

YEAR 2012

CORE STATION 5038

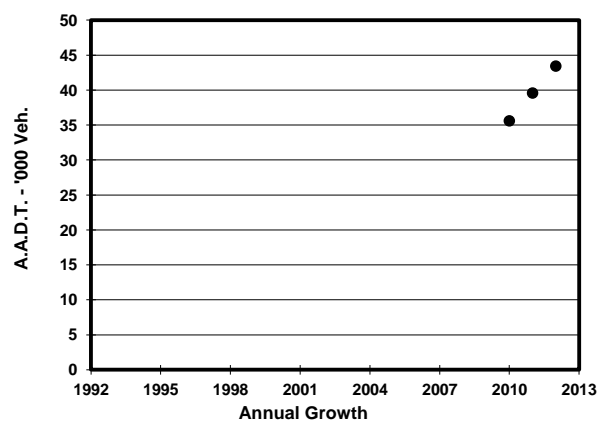
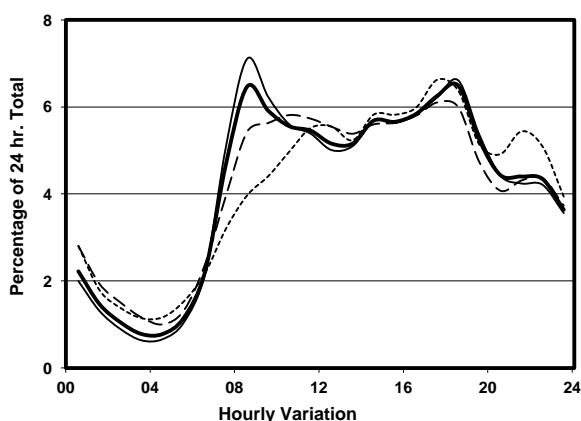
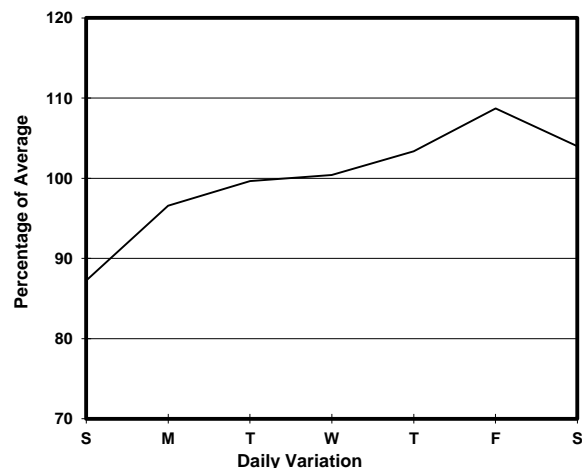
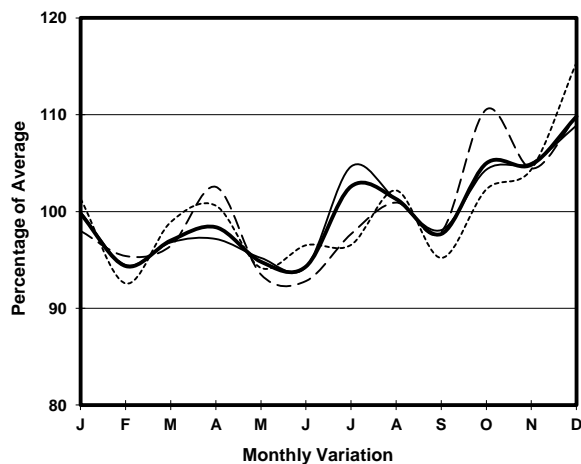
ROAD NETWORK MAJOR

ROAD TYPE EXPRESSWAY

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



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	23590	23980	24760	21560
R 12 / 24 - %	70	71.5	67.9	64.2
R 16 / 24 - %	86.9	87.8	84.6	84.9
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1690	1930	1470	940
T - % (AM)	-	22.2	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	1560	1600	1540	1490
T - % (PM)	-	14	-	-
Prop.of commercial vehicles - 16 hr.	-	19.7	-	-
WEST BOUND				
A.A.D.T.	19840	20490	20580	16780
R 12 / 24 - %	66.3	67.1	65.2	62.5
R 16 / 24 - %	86.5	87.7	83.6	83
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1120	1230	1080	750
T - % (AM)	-	28.5	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	1300	1340	1300	1130
T - % (PM)	-	26.6	-	-
Prop.of commercial vehicles - 16 hr.	-	25	-	-

