

YEAR 2013

CORE STATION 5038

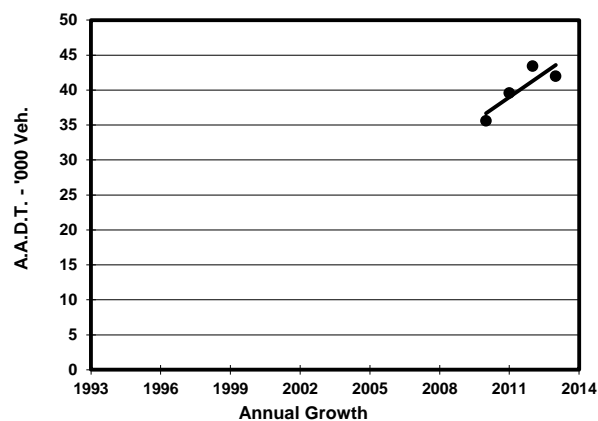
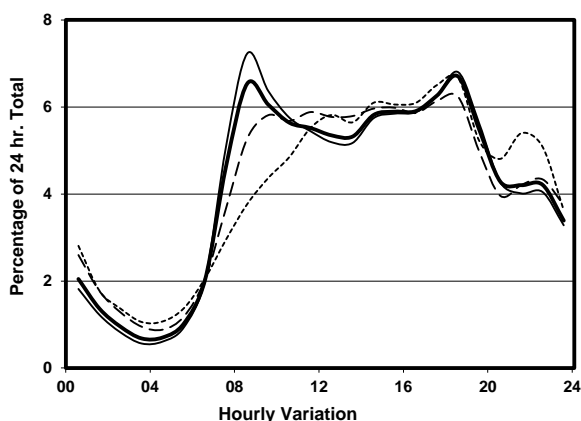
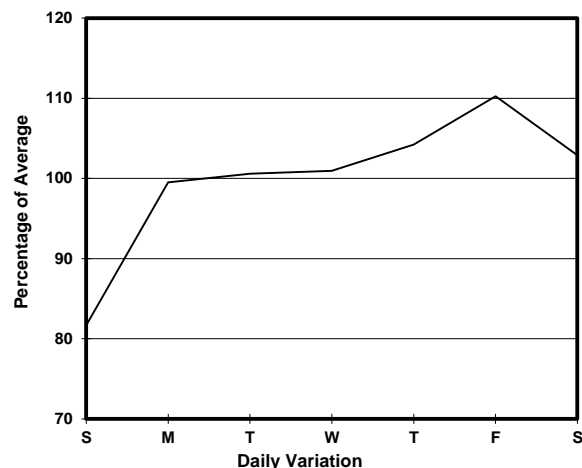
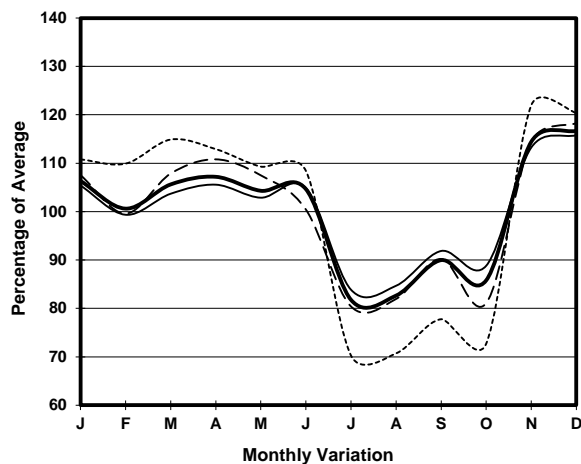
ROAD NETWORK MAJOR

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.	22000	22700	22950	18970
R 12 / 24 - %	71.9	73.4	69.7	65.6
R 16 / 24 - %	88	88.8	85.9	85.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1680	1950	1450	840
T - % (AM)	-	20.4	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	1460	1490	1470	1410
T - % (PM)	-	15	-	-
Prop.of commercial vehicles - 16 hr.	-	18.9	-	-
WEST BOUND				
A.A.D.T.	19980	20920	20610	16030
R 12 / 24 - %	67.1	67.9	66.3	62.9
R 16 / 24 - %	87.7	88.7	85.1	84
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1100	1210	1080	690
T - % (AM)	-	23.5	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	1350	1480	1300	1030
T - % (PM)	-	17.2	-	-
Prop.of commercial vehicles - 16 hr.	-	24	-	-

