

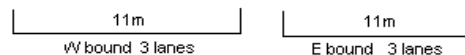
YEAR 2013

CORE STATION 5034

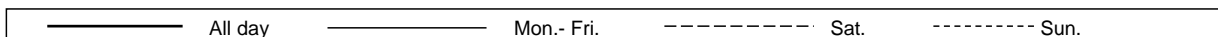
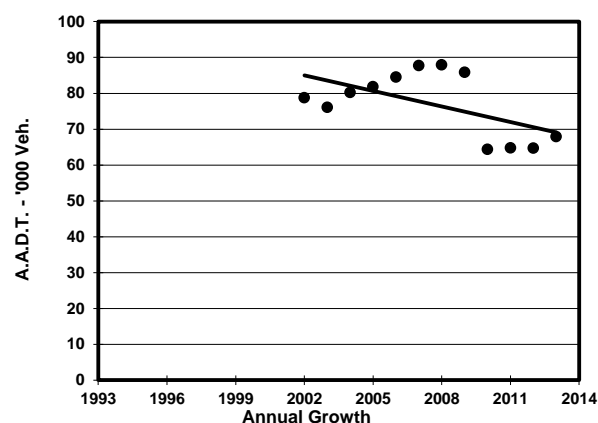
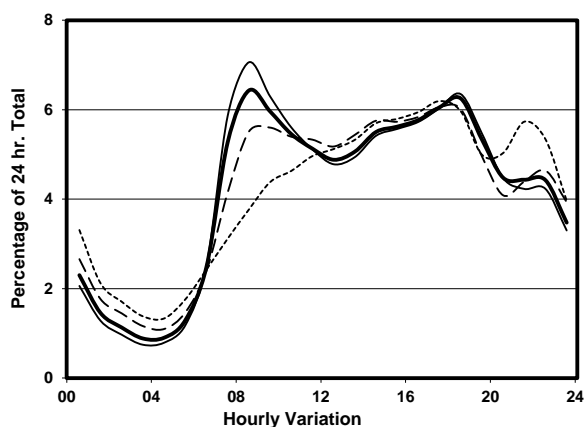
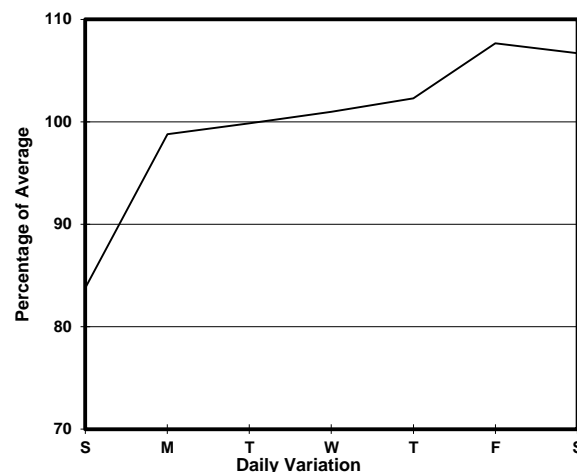
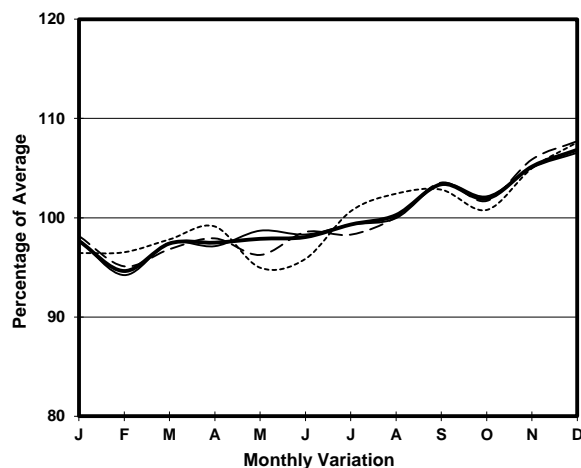
ROAD NETWORK MAJOR

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.
EAST BOUND				
A.A.D.T.	31640	32760	33990	25630
R 12 / 24 - %	74.1	75.6	72.3	66.6
R 16 / 24 - %	88.4	89.2	86.8	85
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	2570	2930	2350	1310
T - % (AM)	-	21.3	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	1980	2060	2060	1640
T - % (PM)	-	19.8	-	-
Prop.of commercial vehicles - 16 hr.	-	22.8	-	-
WEST BOUND				
A.A.D.T.	36290	37100	39120	31640
R 12 / 24 - %	61.6	62.7	60.5	56.3
R 16 / 24 - %	84.1	85.4	81.7	79.6
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1820	2000	1830	1200
T - % (AM)	-	25.6	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	2260	2370	2410	1910
T - % (PM)	-	13.2	-	-
Prop.of commercial vehicles - 16 hr.	-	23.4	-	-

