

YEAR 2018

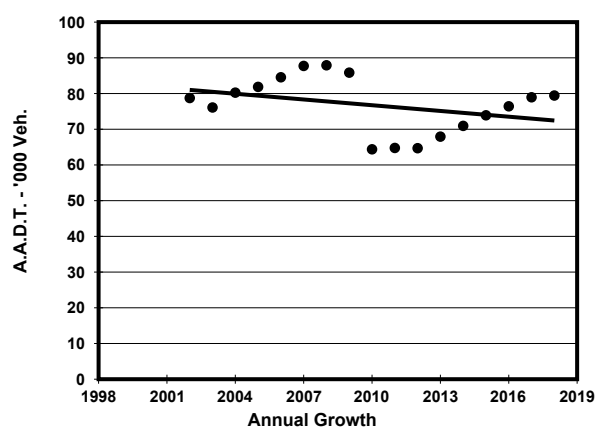
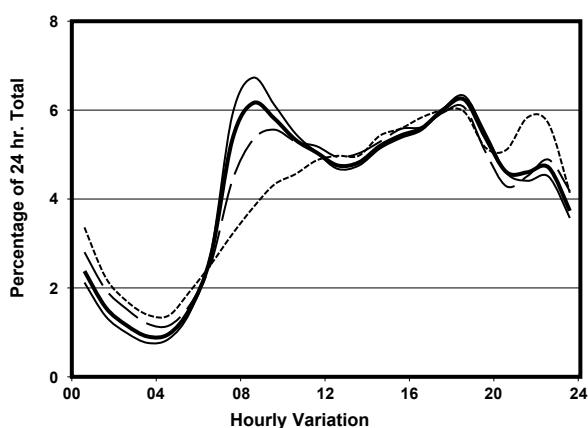
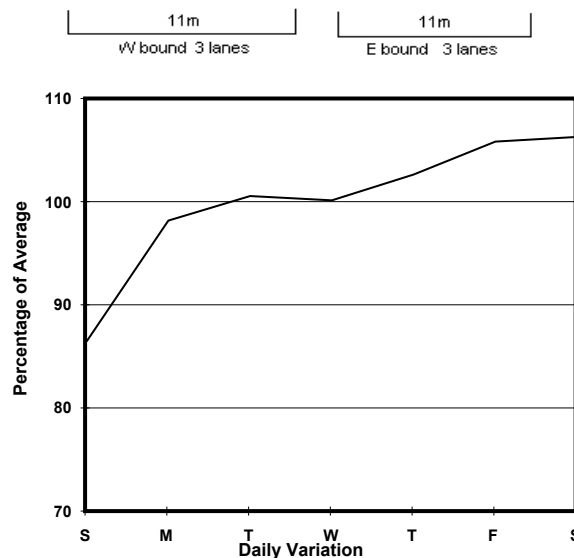
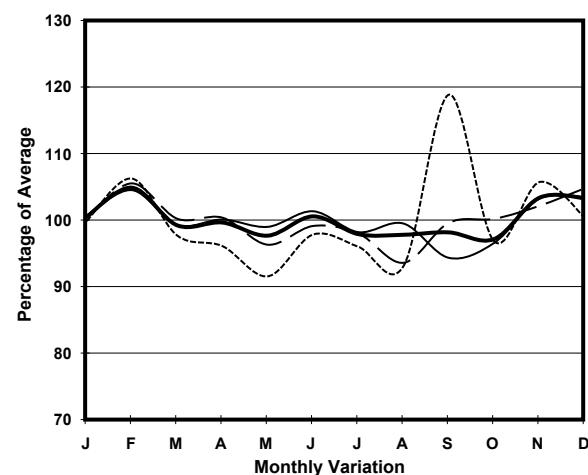
CORE STATION 5034

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



— All day — Mon.- Fri. Sat. - - - - Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	36580	37660	38810	30850
R 12 / 24 - %	73	74.4	71.1	66.7
R 16 / 24 - %	87.8	88.6	86.3	85.1
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2810	3170	2620	1600
T - % (AM)	-	20.5	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	2310	2400	2390	1960
T - % (PM)	-	14.5	-	-
Prop.of commercial vehicles - 16 hr.	-	18.7	-	-
WEST BOUND				
A.A.D.T.	42860	43500	46190	38390
R 12 / 24 - %	59.5	60.8	58.5	53.8
R 16 / 24 - %	82.6	83.9	80.2	78.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2090	2290	2110	1400
T - % (AM)	-	16.8	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	2640	2740	2780	2190
T - % (PM)	-	13.5	-	-
Prop.of commercial vehicles - 16 hr.	-	18.9	-	-

