

YEAR 2004

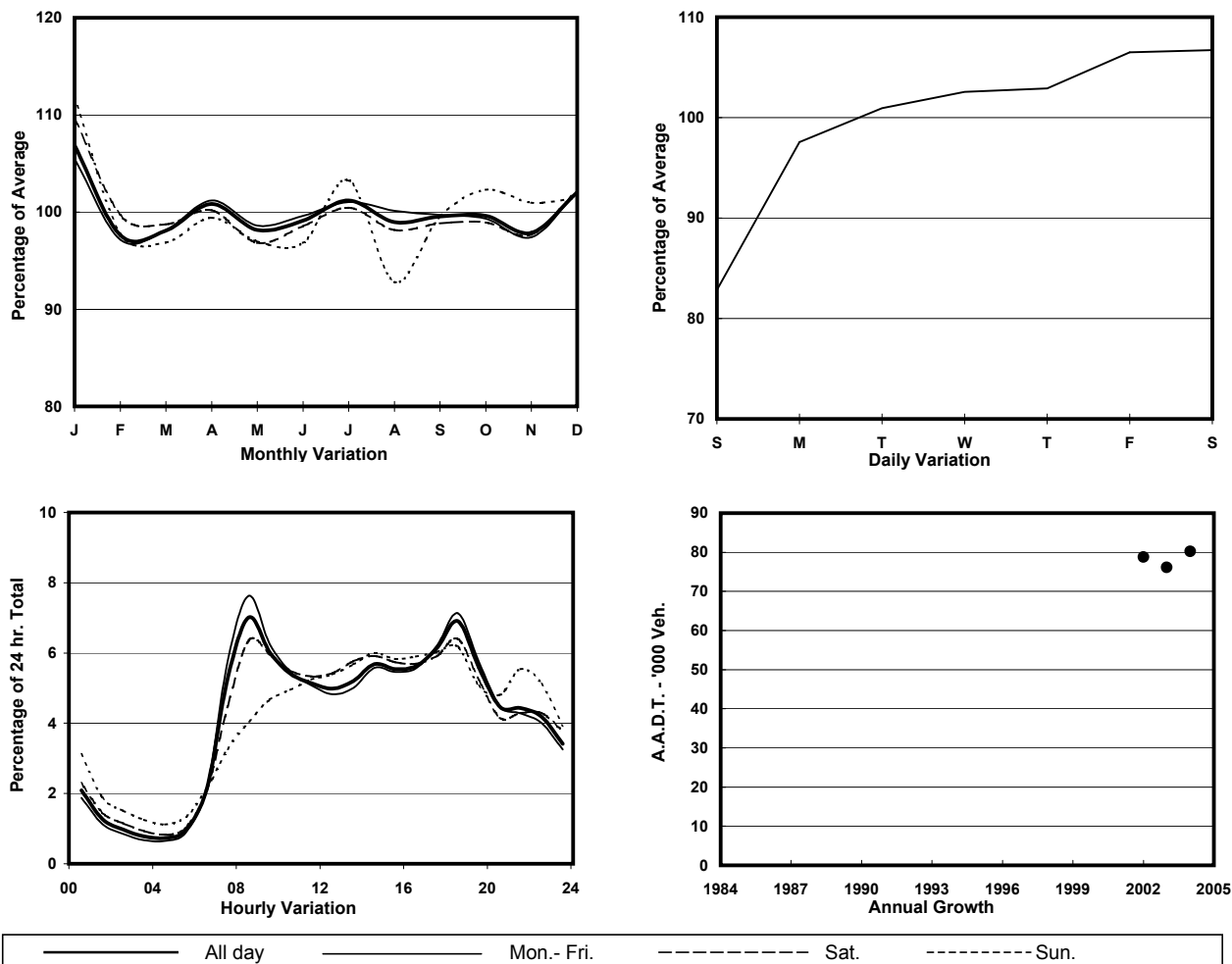
CORE STATION 5034

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.	40840	42060	43880	34370
R 12 / 24 - %	74.2	75.4	73.3	68.6
R 16 / 24 - %	89.1	89.8	88.5	86.2
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	3580	4020	3560	1780
T - % (AM)	-	25.3	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2750	2870	2830	2250
T - % (PM)	-	26.5	-	-
Prop.of commercial vehicles - 16 hr.	-	27.7	-	-
WEST BOUND				
A.A.D.T.	39410	40570	42470	33050
R 12 / 24 - %	63.5	64.4	63.5	57.6
R 16 / 24 - %	86.1	87.2	84.3	81.1
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2050	2280	2060	1370
T - % (AM)	-	25.8	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2790	3020	2700	1920
T - % (PM)	-	30	-	-
Prop.of commercial vehicles - 16 hr.	-	28.7	-	-

