

YEAR 2009

CORE STATION 5034

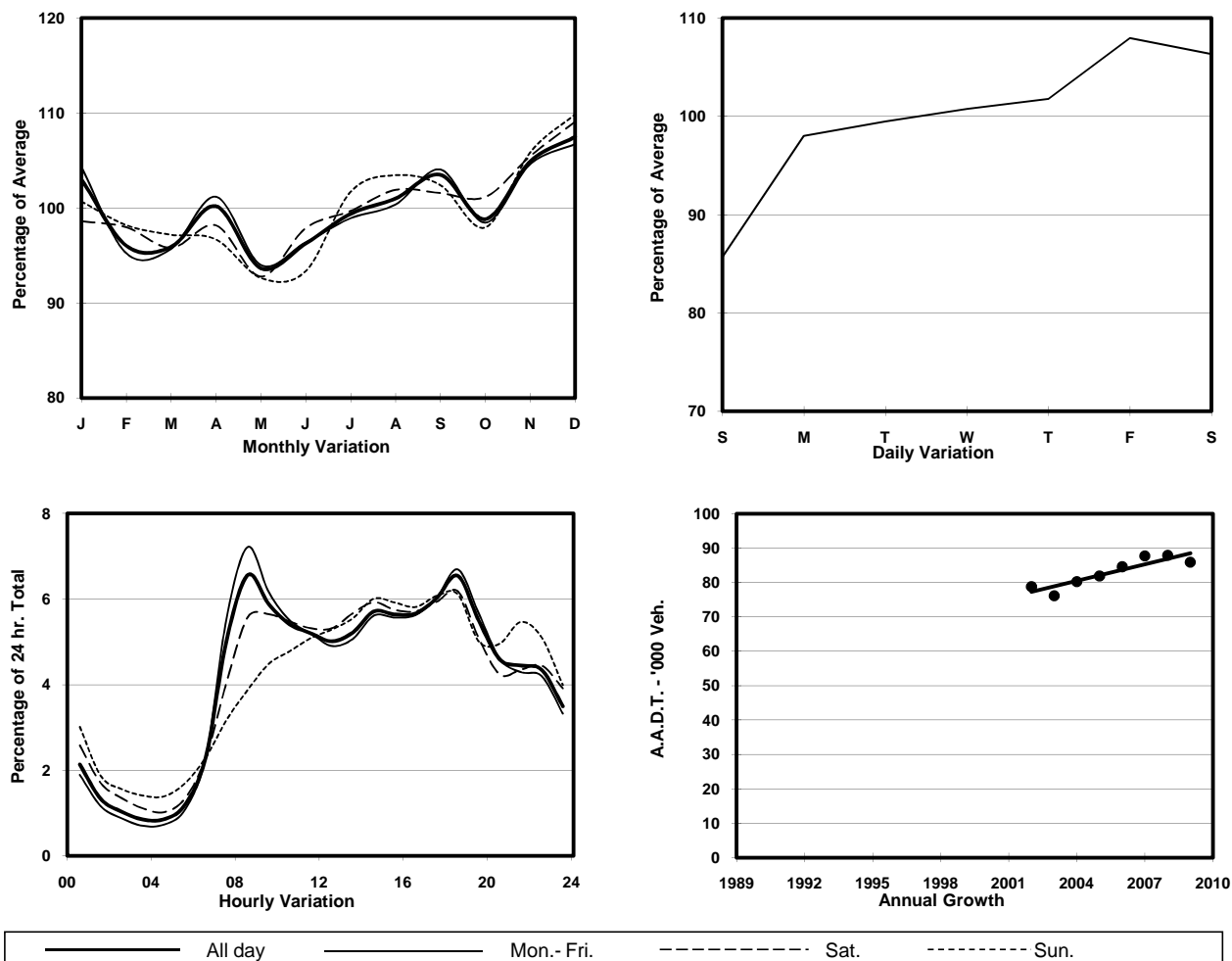
ROAD NETWORK MAJOR

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



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	42070	43110	45040	36280
R 12 / 24 - %	73.6	75.1	71.8	67.3
R 16 / 24 - %	88.5	89.4	87.1	85.3
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	3470	3940	3180	1790
T - % (AM)	-	24.9	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2640	2720	2700	2370
T - % (PM)	-	20.1	-	-
Prop.of commercial vehicles - 16 hr.	-	22.3	-	-
WEST BOUND				
A.A.D.T.	43780	44880	46940	37700
R 12 / 24 - %	62.5	63.5	61.5	57.4
R 16 / 24 - %	85.1	86.5	82.4	80.3
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	2240	2410	2210	1540
T - % (AM)	-	22.8	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	2970	3170	2980	2170
T - % (PM)	-	20.6	-	-
Prop.of commercial vehicles - 16 hr.	-	22.9	-	-