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	1.1	39.0	22.7	0.7	0.0	10.6	19.5	6.4	0.1	0.1
	Ocp	1.0	1.7	2.2	5.5	0.0	1.6	1.1	15.9	10.0	17.1
0800-0900 Peak hour	Pro	1.2	51.8	13.7	0.1	0.0	8.8	18.0	6.3	0.1	0.1
	Ocp	1.2	1.4	2.2	13.0	0.0	1.8	1.2	38.5	18.5	13.6
0900-1000	Pro	1.2	41.8	13.8	0.3	0.0	15.3	23.1	4.6	0.1	0.1
	Ocp	1.0	1.5	2.4	4.0	0.0	1.5	1.2	11.3	11.8	8.9
1000-1100	Pro	1.7	40.9	16.2	1.0	0.0	12.7	22.9	4.6	0.1	0.1
	Ocp	1.0	1.6	2.4	2.8	0.0	1.6	1.2	9.5	8.3	12.8
1100-1200	Pro	0.2	42.4	21.1	0.2	0.0	10.7	21.7	3.7	0.1	0.1
	Ocp	1.0	1.7	2.7	1.0	0.0	1.6	1.1	16.2	7.3	11.4
1200-1300	Pro	0.5	47.6	18.1	0.4	0.0	9.8	18.8	4.7	0.1	0.1
	Ocp	1.0	1.7	2.6	4.0	0.0	1.8	1.1	11.1	10.0	12.5
1300-1400	Pro	0.4	35.9	21.6	0.6	0.0	13.0	23.1	5.5	0.1	0.1
	Ocp	1.0	1.7	2.5	2.3	0.0	1.6	1.1	11.9	9.3	12.9
1400-1500	Pro	0.3	42.9	19.0	1.0	0.0	11.5	19.8	5.6	0.1	0.1
	Ocp	1.0	1.7	2.5	2.2	0.0	1.6	1.2	14.4	18.2	16.4
1500-1600	Pro	0.9	44.9	17.5	1.1	0.0	10.7	19.7	5.3	0.1	0.1
	Ocp	1.0	1.6	2.6	3.7	0.0	1.6	1.2	15.0	11.5	13.9
1600-1700	Pro	1.1	41.4	22.1	0.8	0.0	11.6	17.4	5.5	0.1	0.1
	Ocp	1.0	1.7	2.8	3.0	0.0	1.8	1.2	15.5	12.0	16.0
1700-1800	Pro	1.7	39.8	21.7	0.3	0.0	12.9	19.2	4.5	0.1	0.1
	Ocp	1.1	1.8	2.5	1.0	0.0	1.7	1.1	14.3	16.0	19.8
1800-1900	Pro	1.2	58.8	17.0	0.0	0.0	8.9	10.4	3.6	0.1	0.1
	Ocp	1.2	1.6	2.5	0.0	0.0	1.7	1.1	24.5	19.0	18.2
1900-2000	Pro	0.2	61.1	17.1	0.4	0.0	5.8	8.8	6.5	0.1	0.1
	Ocp	1.0	1.6	2.3	5.0	0.0	1.4	1.1	23.3	9.8	14.1
2000-2100	Pro	0.6	59.8	21.1	0.0	0.0	3.3	10.0	5.0	0.1	0.1
	Ocp	1.0	1.6	2.6	0.0	0.0	1.4	1.0	19.3	15.2	14.3
2100-2200	Pro	0.7	52.1	28.8	0.0	0.0	4.4	7.3	6.8	0.1	0.1
	Ocp	1.3	1.8	2.2	0.0	0.0	1.8	1.1	8.0	13.5	13.6
2200-2300	Pro	0.6	51.3	34.6	0.0	0.0	4.1	7.1	2.2	0.1	0.1
	Ocp	1.0	1.6	2.3	0.0	0.0	1.8	1.1	13.3	16.7	13.3
16 hours	Pro	0.9	47.0	19.8	0.4	0.0	9.8	17.0	5.1	0.1	0.1
	Ocp	1.1	1.6	2.4	3.5	0.0	1.6	1.1	17.8	13.1	14.3

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