

YEAR 2016

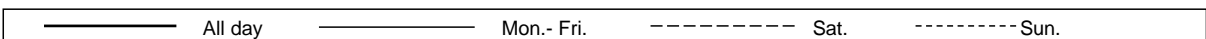
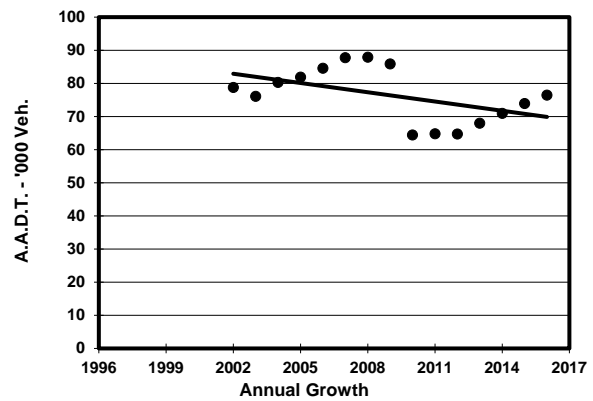
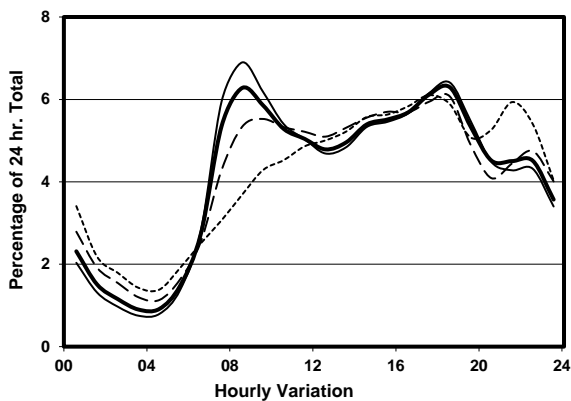
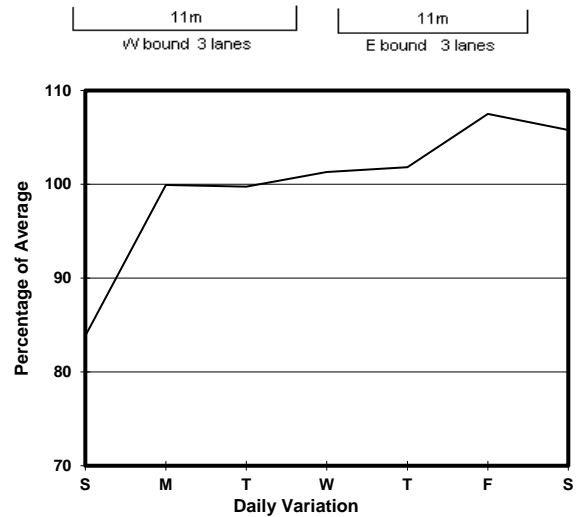
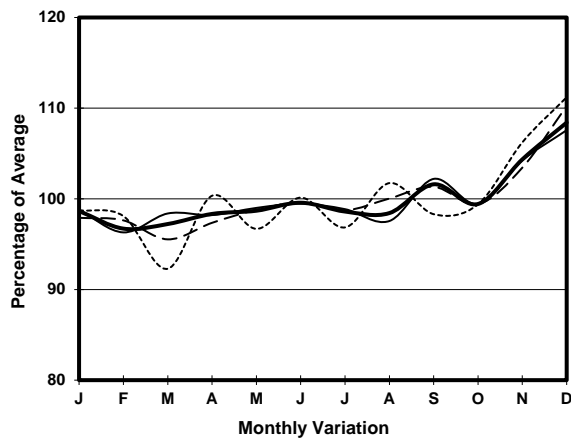
CORE STATION 5034

