YEAR	2011	**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)
CORE STATION	5034		
ROAD NETWORK	MAJOR		
ROAD TYPE	EXPRESSWAY		

1. TRAFFIC FLOW VARIATION AND GROWTH

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	29920	30890	32590	24140
R 12 / 24 - %	74.2	75.6	72.6	67.6
R 16 / 24 - %	88.3	89	87.1	85.3
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	2410	2720	2290	1240
T - % (AM)	-	26.6	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	1850	1900	1990	1580
T - % (PM)	-	25.1	-	-
Prop.of commercial vehicles - 16 hr.	-	26	-	-
WEST BOUND				
A.A.D.T.	34840	35610	37800	30120
R 12 / 24 - %	61.8	63.1	60.5	56.1
R 16 / 24 - %	84.2	85.6	81.6	79.5
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1740	1890	1690	1160
T - % (AM)	-	18.4	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	2260	2390	2350	1760
T - % (PM)	-	14.8	-	-
Prop.of commercial vehicles - 16 hr.	-	22.1	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	1.9	42.7	15.0	0.7	0.0	16.0	12.6	5.1	0.1	6.1
	Ocp	1.1	1.5	2.0	3.0	0.0	1.6	1.3	21.4	47.0	57.5
0800-0900	Pro	2.1	48.8	10.0	0.1	0.0	15.8	11.0	5.3	0.1	6.9
Peak hour	Ocp	1.0	1.5	2.4	2.0	0.0	1.7	1.3	35.3	33.0	58.6
0900-1000	Pro	0.6	38.9	7.8	0.9	0.0	22.6	19.7	3.3	0.1	6.2
	Ocp	1.0	1.4	2.2	5.2	0.0	1.5	1.3	10.9	1.0	29.1
1000-1100	Pro	0.6	38.6	6.5	0.2	0.0	23.0	21.3	4.0	0.0	5.8
	Ocp	1.2	1.5	2.3	5.0	0.0	1.4	1.3	10.3	0.0	24.7
1100-1200	Pro	1.2	39.2	9.3	0.1	0.0	21.8	19.8	3.0	0.0	5.5
	Ocp	1.2	1.4	2.4	2.0	0.0	1.5	1.3	8.4	0.0	21.7
1200-1300	Pro	1.0	40.0	10.0	0.6	0.0	21.6	17.3	3.9	0.0	5.6
	Ocp	1.1	1.5	2.1	3.8	0.0	1.6	1.2	13.3	0.0	20.6
1300-1400	Pro	1.2	32.7	9.3	0.7	0.0	26.2	20.5	3.9	0.0	5.5
	Ocp	1.2	1.5	2.2	2.7	0.0	1.4	1.2	12.9	0.0	25.1
1400-1500	Pro	1.4	38.9	9.5	0.3	0.0	23.3	18.6	3.2	0.0	4.7
	Ocp	1.2	1.5	2.5	2.0	0.0	1.6	1.2	18.6	0.0	22.9
1500-1600	Pro	1.3	41.1	8.1	0.7	0.0	24.7	15.0	4.3	0.0	4.8
	Ocp	1.1	1.5	2.1	3.0	0.0	1.4	1.2	11.2	0.0	23.1
1600-1700	Pro	1.4	36.9	10.8	1.3	0.0	22.0	18.7	4.0	0.0	4.9
	Ocp	1.1	1.5	2.1	3.3	0.0	1.5	1.3	13.5	0.0	28.0
1700-1800	Pro	2.5	42.2	11.2	0.3	0.0	20.0	14.5	3.5	0.0	5.8
	Ocp	1.0	1.5	2.1	9.0	0.0	1.7	1.3	15.7	0.0	44.8
1800-1900	Pro	1.3	52.5	10.5	0.6	0.0	18.7	8.0	2.5	0.1	5.9
	Ocp	1.0	1.5	2.2	1.6	0.0	1.5	1.1	23.3	33.0	58.1
1900-2000	Pro	0.9	57.7	11.2	0.1	0.0	13.7	6.5	3.8	0.1	6.1
	Ocp	1.0	1.3	2.0	1.0	0.0	1.4	1.1	14.0	11.0	44.9
2000-2100	Pro	1.1	49.9	18.2	0.0	0.0	10.6	8.8	5.3	0.0	6.1
	Ocp	1.3	1.6	2.2	0.0	0.0	1.4	1.1	14.8	0.0	35.9
2100-2200	Pro	2.0	50.9	16.5	0.3	0.0	11.8	7.8	2.5	0.1	8.0
	Ocp	1.3	1.4	2.2	1.5	0.0	1.4	1.3	14.7	9.0	29.5
2200-2300	Pro	0.8	53.6	20.8	0.0	0.0	9.4	5.9	2.1	0.1	7.4
	Ocp	1.2	1.5	2.1	0.0	0.0	1.4	1.2	12.0	2.0	33.3
16 hours	Pro	1.3	43.9	11.1	0.4	0.0	19.1	14.3	3.8	0.1	5.9
	Ocp	1.1	1.5	2.2	3.4	0.0	1.5	1.2	16.9	20.4	36.8

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