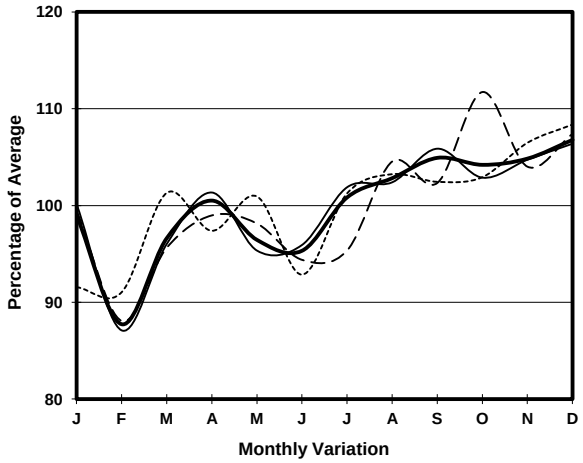
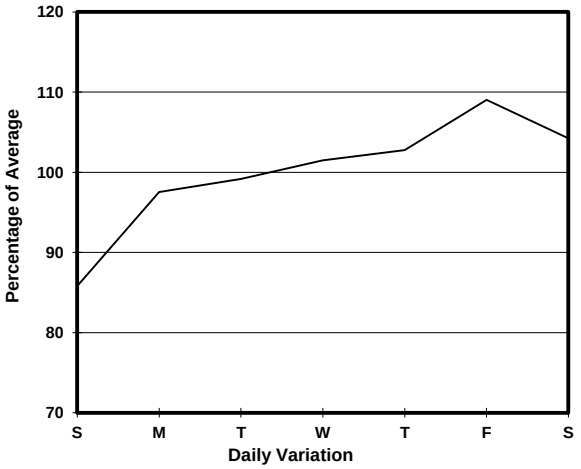
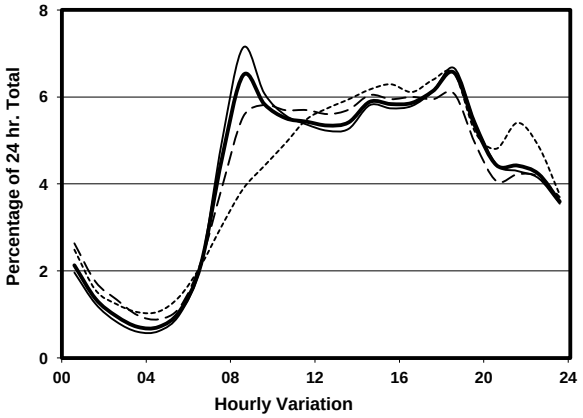
YEAR 2011 **LINK** NAM WAN TUNNEL (from EAST TSING YI VIADUCT to CHEUNG TSING HIGHWAY)

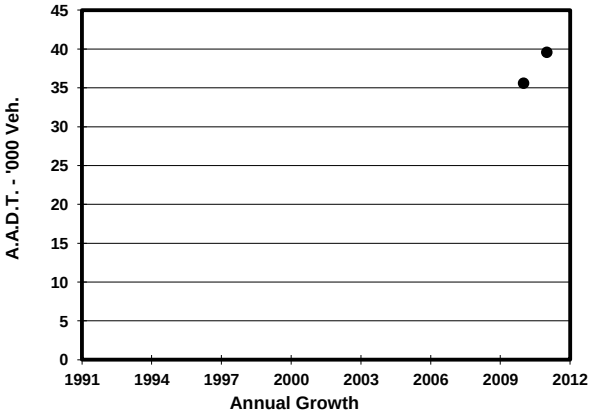
CORE STATION 5038
ROAD NETWORK MAJOR
ROAD TYPE EXPRESSWAY

1. TRAFFIC FLOW VARIATION AND GROWTH









All day — Mon.- Fri. — Sat. — Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	21460	21870	22620	19320
R 12 / 24 - %	70	71.2	68.1	65.4
R 16 / 24 - %	87.3	87.9	85.5	86.2
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1560	1780	1370	820
T - % (AM)	-	20.8	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	1450	1490	1440	1380
T - % (PM)	-	13.5	-	-
Prop.of commercial vehicles - 16 hr.	-	19.1	-	-
WEST BOUND				
A.A.D.T.	18120	18800	19080	14740
R 12 / 24 - %	67.6	68.1	67.8	64.6
R 16 / 24 - %	87.3	88.2	85.2	84.1
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1020	1120	1060	680
T - % (AM)	-	26.4	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1700-1800
One-way flow at PM peak hour	1140	1220	1200	910
T - % (PM)	-	25	-	-
Prop.of commercial vehicles - 16 hr.	-	26.2	-	-

