

YEAR 2019

CORE STATION 5034

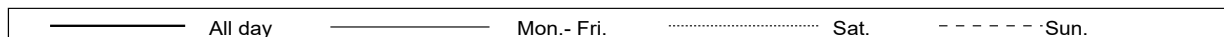
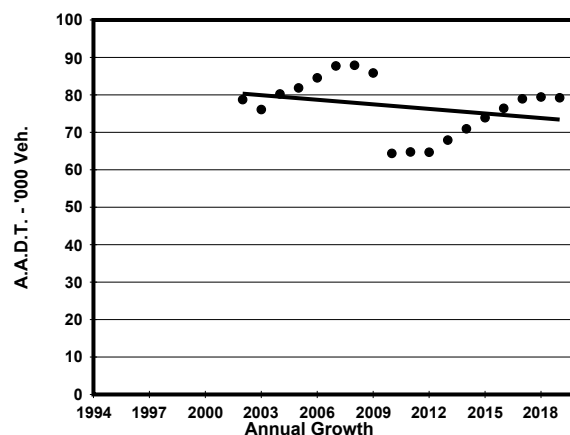
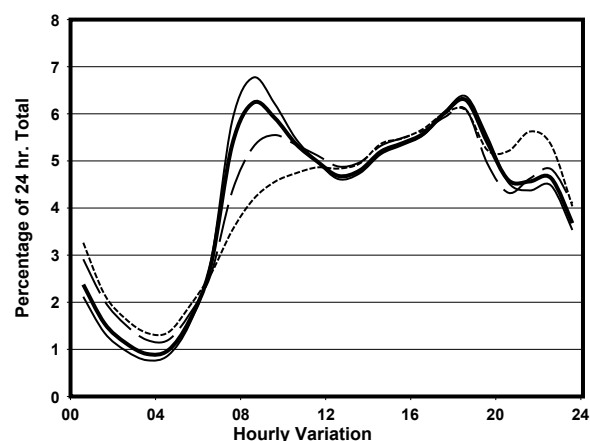
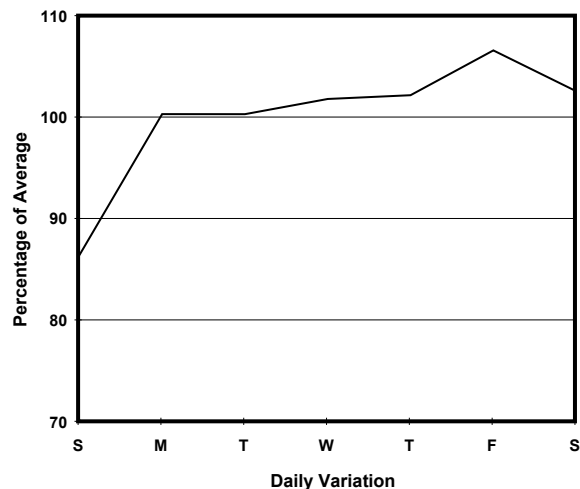
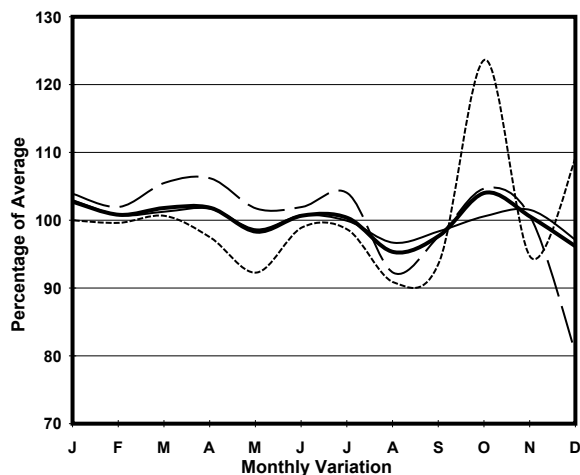
ROAD NETWORK MAJOR

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.
<b>EAST BOUND</b>				
A.A.D.T.	36940	38260	37700	31450
R 12 / 24 - %	73.1	74.5	71	67
R 16 / 24 - %	87.7	88.4	86.2	85.2
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2870	3240	2530	1710
T - % (AM)	-	18.7	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	2320	2420	2290	1980
T - % (PM)	-	14.7	-	-
Prop.of commercial vehicles - 16 hr.	-	19.9	-	-
<b>WEST BOUND</b>				
A.A.D.T.	42290	43270	44040	37780
R 12 / 24 - %	59.4	60.5	58	54.6
R 16 / 24 - %	82.6	83.8	79.8	78.8
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2070	2280	2010	1440
T - % (AM)	-	16.9	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2670	2780	2690	2230
T - % (PM)	-	12.6	-	-
Prop.of commercial vehicles - 16 hr.	-	17.4	-	-

