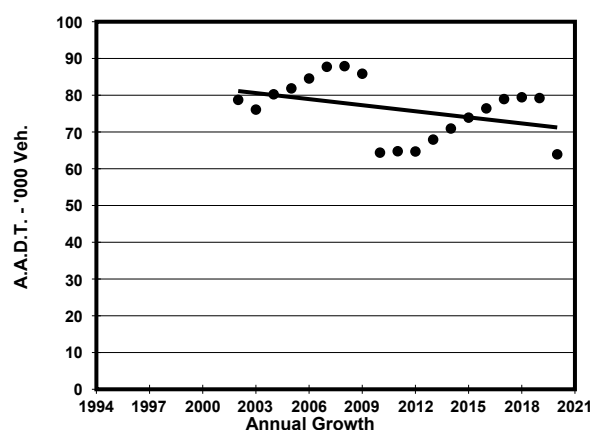
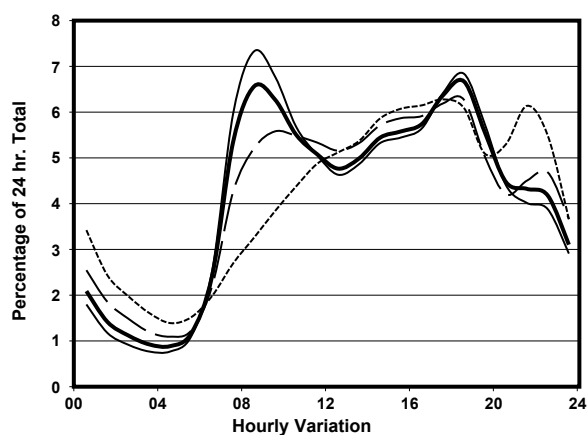
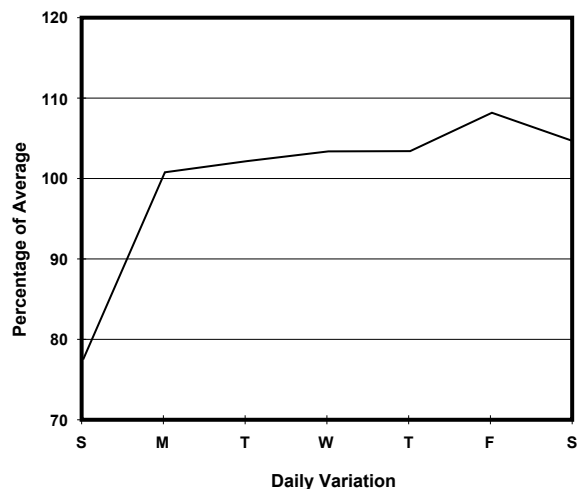
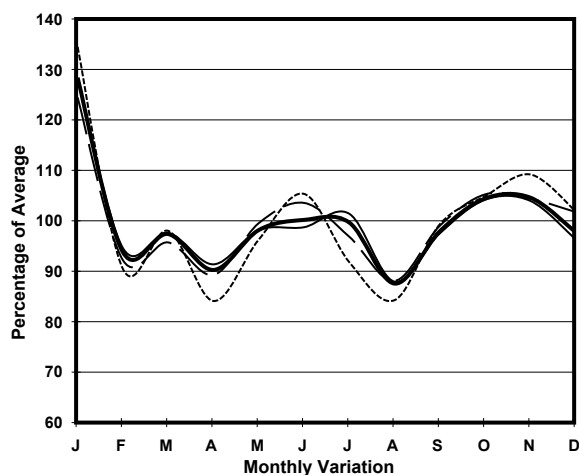


YEAR 2020
CORE STATION 5034
ROAD NETWORK MAJOR
ROAD TYPE EXPRESSWAY

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.	31040	32800	32290	23600
R 12 / 24 - %	76.3	78	73.8	67.5
R 16 / 24 - %	89	89.8	87.6	85.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2610	3100	2250	1120
T - % (AM)	-	20.7	-	-
PM Peak Hour	1700-1800	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	1930	2030	1970	1580
T - % (PM)	-	13.6	-	-
Prop.of commercial vehicles - 16 hr.	-	20.1	-	-
WEST BOUND				
A.A.D.T.	32880	34150	35150	26980
R 12 / 24 - %	60.8	62.3	59.5	53.4
R 16 / 24 - %	84.9	86.3	82.1	79.1
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1590	1810	1510	830
T - % (AM)	-	17.3	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2370	2550	2380	1650
T - % (PM)	-	10.9	-	-
Prop.of commercial vehicles - 16 hr.	-	18.4	-	-