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	3.1	39.2	14.8	1.1	0.0	19.3	13.5	3.6	0.1	5.4
	Ocp	1.0	1.5	2.2	10.1	0.0	1.5	1.2	31.4	17.0	71.1
0800-0900 Peak hour	Pro	2.0	50.7	7.5	0.0	0.0	16.7	13.2	3.6	0.1	6.2
	Ocp	1.1	1.6	2.0	0.0	0.0	1.7	1.2	19.8	17.5	66.9
0900-1000	Pro	0.7	39.0	9.0	0.2	0.0	23.0	18.7	3.8	0.0	5.6
	Ocp	1.0	1.4	2.3	2.0	0.0	1.5	1.2	11.5	0.0	37.1
1000-1100	Pro	0.9	37.5	10.2	0.5	0.0	23.1	20.0	2.2	0.0	5.6
	Ocp	1.0	1.5	2.0	8.0	0.0	1.5	1.3	17.7	0.0	27.1
1100-1200	Pro	1.1	29.7	9.3	0.4	0.0	30.7	19.8	3.3	0.0	5.7
	Ocp	1.0	1.7	2.2	3.7	0.0	1.4	1.2	15.4	0.0	29.9
1200-1300	Pro	1.5	43.3	10.8	0.2	0.0	19.7	15.8	3.3	0.0	5.4
	Ocp	1.2	1.5	2.4	5.0	0.0	1.5	1.1	14.1	0.0	28.9
1300-1400	Pro	0.7	36.7	8.7	1.1	0.0	24.4	20.5	3.3	0.0	4.7
	Ocp	1.2	1.5	2.4	4.0	0.0	1.4	1.2	10.8	0.0	32.9
1400-1500	Pro	0.4	40.9	12.4	0.2	0.0	20.2	17.7	3.2	0.0	4.9
	Ocp	1.0	1.6	2.3	1.0	0.0	1.5	1.2	16.7	0.0	31.9
1500-1600	Pro	0.8	37.7	10.9	0.9	0.0	22.0	19.6	3.4	0.0	4.7
	Ocp	1.0	1.6	2.1	3.6	0.0	1.6	1.3	18.2	0.0	28.5
1600-1700	Pro	1.8	30.8	12.9	0.4	0.0	27.7	19.2	2.6	0.0	4.5
	Ocp	1.1	1.5	2.3	6.0	0.0	1.6	1.3	15.8	0.0	34.4
1700-1800	Pro	2.1	47.2	9.1	0.5	0.0	19.3	13.8	2.4	0.0	5.6
	Ocp	1.1	1.5	2.4	3.7	0.0	1.5	1.2	10.7	0.0	45.3
1800-1900	Pro	2.7	54.6	9.0	0.5	0.0	16.7	8.4	2.5	0.0	5.5
	Ocp	1.2	1.5	2.1	2.3	0.0	1.5	1.1	21.8	0.0	68.3
1900-2000	Pro	1.9	59.6	9.3	0.3	0.0	11.0	8.5	2.7	0.1	6.7
	Ocp	1.3	1.5	2.4	2.0	0.0	1.5	1.0	21.1	1.0	54.3
2000-2100	Pro	1.3	50.0	18.9	0.1	0.0	9.3	10.1	4.1	0.1	6.1
	Ocp	1.2	1.4	2.1	1.0	0.0	1.4	1.1	17.0	1.0	45.9
2100-2200	Pro	2.2	50.5	21.7	0.0	0.0	10.4	5.8	2.9	0.0	6.5
	Ocp	1.3	1.4	2.1	0.0	0.0	1.4	1.2	22.0	0.0	40.1
2200-2300	Pro	1.5	56.9	20.6	0.0	0.0	8.3	5.3	1.1	0.0	6.2
	Ocp	1.3	1.5	2.2	0.0	0.0	1.5	1.2	22.1	0.0	46.3
16 hours	Pro	1.6	44.1	11.7	0.4	0.0	19.1	14.5	3.0	0.1	5.6
	Ocp	1.1	1.5	2.2	5.0	0.0	1.5	1.2	17.8	10.8	45.1

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