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	3.8	48.1	12.8	0.4	0.0	17.8	9.7	2.6	0.0	4.7
	Ocp	1.0	1.3	2.0	8.0	0.0	1.3	1.1	22.8	0.0	71.4
0800-0900 Peak hour	Pro	1.9	50.5	10.5	0.4	0.0	17.8	9.9	3.5	0.0	5.6
	Ocp	1.1	1.2	2.1	2.2	0.0	1.4	1.1	21.7	0.0	71.9
0900-1000	Pro	2.2	39.8	10.5	0.4	0.0	27.7	11.9	2.9	0.0	4.5
	Ocp	1.1	1.3	1.7	1.7	0.0	1.4	1.1	15.8	0.0	42.0
1000-1100	Pro	1.2	36.3	12.3	0.6	0.0	26.1	15.5	3.1	0.0	4.9
	Ocp	1.2	1.2	2.1	3.9	0.0	1.3	1.1	11.5	0.0	32.8
1100-1200	Pro	1.5	42.1	11.3	0.7	0.0	21.1	15.8	2.8	0.0	4.7
	Ocp	1.1	1.2	2.2	2.0	0.0	1.2	1.1	15.4	0.0	34.0
1200-1300	Pro	1.0	43.6	12.7	0.5	0.0	19.4	14.2	3.5	0.0	5.1
	Ocp	1.1	1.3	2.2	1.6	0.0	1.3	1.1	8.3	0.0	32.5
1300-1400	Pro	1.0	38.0	11.6	0.7	0.0	25.7	16.3	2.4	0.0	4.4
	Ocp	1.1	1.3	2.2	1.7	0.0	1.3	1.1	8.5	0.0	36.9
1400-1500	Pro	1.2	42.1	12.1	0.9	0.0	22.8	14.0	2.5	0.0	4.3
	Ocp	1.1	1.3	2.3	2.1	0.0	1.3	1.1	11.6	0.0	34.0
1500-1600	Pro	0.8	32.9	13.0	0.4	0.0	29.4	15.1	3.8	0.0	4.6
	Ocp	1.0	1.3	2.2	4.5	0.0	1.4	1.1	10.1	0.0	30.6
1600-1700	Pro	1.9	38.7	14.0	1.0	0.0	24.9	12.0	3.2	0.0	4.5
	Ocp	1.1	1.3	1.9	2.2	0.0	1.4	1.1	9.4	0.0	35.4
1700-1800	Pro	4.6	46.5	10.5	0.7	0.0	21.9	7.2	3.3	0.0	5.4
	Ocp	1.1	1.3	2.4	2.6	0.0	1.5	1.1	10.1	0.0	52.9
1800-1900	Pro	3.1	60.2	8.6	0.3	0.0	13.7	6.1	2.0	0.0	6.0
	Ocp	1.1	1.4	2.6	1.0	0.0	1.4	1.1	9.2	0.0	82.1
1900-2000	Pro	2.1	55.4	12.9	0.0	0.0	15.2	3.7	2.3	0.0	8.4
	Ocp	1.1	1.4	2.2	0.0	0.0	1.2	1.1	27.3	0.0	64.5
2000-2100	Pro	3.2	50.3	19.0	0.1	0.0	11.6	5.9	3.2	0.0	6.7
	Ocp	1.1	1.2	2.0	1.0	0.0	1.2	1.1	5.3	0.0	44.0
2100-2200	Pro	2.2	55.2	20.6	0.0	0.0	8.4	4.3	2.4	0.0	6.8
	Ocp	1.3	1.3	2.2	0.0	0.0	1.3	1.0	9.9	0.0	41.6
2200-2300	Pro	2.6	56.0	23.8	0.0	0.0	6.0	3.0	2.5	0.0	6.1
	Ocp	1.2	1.3	2.1	0.0	0.0	1.1	1.0	7.2	0.0	49.0
16 hours	Pro	2.2	45.6	13.1	0.5	0.0	19.9	10.6	2.9	0.0	5.3
	Ocp	1.1	1.3	2.1	2.7	0.0	1.3	1.1	13.2	0.0	49.5

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