## 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	4.2	49.9	12.7	0.4	0.0	16.6	9.9	2.0	0.0	4.4
	Ocp	1.0	1.3	2.2	4.6	0.0	1.3	1.1	20.4	0.0	72.7
0800-0900 Peak hour	Pro	3.9	48.1	9.4	0.6	0.0	20.0	8.9	3.6	0.0	5.5
	Ocp	1.0	1.4	2.0	2.1	0.0	1.4	1.3	16.1	0.0	69.1
0900-1000	Pro	1.9	42.2	10.6	0.2	0.0	22.7	13.1	4.0	0.0	5.3
	Ocp	1.0	1.4	2.3	1.3	0.0	1.5	1.2	11.6	0.0	37.5
1000-1100	Pro	1.2	40.7	10.3	0.3	0.0	23.3	16.5	3.1	0.0	4.6
	Ocp	1.1	1.5	2.1	6.3	0.0	1.3	1.1	10.6	0.0	32.1
1100-1200	Pro	1.2	42.8	11.0	0.3	0.0	21.9	15.1	3.1	0.0	4.6
	Ocp	1.2	1.4	1.9	1.3	0.0	1.3	1.1	7.6	0.0	31.3
1200-1300	Pro	1.5	42.5	10.8	0.5	0.0	24.1	12.6	3.2	0.0	4.9
	Ocp	1.1	1.3	2.1	4.2	0.0	1.5	1.1	7.5	0.0	30.7
1300-1400	Pro	1.4	43.5	10.7	0.7	0.0	21.6	14.6	3.0	0.0	4.6
	Ocp	1.0	1.3	2.1	2.1	0.0	1.4	1.2	16.4	0.0	37.4
1400-1500	Pro	1.2	43.4	10.7	0.5	0.0	20.3	17.4	2.6	0.0	3.9
	Ocp	1.0	1.4	2.0	2.2	0.0	1.4	1.2	12.2	0.0	32.5
1500-1600	Pro	1.3	44.8	10.0	1.1	0.0	20.5	15.5	2.7	0.0	4.2
	Ocp	1.1	1.3	2.0	2.8	0.0	1.3	1.1	16.3	0.0	32.1
1600-1700	Pro	1.4	44.4	10.4	0.6	0.0	20.1	15.2	3.4	0.0	4.5
	Ocp	1.0	1.4	2.0	4.3	0.0	1.4	1.1	7.1	0.0	38.9
1700-1800	Pro	4.0	50.4	9.9	0.8	0.0	17.7	9.2	3.4	0.0	4.6
	Ocp	1.1	1.4	2.0	4.6	0.0	1.5	1.2	7.1	0.0	59.8
1800-1900	Pro	4.1	63.0	9.3	0.1	0.0	10.0	5.9	2.5	0.0	5.2
	Ocp	1.1	1.3	1.9	6.0	0.0	1.3	1.1	20.1	0.0	78.5
1900-2000	Pro	1.9	65.5	9.3	0.1	0.0	11.3	2.9	2.7	0.0	6.4
	Ocp	1.1	1.3	2.3	2.0	0.0	1.2	1.1	11.5	0.0	60.1
2000-2100	Pro	1.3	58.4	16.9	0.0	0.0	9.7	4.4	2.5	0.0	6.7
	Ocp	1.4	1.3	2.0	0.0	0.0	1.3	1.1	4.6	0.0	44.8
2100-2200	Pro	2.1	55.9	19.8	0.0	0.0	10.2	3.6	1.3	0.0	7.1
	Ocp	1.0	1.4	2.2	0.0	0.0	1.3	1.0	10.0	0.0	44.4
2200-2300	Pro	2.0	56.4	21.4	0.2	0.0	9.5	3.5	1.0	0.0	5.8
	Ocp	1.2	1.4	2.1	2.5	0.0	1.2	1.1	7.7	0.0	45.0
16 hours	Pro	2.3	49.3	11.6	0.4	0.0	17.8	10.7	2.8	0.0	5.1
	Ocp	1.1	1.3	2.1	3.3	0.0	1.4	1.1	12.0	0.0	48.9

**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