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	2.9	35.2	17.7	0.6	0.0	22.2	11.1	5.5	0.1	4.7
	Ocp	1.1	1.4	1.9	3.7	0.0	1.7	1.2	22.6	9.0	57.7
0800-0900	Pro	2.5	47.6	9.3	0.3	0.0	16.8	12.5	5.9	0.1	5.1
	Ocp	1.1	1.5	2.0	2.0	0.0	1.5	1.2	33.7	25.0	61.0
0900-1000	Pro	1.2	39.8	8.8	0.9	0.0	26.0	14.5	4.3	0.1	4.3
	Ocp	1.1	1.5	2.3	3.4	0.0	1.6	1.1	16.8	13.5	32.4
1000-1100	Pro	0.7	38.4	9.8	0.5	0.0	24.5	17.2	4.3	0.1	4.6
	Ocp	1.1	1.4	1.9	2.5	0.0	1.4	1.2	14.5	8.0	25.7
1100-1200	Pro	1.4	39.9	11.7	0.8	0.0	21.2	16.7	4.3	0.1	3.9
	Ocp	1.1	1.5	2.3	2.5	0.0	1.5	1.1	11.9	15.3	24.3
1200-1300	Pro	0.7	40.0	14.8	0.6	0.0	20.7	15.3	3.6	0.1	4.2
	Ocp	1.0	1.5	2.1	4.1	0.0	1.5	1.1	14.9	15.0	23.8
1300-1400	Pro	0.8	36.1	13.4	0.5	0.0	23.3	17.6	4.3	0.1	3.9
	Ocp	1.2	1.4	2.1	1.7	0.0	1.6	1.1	17.3	10.3	26.4
1400-1500	Pro	1.2	37.3	12.0	1.1	0.0	22.3	17.6	4.2	0.1	4.1
	Ocp	1.1	1.4	2.2	3.0	0.0	1.5	1.1	16.6	12.2	23.6
1500-1600	Pro	0.8	37.3	10.0	0.9	0.0	22.4	18.0	6.5	0.1	4.0
	Ocp	1.1	1.6	2.1	2.3	0.0	1.4	1.2	18.5	10.7	22.7
1600-1700	Pro	1.0	41.6	10.9	0.4	0.0	21.1	15.8	5.0	0.1	4.2
	Ocp	1.2	1.6	2.1	8.8	0.0	1.5	1.2	14.3	11.5	28.2
1700-1800	Pro	2.3	40.8	11.2	1.0	0.0	21.6	13.4	4.8	0.1	4.8
	Ocp	1.2	1.5	2.0	1.7	0.0	1.6	1.2	12.4	15.0	38.9
1800-1900	Pro	2.4	52.2	9.2	0.5	0.0	15.4	9.8	6.2	0.1	4.2
	Ocp	1.1	1.5	2.2	2.9	0.0	1.5	1.1	25.5	16.3	56.9
1900-2000	Pro	1.4	54.6	12.1	0.6	0.0	13.1	7.2	5.4	0.1	5.5
	Ocp	1.1	1.5	2.0	2.5	0.0	1.4	1.1	19.8	16.8	47.0
2000-2100	Pro	1.0	48.7	19.7	0.8	0.0	11.2	7.1	5.6	0.2	5.9
	Ocp	1.0	1.7	2.2	1.4	0.0	1.5	1.1	21.2	18.4	33.7
2100-2200	Pro	1.4	56.3	20.9	0.3	0.0	8.1	4.3	3.7	0.1	5.0
	Ocp	1.4	1.6	2.1	1.7	0.0	1.3	1.1	12.6	12.4	34.7
2200-2300	Pro	1.4	60.0	17.4	0.4	0.0	6.1	6.6	2.9	0.1	5.2
	Ocp	1.2	1.7	2.1	1.3	0.0	1.4	1.1	12.7	13.2	39.2
16 hours	Pro	1.5	43.9	12.6	0.6	0.0	18.9	13.0	4.8	0.1	4.6
	Ocp	1.1	1.5	2.1	2.8	0.0	1.5	1.1	19.1	14.3	37.6

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