ROAD NETWORK MAJOR

ROAD TYPE EXPRESSWAY

LINK CHEUNG TSING TUNNEL & CHEUNG TSING BRIDGE
(from CHEUNG TSING 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.	35160	36450	37420	28600
R 12 / 24 - %	73.6	75.1	71.8	66.2
R 16 / 24 - %	88	88.8	86.5	84.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2770	3170	2530	1420
T - % (AM)	-	22.1	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	2180	2290	2230	1840
T - % (PM)	-	15.5	-	-
Prop.of commercial vehicles - 16 hr.	-	22.3	-	-
WEST BOUND				
A.A.D.T.	41260	42270	44290	35770
R 12 / 24 - %	60.6	61.9	59.3	54.5
R 16 / 24 - %	83.3	84.6	80.5	78.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2030	2260	1990	1340
T - % (AM)	-	16	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	2630	2760	2730	2090
T - % (PM)	-	16.4	-	-
Prop.of commercial vehicles - 16 hr.	-	20.2	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor	Private	Taxi	Private	PLB	Goods veh.		Non	Fr. Bus	
		Cycle	Car		LB		Light	M & H	Fr. Bus	SD	DD
0700-0800	Pro	4.3	51.4	11.7	0.9	0.0	14.1	10.5	2.2	0.0	5.1
	Ocp	1.1	1.5	2.2	8.1	0.0	1.6	1.3	27.4	0.0	74.5
0800-0900	Pro	3.3	51.2	10.9	0.6	0.0	14.3	10.9	3.1	0.0	5.6
	Ocp	1.1	1.7	2.3	3.0	0.0	1.5	1.2	20.7	0.0	70.0
0900-1000	Pro	2.0	36.8	12.5	1.0	0.0	22.8	16.9	3.2	0.0	4.8
	Ocp	1.1	1.4	2.1	1.5	0.0	1.4	1.2	10.0	0.0	39.0
1000-1100	Pro	0.9	38.2	11.2	0.4	0.0	22.4	19.6	2.7	0.0	4.7
	Ocp	1.0	1.8	2.3	2.8	0.0	1.4	1.2	17.8	0.0	35.6
1100-1200	Pro	1.0	37.6	13.7	0.1	0.0	22.3	17.4	3.3	0.0	4.6
	Ocp	1.1	1.3	2.3	1.0	0.0	1.3	1.2	9.7	0.0	35.4
1200-1300	Pro	0.7	41.2	14.5	1.0	0.0	16.0	18.0	3.7	0.0	5.0
	Ocp	1.3	1.5	2.3	4.6	0.0	1.4	1.1	19.5	0.0	33.1
1300-1400	Pro	0.7	40.9	11.4	1.0	0.0	19.6	20.0	2.1	0.0	4.4
	Ocp	1.0	1.5	2.2	2.4	0.0	1.4	1.2	19.5	0.0	38.7
1400-1500	Pro	1.2	38.3	11.2	0.2	0.0	24.6	17.6	2.9	0.0	3.9
	Ocp	1.1	1.7	2.3	3.7	0.0	1.4	1.3	17.0	0.0	34.1
1500-1600	Pro	1.0	36.9	14.2	0.5	0.0	21.6	17.9	3.9	0.0	4.0
	Ocp	1.3	1.3	2.2	2.4	0.0	1.5	1.2	12.1	0.0	31.6
1600-1700	Pro	1.5	43.2	12.1	0.8	0.0	19.7	15.0	3.2	0.0	4.6
	Ocp	1.3	1.8	1.8	6.4	0.0	1.4	1.3	14.2	0.0	34.1
1700-1800	Pro	3.4	44.8	13.2	0.5	0.0	17.2	12.0	3.2	0.0	5.6
	Ocp	1.0	1.5	2.2	4.6	0.0	1.5	1.2	19.1	0.0	50.9
1800-1900	Pro	3.6	55.8	10.4	0.3	0.0	14.0	7.6	3.2	0.0	5.1
	Ocp	1.1	1.8	2.4	1.0	0.0	1.2	1.2	20.4	0.0	73.7
1900-2000	Pro	1.7	57.5	11.7	0.0	0.0	11.6	7.3	3.6	0.0	6.7
	Ocp	1.1	1.5	2.4	0.0	0.0	1.2	1.2	15.9	0.0	53.3
2000-2100	Pro	1.1	54.4	18.1	0.0	0.0	8.7	8.0	3.1	0.0	6.7
	Ocp	1.1	1.4	2.1	0.0	0.0	1.1	1.0	14.7	0.0	38.0
2100-2200	Pro	1.2	52.0	23.4	0.1	0.0	8.8	6.2	2.0	0.0	6.3
	Ocp	1.0	1.3	2.0	1.0	0.0	1.2	1.0	9.9	0.0	36.3
2200-2300	Pro	2.6	51.2	27.7	0.1	0.0	7.9	3.1	1.6	0.0	5.8
	Ocp	1.2	1.4	2.2	2.0	0.0	1.2	1.0	8.3	0.0	46.7
16 hours	Pro	2.0	45.6	13.7	0.5	0.0	17.0	13.2	3.0	0.0	5.1
	Ocp	1.1	1.5	2.2	3.8	0.0	1.4	1.2	16.3	0.0	47.4

Legend

Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*

Ocp. Average occupancy of vehicles including both driver and passengers*

M&H Medium and Heavy

* All traffic data are collected from combined bounds except for one way traffic