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	1.4	37.3	30.6	0.2	0.0	8.5	16.1	5.2	0.1	0.8
	Ocp	1.0	1.7	2.3	7.0	0.0	1.5	1.2	23.9	1.0	22.4
0800-0900 Peak hour	Pro	0.1	50.8	17.0	0.0	0.0	10.5	14.6	6.2	0.1	0.7
	Ocp	1.0	1.5	2.4	0.0	0.0	1.5	1.2	35.6	23.0	19.3
0900-1000	Pro	1.0	49.3	14.3	0.1	0.0	10.3	20.9	3.2	0.1	0.8
	Ocp	1.0	1.6	2.5	2.0	0.0	1.8	1.2	20.2	18.5	7.7
1000-1100	Pro	0.5	46.2	18.3	0.0	0.0	10.5	20.0	3.5	0.1	0.8
	Ocp	1.0	1.6	2.7	0.0	0.0	1.6	1.1	14.8	16.0	13.3
1100-1200	Pro	0.0	40.6	19.7	0.8	0.0	12.9	20.8	4.1	0.2	0.9
	Ocp	0.0	1.8	2.8	1.3	0.0	1.6	1.2	19.6	11.3	13.3
1200-1300	Pro	0.3	44.8	22.8	0.2	0.0	8.5	17.8	4.7	0.1	0.7
	Ocp	1.0	1.7	2.7	1.0	0.0	1.5	1.1	13.4	6.7	14.9
1300-1400	Pro	0.3	39.0	22.9	0.3	0.0	10.4	21.3	4.7	0.1	0.9
	Ocp	1.0	1.8	2.6	2.5	0.0	1.6	1.1	18.5	9.0	16.4
1400-1500	Pro	0.3	41.2	23.9	0.5	0.0	10.3	19.6	3.3	0.2	0.8
	Ocp	1.0	1.5	2.4	2.3	0.0	1.4	1.2	11.0	14.3	14.7
1500-1600	Pro	0.3	42.8	19.8	0.7	0.0	10.4	21.1	4.1	0.1	0.7
	Ocp	1.0	1.7	2.9	6.0	0.0	1.6	1.1	12.9	16.8	12.7
1600-1700	Pro	0.4	40.7	21.1	0.4	0.0	12.1	19.8	4.5	0.2	0.8
	Ocp	1.3	1.8	2.5	2.0	0.0	1.5	1.1	9.6	13.6	15.0
1700-1800	Pro	0.9	49.0	20.2	0.6	0.0	9.2	14.6	4.8	0.1	0.7
	Ocp	1.0	1.7	2.5	7.0	0.0	1.8	1.1	12.3	23.3	19.2
1800-1900	Pro	0.3	62.3	15.5	0.0	0.0	6.1	9.6	5.2	0.2	0.8
	Ocp	1.0	1.6	2.8	0.0	0.0	1.9	1.1	18.5	11.8	21.0
1900-2000	Pro	0.3	59.8	19.1	0.5	0.0	6.9	6.1	6.3	0.2	0.7
	Ocp	1.0	1.7	2.5	4.3	0.0	1.5	1.1	11.8	13.8	20.1
2000-2100	Pro	1.1	54.4	24.6	0.2	0.0	5.5	7.3	5.5	0.2	1.2
	Ocp	1.4	1.8	2.6	3.0	0.0	1.6	1.2	16.7	16.7	14.7
2100-2200	Pro	0.0	51.7	30.3	0.0	0.0	4.7	7.5	4.2	0.3	1.3
	Ocp	0.0	2.1	2.7	0.0	0.0	1.8	1.1	15.5	15.6	16.2
2200-2300	Pro	0.9	54.2	33.7	0.2	0.0	3.8	3.6	2.2	0.2	1.2
	Ocp	1.5	1.9	2.6	2.0	0.0	1.3	1.1	17.8	17.7	20.9
16 hours	Pro	0.5	47.7	21.4	0.3	0.0	9.1	15.6	4.5	0.1	0.8
	Ocp	1.1	1.7	2.6	3.8	0.0	1.6	1.1	17.8	14.6	16.2

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