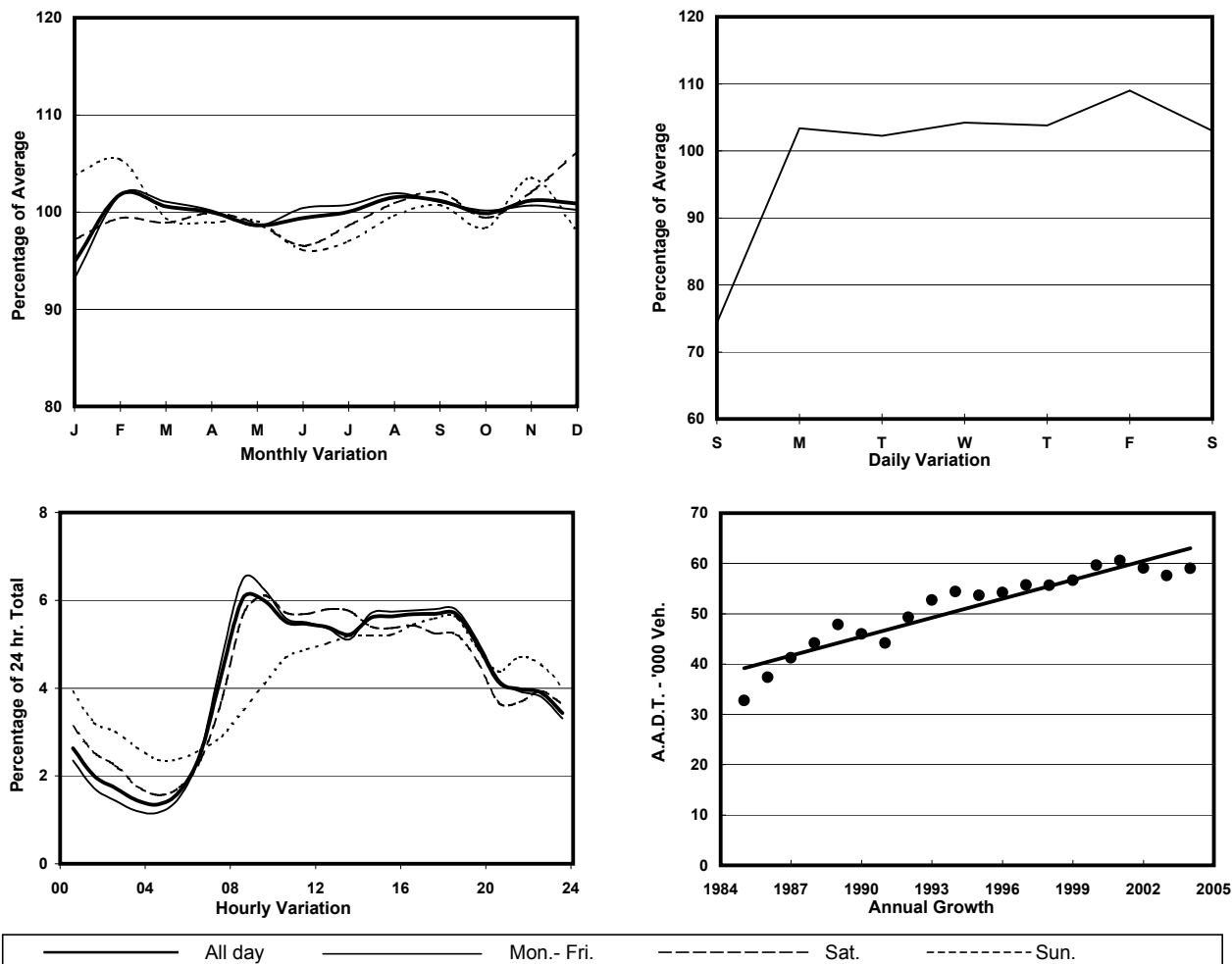


YEAR 2004  
CORE STATION 3004  
ROAD NETWORK MAJOR  
ROAD TYPE URBAN TRUNK ROAD

LINK AIRPORT TUNNEL (from SUNG WONG TOI RD to KAI CHEUNG RD)



## 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.	26690	28360	27940	19640
R 12 / 24 - %	65.3	67	64	54.8
R 16 / 24 - %	83	84.6	80.7	74.5
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1570	1750	1630	740
T - % (AM)	-	13	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	1590	1710	1640	1100
T - % (PM)	-	15	-	-
Prop.of commercial vehicles - 16 hr.	-	14	-	-
<b>WEST BOUND</b>				
A.A.D.T.	32320	34200	33570	24810
R 12 / 24 - %	67.1	68.4	66.1	59.3
R 16 / 24 - %	83.5	84.9	81.3	76.9
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2090	2370	2130	1080
T - % (AM)	-	9.8	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	1890	2030	1800	1470
T - % (PM)	-	7.9	-	-
Prop.of commercial vehicles - 16 hr.	-	11.9	-	-