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	3.3	32.8	13.1	1.4	0.0	17.7	17.3	8.7	0.0	5.6
	Ocp	1.1	1.4	1.9	3.7	0.0	1.5	1.1	24.4	0.0	48.7
0800-0900 Peak hour	Pro	3.7	53.2	5.1	1.2	0.0	11.3	13.2	7.3	0.1	4.9
	Ocp	1.1	1.5	2.1	1.9	0.0	1.6	1.1	26.8	15.0	49.3
0900-1000	Pro	1.2	45.3	6.0	0.9	0.0	20.2	17.2	4.0	0.0	5.2
	Ocp	1.1	1.5	2.0	5.6	0.0	1.4	1.1	15.3	0.0	30.6
1000-1100	Pro	1.0	41.3	6.6	1.1	0.0	21.4	19.9	3.3	0.0	5.3
	Ocp	1.0	1.4	1.7	5.8	0.0	1.6	1.1	12.2	0.0	18.8
1100-1200	Pro	0.9	38.5	7.1	2.3	0.0	20.8	21.1	4.3	0.0	5.0
	Ocp	1.0	1.4	2.2	2.3	0.0	1.4	1.1	13.6	0.0	20.3
1200-1300	Pro	0.7	39.7	10.4	0.6	0.0	16.5	21.9	5.2	0.0	5.0
	Ocp	1.0	1.5	1.9	2.0	0.0	1.4	1.3	15.3	0.0	18.3
1300-1400	Pro	1.6	38.7	11.3	0.8	0.0	17.5	21.7	3.5	0.0	5.0
	Ocp	1.1	1.5	2.1	4.0	0.0	1.7	1.2	15.5	0.0	25.2
1400-1500	Pro	1.5	34.7	9.7	1.8	0.0	20.0	23.4	4.3	0.0	4.5
	Ocp	1.0	1.9	2.2	3.2	0.0	1.5	1.2	17.9	0.0	20.2
1500-1600	Pro	1.0	39.4	7.0	1.2	0.0	21.1	22.1	3.7	0.0	4.6
	Ocp	1.0	1.4	2.0	1.9	0.0	1.7	1.2	18.1	0.0	18.4
1600-1700	Pro	1.3	35.9	5.4	0.9	0.0	23.4	22.9	5.5	0.0	4.8
	Ocp	1.1	1.6	1.7	2.5	0.0	1.5	1.2	9.7	0.0	26.1
1700-1800	Pro	2.2	41.4	6.3	1.1	0.0	22.1	18.2	3.8	0.0	4.9
	Ocp	1.2	1.6	2.0	3.4	0.0	1.5	1.1	21.4	0.0	33.0
1800-1900	Pro	2.0	49.1	5.4	0.7	0.0	14.7	15.1	8.2	0.1	4.7
	Ocp	1.2	1.7	2.4	4.6	0.0	1.3	1.2	27.4	12.0	50.2
1900-2000	Pro	1.7	52.8	6.6	0.1	0.0	13.2	11.9	7.8	0.1	6.0
	Ocp	1.1	1.6	2.1	2.0	0.0	1.7	1.1	25.7	26.0	39.5
2000-2100	Pro	1.6	49.1	8.6	0.1	0.0	13.4	13.3	7.3	0.1	6.6
	Ocp	1.1	1.5	2.3	2.0	0.0	1.6	1.1	16.0	21.0	27.4
2100-2200	Pro	1.0	51.0	13.6	0.4	0.0	12.4	8.8	6.5	0.1	6.3
	Ocp	1.4	1.6	2.3	1.0	0.0	1.6	1.1	13.6	27.0	29.6
2200-2300	Pro	1.2	58.0	13.0	0.3	0.0	9.3	8.3	3.3	0.1	6.6
	Ocp	1.0	1.7	2.0	2.0	0.0	1.6	1.2	20.5	26.0	26.2
16 hours	Pro	1.7	43.8	8.0	0.9	0.0	17.4	17.5	5.4	0.1	5.2
	Ocp	1.1	1.5	2.1	3.2	0.0	1.5	1.2	19.8	21.2	30.8

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