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	4.0	53.1	7.3	0.9	0.0	17.1	10.6	1.8	0.0	5.1
	Ocp	1.0	1.3	1.9	5.5	0.0	1.3	1.1	19.0	0.0	67.8
0800-0900 Peak hour	Pro	3.7	52.2	6.6	1.1	0.0	17.0	11.3	2.0	0.0	6.1
	Ocp	1.1	1.2	1.8	1.5	0.0	1.4	1.1	30.8	0.0	62.0
0900-1000	Pro	2.3	43.1	7.8	1.0	0.0	24.3	14.6	1.2	0.0	5.7
	Ocp	1.0	1.4	1.9	2.3	0.0	1.6	1.1	4.8	0.0	37.8
1000-1100	Pro	3.5	39.1	6.2	0.8	0.0	27.7	17.0	0.6	0.0	5.0
	Ocp	1.1	1.2	1.8	1.3	0.0	1.4	1.1	2.5	0.0	31.0
1100-1200	Pro	2.5	38.7	6.8	0.7	0.0	28.1	17.4	0.8	0.0	5.1
	Ocp	1.0	1.3	2.0	2.8	0.0	1.3	1.1	2.1	0.0	33.3
1200-1300	Pro	2.6	41.7	8.3	1.1	0.0	26.8	13.6	0.8	0.0	5.0
	Ocp	1.0	1.4	2.0	2.9	0.0	1.3	1.2	2.6	0.0	30.3
1300-1400	Pro	1.8	40.0	6.0	1.0	0.0	27.0	18.5	1.4	0.0	4.4
	Ocp	1.1	1.3	2.0	6.8	0.0	1.3	1.1	12.6	0.0	32.5
1400-1500	Pro	2.6	39.4	6.6	1.2	0.0	27.8	17.0	1.2	0.0	4.2
	Ocp	1.0	1.3	2.1	2.0	0.0	1.3	1.1	3.4	0.0	30.9
1500-1600	Pro	3.1	39.8	6.2	0.6	0.0	26.7	18.3	0.8	0.0	4.7
	Ocp	1.1	1.4	2.0	3.4	0.0	1.4	1.2	4.0	0.0	31.9
1600-1700	Pro	2.8	40.3	6.5	0.6	0.0	28.5	15.0	0.8	0.0	5.3
	Ocp	1.0	1.3	1.9	4.0	0.0	1.5	1.2	10.8	0.0	35.5
1700-1800	Pro	5.4	47.7	5.9	1.0	0.0	22.4	11.2	0.6	0.0	5.8
	Ocp	1.1	1.4	1.9	4.6	0.0	1.3	1.1	4.2	0.0	49.9
1800-1900	Pro	6.2	63.0	5.1	0.3	0.0	13.3	5.8	0.7	0.0	5.7
	Ocp	1.1	1.3	2.1	2.3	0.0	1.3	1.1	21.4	0.0	74.2
1900-2000	Pro	3.2	61.4	8.9	0.0	0.0	12.3	5.6	1.1	0.0	7.5
	Ocp	1.1	1.4	1.9	0.0	0.0	1.2	1.1	13.7	0.0	56.8
2000-2100	Pro	2.2	62.2	7.7	0.2	0.0	13.2	5.8	0.3	0.0	8.5
	Ocp	1.0	1.4	1.9	1.0	0.0	1.2	1.1	16.5	0.0	39.7
2100-2200	Pro	3.7	58.6	11.2	0.0	0.0	10.8	6.4	0.4	0.0	9.0
	Ocp	1.1	1.4	1.9	0.0	0.0	1.2	1.0	1.5	0.0	33.0
2200-2300	Pro	2.0	52.9	19.0	0.0	0.0	10.4	6.6	0.7	0.1	8.4
	Ocp	1.4	1.2	1.9	0.0	0.0	1.3	1.2	3.3	3.0	34.5
16 hours	Pro	3.4	48.0	7.4	0.7	0.0	21.2	12.5	1.0	0.1	5.8
	Ocp	1.1	1.3	1.9	3.2	0.0	1.4	1.1	13.6	3.0	45.1

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