

YEAR 2022

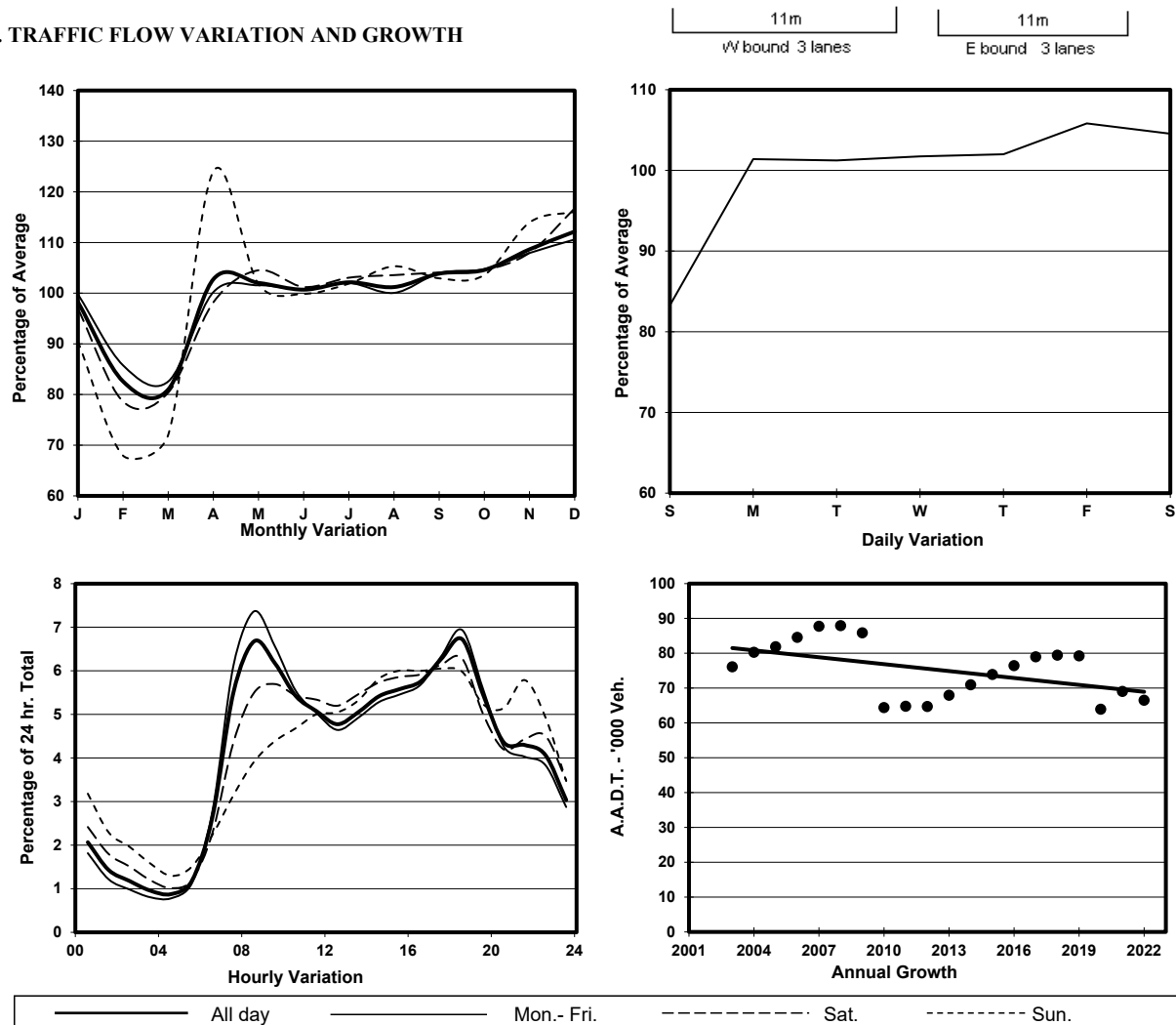
CORE STATION 5034

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.	32470	33710	33960	26750
R 12 / 24 - %	75.7	77.2	73.5	68.8
R 16 / 24 - %	88.3	88.9	87.4	85.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2760	3180	2420	1460
T - % (AM)	-	20.1	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	1980	2060	2020	1670
T - % (PM)	-	18.6	-	-
Prop.of commercial vehicles - 16 hr.	-	19.1	-	-
<b>WEST BOUND</b>				
A.A.D.T.	34030	34940	36350	29330
R 12 / 24 - %	61.5	62.9	60.8	54.6
R 16 / 24 - %	85	86.3	82.9	79.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1680	1880	1580	1000
T - % (AM)	-	15	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2530	2730	2470	1760
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	3.9	47.9	9.0	0.9	0.0	18.1	11.8	2.8	0.0	5.6
	Ocp	1.1	1.4	2.2	10.6	0.0	1.2	1.1	26.9	0.0	68.7
0800-0900 Peak hour	Pro	2.2	49.2	9.4	0.2	0.0	20.9	9.9	2.2	0.0	5.9
	Ocp	1.2	1.3	2.1	6.0	0.0	1.3	1.2	30.2	0.0	71.2
0900-1000	Pro	2.5	42.0	11.0	0.3	0.0	26.2	12.2	1.4	0.0	4.4
	Ocp	1.0	1.3	2.3	1.0	0.0	1.5	1.3	14.4	0.0	41.0
1000-1100	Pro	1.6	33.3	13.7	0.6	0.0	27.9	17.7	0.6	0.0	4.5
	Ocp	1.1	1.4	2.1	1.5	0.0	1.4	1.1	4.8	0.0	35.3
1100-1200	Pro	1.1	37.2	12.0	0.4	0.0	30.1	13.7	0.9	0.0	4.5
	Ocp	1.0	1.3	2.2	1.0	0.0	1.2	1.1	7.9	0.0	30.8