## 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	7.0	19.5	30.4	1.8	0.0	19.5	13.1	3.5	0.0	5.2
	Ocp	1.2	1.5	2.0	6.4	0.0	1.5	1.2	14.0	0.0	36.5
0800-0900 Peak hour	Pro	5.4	38.2	27.9	1.1	0.0	15.9	5.8	2.2	0.0	3.4
	Ocp	1.1	1.5	1.9	2.2	0.0	1.5	1.2	11.8	0.0	52.6
0900-1000	Pro	3.5	33.8	27.9	1.7	0.0	20.2	8.6	1.5	0.1	2.8
	Ocp	1.1	1.4	1.8	2.5	0.0	1.6	1.3	4.1	1.0	36.4
1000-1100	Pro	3.8	29.9	24.0	1.9	0.0	29.5	6.5	1.0	0.0	3.4
	Ocp	1.0	1.3	1.9	2.1	0.0	1.4	1.2	14.8	0.0	29.2
1100-1200	Pro	2.9	23.5	19.9	1.3	0.0	34.8	14.2	1.0	0.0	2.6
	Ocp	1.2	1.5	1.9	1.7	0.0	1.4	1.4	7.4	0.0	28.6
1200-1300	Pro	1.7	30.6	21.0	2.0	0.0	28.2	11.5	2.3	0.0	2.8
	Ocp	1.0	1.5	1.9	4.4	0.0	1.4	1.3	16.8	0.0	26.0
1300-1400	Pro	2.0	29.0	17.8	2.3	0.0	33.1	11.3	1.8	0.0	2.7
	Ocp	1.1	1.4	1.9	3.6	0.0	1.6	1.3	7.3	0.0	27.4
1400-1500	Pro	4.9	30.2	18.0	1.6	0.0	32.2	10.6	0.4	0.0	2.2
	Ocp	1.0	1.6	1.7	2.9	0.0	1.5	1.3	3.0	0.0	32.6
1500-1600	Pro	3.7	30.1	14.5	1.8	0.0	33.8	11.3	2.3	0.0	2.4
	Ocp	1.0	1.5	1.9	3.5	0.0	1.6	1.2	22.9	0.0	30.0
1600-1700	Pro	3.1	32.9	23.8	0.7	0.0	25.9	8.5	2.1	0.0	2.9
	Ocp	1.0	1.6	1.7	5.0	0.0	1.6	1.2	5.8	0.0	25.0
1700-1800	Pro	5.9	32.6	23.4	1.3	0.0	24.3	6.7	2.0	0.0	3.7
	Ocp	1.0	1.4	1.8	2.0	0.0	1.7	1.2	2.6	0.0	35.8
1800-1900	Pro	6.0	47.7	19.8	1.3	0.0	16.7	4.5	1.2	0.0	2.8
	Ocp	1.1	1.6	2.2	4.0	0.0	1.6	1.3	14.7	0.0	50.9
1900-2000	Pro	4.6	45.1	28.5	0.1	0.0	14.2	3.4	1.1	0.0	3.0
	Ocp	1.3	1.6	2.1	3.0	0.0	1.8	1.2	2.1	0.0	43.8
2000-2100	Pro	3.5	49.9	27.5	0.8	0.0	9.0	5.7	0.9	0.0	2.9
	Ocp	1.3	1.7	2.1	1.2	0.0	1.5	1.3	2.3	0.0	36.4
2100-2200	Pro	3.0	47.1	24.9	0.6	0.0	11.6	6.6	1.5	0.0	4.7
	Ocp	1.1	1.7	1.8	4.3	0.0	1.6	1.4	1.1	0.0	30.1
2200-2300	Pro	2.2	41.6	39.9	0.6	0.0	8.4	3.2	0.6	0.0	3.6
	Ocp	1.1	1.6	1.9	1.7	0.0	1.6	1.3	1.0	0.0	31.8
16 hours	Pro	4.0	35.0	24.0	1.3	0.0	22.8	8.2	1.6	0.1	3.1
	Ocp	1.1	1.5	1.9	3.2	0.0	1.6	1.3	10.2	1.0	35.6

**Legend**

- Pro.** Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)
- Ocp.** Average occupancy of vehicles
- M&H** Medium and Heavy