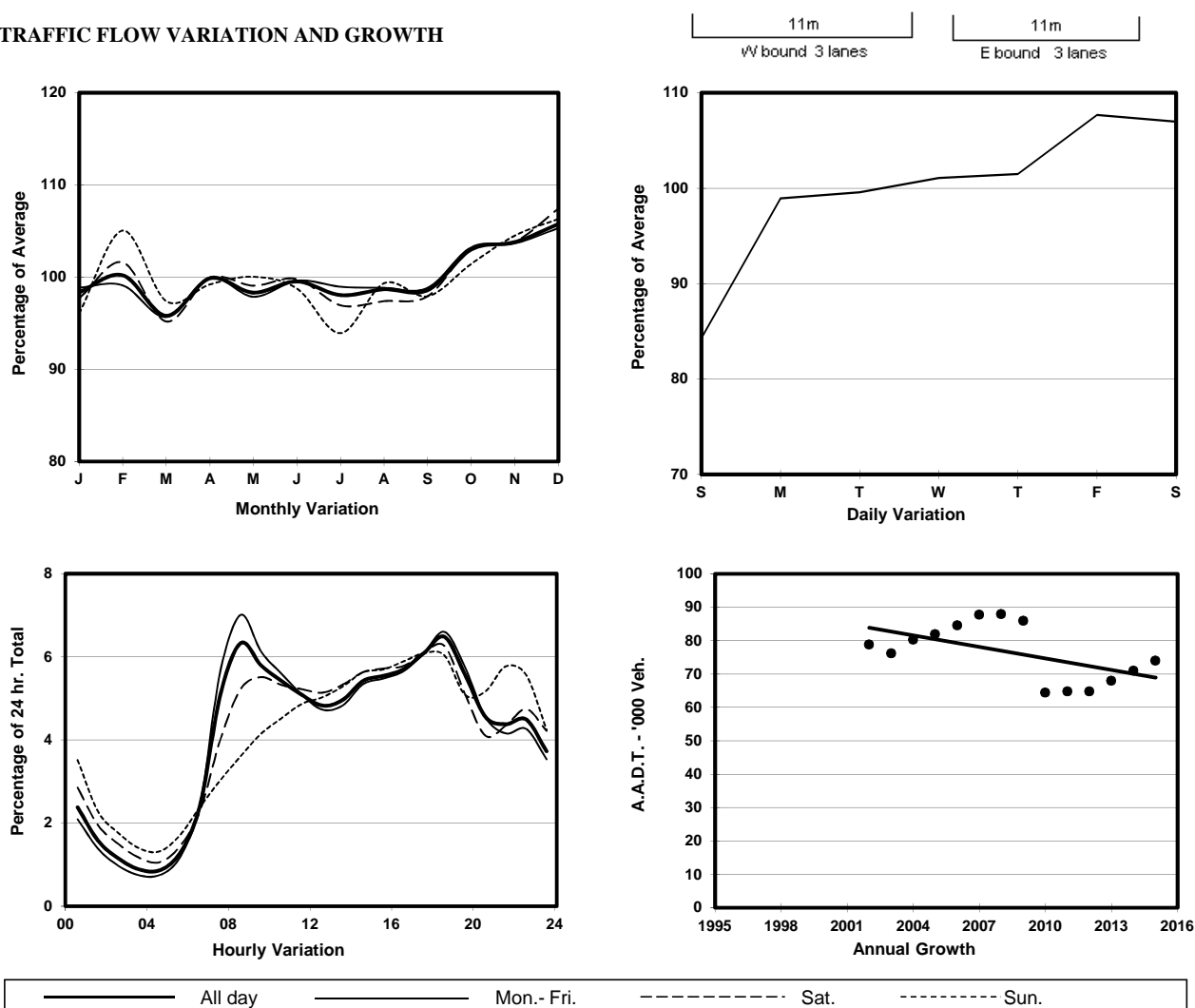
CORE STATION 5034

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.
EAST BOUND				
A.A.D.T.	34050	35120	36770	28020
R 12 / 24 - %	73.5	75.1	71.5	65.9
R 16 / 24 - %	88.2	89.1	86.5	84.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2710	3110	2470	1350
T - % (AM)	-	22.7	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	2190	2280	2290	1810
T - % (PM)	-	14.4	-	-
Prop.of commercial vehicles - 16 hr.	-	20.4	-	-
WEST BOUND				
A.A.D.T.	39850	40710	42820	34970
R 12 / 24 - %	61	62.2	59.9	54.9
R 16 / 24 - %	83.6	85	81	78.9
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1970	2210	1920	1270
T - % (AM)	-	19.6	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	2590	2730	2690	2030
T - % (PM)	-	17.2	-	-
Prop.of commercial vehicles - 16 hr.	-	20.5	-	-