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	0.9	37.2	28.9	0.2	0.0	11.4	16.2	5.2	0.1	0.1
	Ocp	1.0	1.6	2.2	15.0	0.0	1.5	1.1	19.6	6.5	13.3
0800-0900	Pro	1.0	53.9	13.8	0.1	0.0	8.4	16.0	6.8	0.1	0.1
Peak hour	Ocp	1.0	1.4	2.3	3.0	0.0	1.6	1.1	31.4	18.0	12.0
0900-1000	Pro	0.3	46.7	14.9	0.5	0.0	13.5	18.9	5.1	0.1	0.1
	Ocp	1.0	1.5	2.4	6.3	0.0	1.6	1.2	18.2	15.0	10.6
1000-1100	Pro	0.9	38.4	16.1	1.7	0.0	15.8	22.6	4.5	0.1	0.1
	Ocp	1.0	1.6	2.4	2.2	0.0	1.5	1.1	8.9	10.8	8.1
1100-1200	Pro	0.6	44.4	18.0	1.0	0.0	11.5	20.1	4.4	0.1	0.1
	Ocp	1.0	1.7	2.5	4.2	0.0	1.6	1.1	12.7	9.3	7.9
1200-1300	Pro	0.2	46.5	19.1	0.0	0.0	10.4	17.2	6.6	0.1	0.1
	Ocp	1.0	1.7	2.7	0.0	0.0	1.6	1.1	10.8	7.3	10.0
1300-1400	Pro	0.8	38.8	19.7	0.0	0.0	11.9	23.4	5.5	0.1	0.1
	Ocp	1.0	1.7	2.6	0.0	0.0	1.8	1.1	11.5	6.0	12.7
1400-1500	Pro	0.9	46.4	19.3	0.7	0.0	10.4	17.3	5.0	0.1	0.1
	Ocp	1.2	1.8	2.6	2.0	0.0	1.5	1.1	11.8	7.8	11.5
1500-1600	Pro	0.9	38.2	20.1	0.6	0.0	11.1	23.1	6.1	0.1	0.1
	Ocp	1.2	1.8	2.5	2.3	0.0	1.6	1.1	10.9	9.3	13.6
1600-1700	Pro	0.7	43.3	17.5	0.9	0.0	13.8	17.6	6.2	0.1	0.1
	Ocp	1.0	1.6	2.5	6.4	0.0	1.7	1.1	14.3	9.0	12.2
1700-1800	Pro	0.7	46.3	18.7	0.8	0.0	11.2	16.6	5.7	0.1	0.1
	Ocp	1.3	1.7	2.4	2.4	0.0	1.8	1.1	10.5	13.0	16.7
1800-1900	Pro	0.9	57.1	12.5	0.3	0.0	10.4	11.6	7.2	0.1	0.1
	Ocp	1.0	1.6	2.6	6.0	0.0	1.5	1.1	26.2	17.0	15.7
1900-2000	Pro	0.8	52.7	21.1	0.6	0.0	5.6	11.5	7.9	0.1	0.1
	Ocp	1.0	1.6	2.6	2.0	0.0	1.3	1.1	22.8	15.8	14.7
2000-2100	Pro	0.5	52.2	23.8	0.5	0.0	5.0	10.8	7.3	0.1	0.1
	Ocp	1.0	1.7	2.3	3.5	0.0	1.5	1.0	17.7	12.0	12.3
2100-2200	Pro	0.9	54.1	26.0	0.0	0.0	3.8	9.7	5.6	0.1	0.1
	Ocp	1.3	1.8	2.3	0.0	0.0	1.6	1.1	10.7	16.8	15.5
2200-2300	Pro	0.5	53.6	32.0	0.0	0.0	4.9	4.1	4.9	0.1	0.1
	Ocp	1.0	1.9	2.3	0.0	0.0	1.4	1.3	8.5	10.7	14.9
16 hours	Pro	0.7	47.0	19.3	0.5	0.0	10.2	16.4	5.9	0.1	0.1
	Ocp	1.1	1.6	2.4	3.8	0.0	1.6	1.1	17.0	11.6	12.6

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