

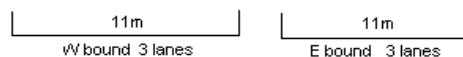
YEAR 2012

CORE STATION 5034

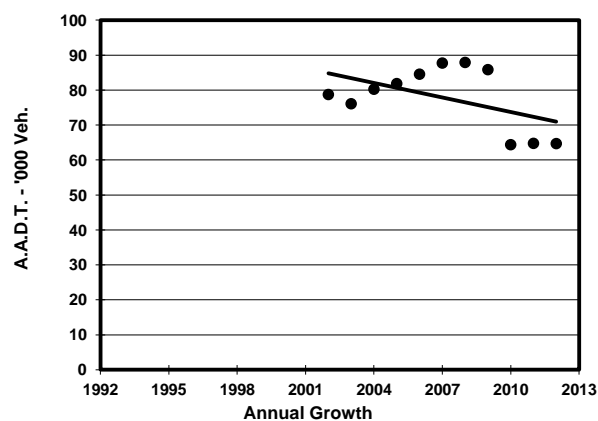
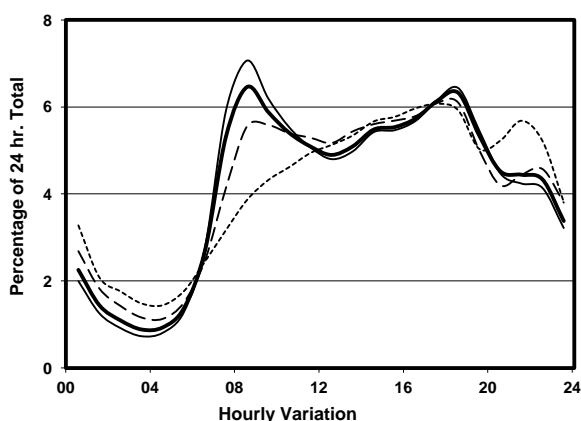
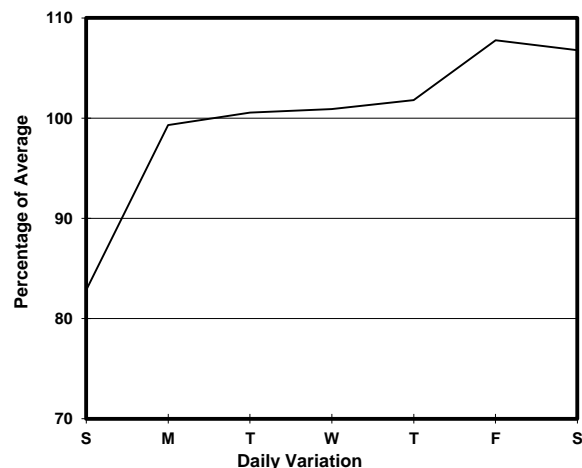
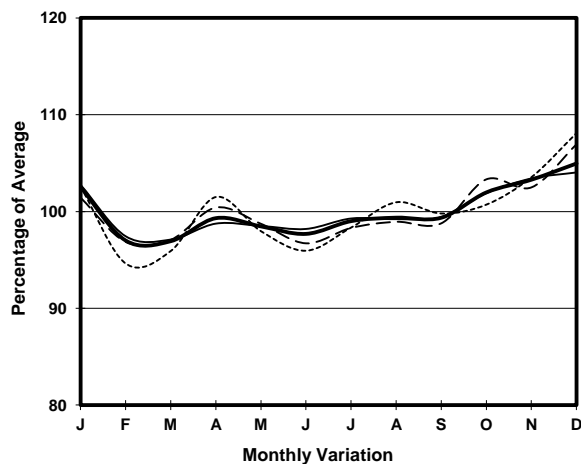
ROAD NETWORK MAJOR

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.
<b>EAST BOUND</b>				
A.A.D.T.	29960	31020	32230	24210
R 12 / 24 - %	74	75.5	72.2	66.8
R 16 / 24 - %	88	88.8	86.6	84.8
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	2460	2790	2280	1240
T - % (AM)	-	22	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	1830	1900	1910	1530
T - % (PM)	-	24.2	-	-
Prop.of commercial vehicles - 16 hr.	-	23	-	-
<b>WEST BOUND</b>				
A.A.D.T.	34730	35560	37380	30140
R 12 / 24 - %	61.6	62.8	60.3	56
R 16 / 24 - %	84.3	85.5	81.8	79.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1720	1920	1700	1110
T - % (AM)	-	20.7	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	2270	2390	2350	1770
T - % (PM)	-	16.3	-	-
Prop.of commercial vehicles - 16 hr.	-	21.7	-	-