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	3.5	44.5	14.2	1.2	0.0	17.5	9.7	4.0	0.1	5.3
	Ocp	1.1	1.5	2.1	8.1	0.0	1.4	1.2	27.5	54.0	70.1
0800-0900 Peak hour	Pro	1.9	46.5	9.1	0.3	0.0	20.7	11.0	4.9	0.1	5.6
	Ocp	1.1	1.3	2.3	3.6	0.0	1.6	1.3	25.3	52.0	68.3
0900-1000	Pro	1.8	41.3	10.6	0.3	0.0	22.2	15.5	3.1	0.0	5.3
	Ocp	1.1	1.4	2.2	1.8	0.0	1.5	1.2	9.9	0.0	39.1
1000-1100	Pro	1.7	34.8	11.4	0.2	0.0	26.3	18.5	2.2	0.0	4.9
	Ocp	1.1	1.5	2.2	1.5	0.0	1.5	1.2	14.5	0.0	30.9
1100-1200	Pro	1.3	39.1	14.3	0.3	0.0	25.2	12.7	2.5	0.0	4.6
	Ocp	1.0	1.3	2.4	10.7	0.0	1.5	1.2	11.9	0.0	34.1
1200-1300	Pro	0.8	32.6	15.2	0.2	0.0	24.1	18.2	3.6	0.0	5.3
	Ocp	1.0	1.4	2.4	4.0	0.0	1.4	1.2	13.4	0.0	28.2
1300-1400	Pro	1.4	40.0	11.4	0.4	0.0	25.0	14.4	2.8	0.0	4.5
	Ocp	1.3	1.3	2.3	3.5	0.0	1.4	1.2	11.6	0.0	34.5
1400-1500	Pro	1.4	35.6	11.1	0.5	0.0	27.9	16.3	3.1	0.0	4.2
	Ocp	1.1	1.5	2.3	3.6	0.0	1.4	1.3	12.9	0.0	30.1
1500-1600	Pro	1.1	38.3	14.1	0.7	0.0	22.0	16.4	3.3	0.0	4.2
	Ocp	1.1	1.5	2.2	6.4	0.0	1.4	1.2	17.0	0.0	29.3
1600-1700	Pro	2.6	41.3	11.8	1.0	0.0	22.5	13.0	3.3	0.0	4.7
	Ocp	1.1	1.5	2.2	7.6	0.0	1.5	1.2	14.8	0.0	37.0
1700-1800	Pro	2.0	42.2	13.8	0.9	0.0	21.3	11.4	3.7	0.0	4.8
	Ocp	1.0	1.5	2.3	8.4	0.0	1.4	1.2	13.1	0.0	54.6
1800-1900	Pro	2.8	55.2	10.0	0.1	0.0	16.1	7.5	3.4	0.0	4.9
	Ocp	1.1	1.4	2.4	1.0	0.0	1.4	1.2	24.0	0.0	73.7
1900-2000	Pro	2.1	56.5	11.2	0.0	0.0	13.3	5.8	4.6	0.0	6.6
	Ocp	1.1	1.4	2.1	0.0	0.0	1.3	1.1	25.3	0.0	60.9
2000-2100	Pro	1.0	55.5	15.5	0.1	0.0	9.9	6.2	4.5	0.1	7.3
	Ocp	1.0	1.5	2.0	1.0	0.0	1.3	1.1	13.9	32.0	43.9
2100-2200	Pro	2.4	50.3	21.3	0.1	0.0	10.5	4.8	3.6	0.0	7.0
	Ocp	1.2	1.4	2.0	2.0	0.0	1.5	1.2	12.5	0.0	39.0
2200-2300	Pro	1.7	57.0	22.9	0.3	0.0	6.1	5.2	0.8	0.0	6.1
	Ocp	1.2	1.3	2.1	1.5	0.0	1.4	1.0	16.2	0.0	44.6
16 hours	Pro	1.9	44.2	13.1	0.4	0.0	19.9	11.9	3.4	0.1	5.3
	Ocp	1.1	1.4	2.2	6.0	0.0	1.4	1.2	17.8	46.0	47.0

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 except for one way traffic