1200-1300	Pro	1.4	40.6	11.1	0.6	0.0	24.5	15.6	1.4	0.0	4.7
	Ocp	1.1	1.2	2.0	7.8	0.0	1.4	1.2	16.2	0.0	30.6
1300-1400	Pro	0.8	39.8	10.8	0.4	0.0	25.2	16.8	1.5	0.0	4.8
	Ocp	1.1	1.3	1.9	2.0	0.0	1.3	1.4	17.4	0.0	38.1
1400-1500	Pro	1.3	38.7	9.5	1.0	0.0	27.4	16.6	1.6	0.0	4.0
	Ocp	1.1	1.3	1.9	1.6	0.0	1.4	1.1	6.5	0.0	32.7
1500-1600	Pro	1.8	38.9	9.6	0.7	0.0	25.5	17.5	1.6	0.0	4.6
	Ocp	1.1	1.3	2.1	5.3	0.0	1.4	1.3	9.6	0.0	31.8
1600-1700	Pro	2.1	42.4	10.8	0.2	0.0	23.4	14.3	2.0	0.0	4.8
	Ocp	1.0	1.4	2.2	1.0	0.0	1.5	1.1	7.1	0.0	38.4
1700-1800	Pro	4.8	48.0	8.1	0.2	0.0	22.4	10.3	1.0	0.0	5.2
	Ocp	1.0	1.4	2.0	8.5	0.0	1.5	1.1	8.1	0.0	65.7
1800-1900	Pro	4.1	58.1	8.4	0.3	0.0	17.2	4.8	1.5	0.0	5.7
	Ocp	1.1	1.3	2.3	1.7	0.0	1.5	1.1	28.9	0.0	78.5
1900-2000	Pro	2.0	64.4	10.1	0.0	0.0	11.2	4.0	1.0	0.0	7.3
	Ocp	1.2	1.3	2.1	0.0	0.0	1.4	1.1	14.8	0.0	58.6
2000-2100	Pro	0.6	59.0	14.8	0.2	0.0	12.6	3.2	1.8	0.0	7.9
	Ocp	1.0	1.4	2.1	1.0	0.0	1.2	1.1	13.2	0.0	43.5
2100-2200	Pro	2.7	58.5	12.5	0.2	0.0	12.3	4.0	2.2	0.0	7.7
	Ocp	1.1	1.5	2.2	11.0	0.0	1.3	1.1	2.7	0.0	39.0
2200-2300	Pro	2.5	55.5	22.2	0.2	0.0	8.6	3.2	1.0	0.1	6.8
	Ocp	1.1	1.4	2.0	1.0	0.0	1.2	1.0	1.0	14.0	45.6
16 hours	Pro	2.3	46.6	10.9	0.4	0.0	21.5	11.3	1.6	0.1	5.4
	Ocp	1.1	1.3	2.1	4.5	0.0	1.4	1.2	16.6	14.0	50.3

**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