## 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	3.4	42.9	13.2	0.9	0.0	19.4	9.9	4.9	0.1	5.4
	Ocp	1.0	1.3	2.2	5.2	0.0	1.5	1.2	28.5	30.0	54.9
0800-0900 Peak hour	Pro	2.3	47.0	9.3	0.2	0.0	19.7	11.7	3.7	0.1	6.1
	Ocp	1.1	1.4	2.2	2.3	0.0	1.6	1.1	28.6	29.5	61.8
0900-1000	Pro	1.6	41.3	8.7	0.5	0.0	23.8	15.7	2.6	0.1	5.7
	Ocp	1.1	1.4	2.1	2.8	0.0	1.6	1.1	16.7	14.0	30.2
1000-1100	Pro	1.1	32.1	11.6	0.3	0.0	26.6	19.2	3.4	0.1	5.7
	Ocp	1.0	1.5	2.2	4.0	0.0	1.6	1.2	11.8	20.0	27.2
1100-1200	Pro	1.2	36.3	10.9	0.2	0.0	24.8	19.3	2.1	0.1	5.0
	Ocp	1.0	1.6	2.2	1.0	0.0	1.5	1.1	11.3	7.0	25.8
1200-1300	Pro	0.6	36.0	12.3	0.8	0.0	24.0	16.9	4.0	0.1	5.2
	Ocp	1.0	1.5	2.2	9.0	0.0	1.5	1.2	9.0	14.0	25.7
1300-1400	Pro	1.1	35.4	10.9	0.6	0.0	27.5	16.2	3.1	0.1	5.3
	Ocp	1.2	1.6	2.0	2.6	0.0	1.5	1.1	7.3	7.0	24.7
1400-1500	Pro	1.2	40.0	9.9	0.5	0.0	23.2	17.4	3.2	0.1	4.7
	Ocp	1.0	1.6	2.1	1.0	0.0	1.5	1.2	13.3	14.0	23.9
1500-1600	Pro	1.0	38.6	9.4	0.4	0.0	24.7	17.5	3.7	0.0	4.6
	Ocp	1.0	1.5	2.3	4.8	0.0	1.6	1.1	20.7	0.0	22.6
1600-1700	Pro	1.1	40.4	10.2	1.2	0.0	23.9	14.1	4.1	0.0	5.0
	Ocp	1.2	1.6	2.3	5.3	0.0	1.6	1.2	13.2	0.0	29.8
1700-1800	Pro	2.1	43.5	11.1	0.9	0.0	19.4	13.6	3.4	0.1	5.9
	Ocp	1.0	1.5	2.2	3.3	0.0	1.4	1.1	18.6	10.0	39.0
1800-1900	Pro	2.6	52.2	9.9	0.5	0.0	16.1	10.5	2.8	0.0	5.4
	Ocp	1.1	1.4	2.4	1.5	0.0	1.4	1.1	16.9	0.0	59.1
1900-2000	Pro	1.0	58.0	10.0	0.4	0.0	13.4	7.3	2.9	0.1	6.9
	Ocp	1.0	1.5	2.1	3.8	0.0	1.4	1.2	21.9	10.0	48.3
2000-2100	Pro	1.2	52.8	15.0	0.1	0.0	12.1	9.4	2.6	0.1	6.6
	Ocp	1.1	1.5	2.3	1.0	0.0	1.5	1.1	22.4	18.5	36.5
2100-2200	Pro	2.0	53.1	19.3	0.1	0.0	9.3	6.7	2.6	0.0	6.8
	Ocp	1.1	1.6	2.4	2.0	0.0	1.6	1.1	7.8	0.0	30.2
2200-2300	Pro	1.3	54.9	21.9	0.3	0.0	6.7	5.1	2.8	0.1	6.8
	Ocp	1.1	1.5	2.4	1.0	0.0	1.4	1.2	16.5	4.7	27.9
16 hours	Pro	1.6	43.7	11.6	0.5	0.0	20.2	13.4	3.3	0.1	5.7
	Ocp	1.1	1.5	2.2	3.9	0.0	1.5	1.1	17.6	16.2	37.4

**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