

YEAR 2005

CORE STATION 3004

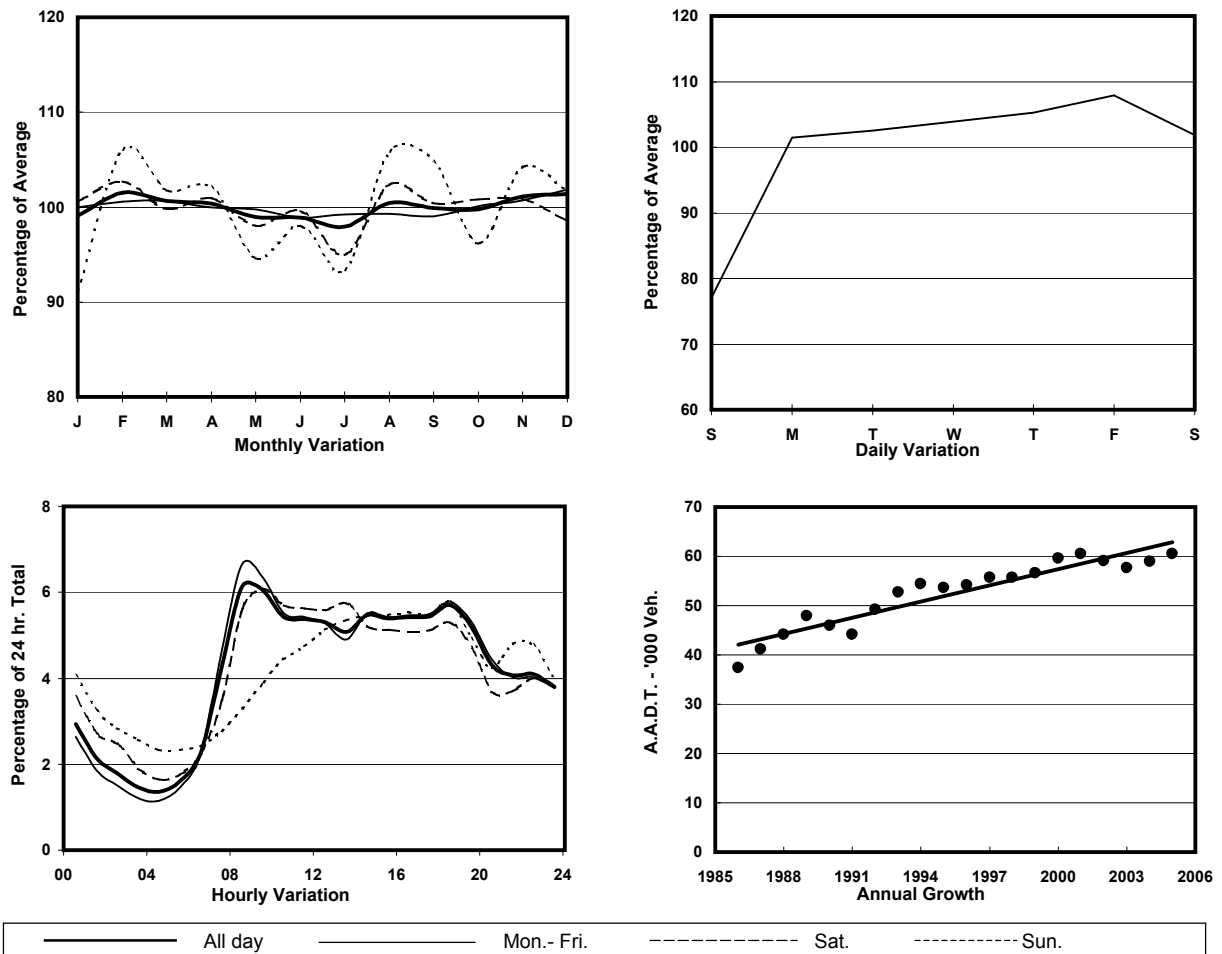
ROAD NETWORK MAJOR

ROAD TYPE URBAN TRUNK ROAD

LINK KAI TAK 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.	27850	29450	28640	21180
R 12 / 24 - %	64.4	66	62.6	55.7
R 16 / 24 - %	82.3	84	78.9	75.2
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1680	1880	1660	800
T - % (AM)	-	13.7	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	1660	1780	1600	1230
T - % (PM)	-	12.2	-	-
Prop.of commercial vehicles - 16 hr.	-	13.4	-	-
<b>WEST BOUND</b>				
A.A.D.T.	32690	34360	33640	25950
R 12 / 24 - %	65.5	66.7	64.8	58.8
R 16 / 24 - %	83	84.4	80.7	77
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2200	2520	2130	1050
T - % (AM)	-	9.6	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	1910	2020	1840	1590
T - % (PM)	-	7	-	-
Prop.of commercial vehicles - 16 hr.	-	11.8	-	-

## 3. OTHER INFORMATION AND COMMENT

Airport Tunnel was renamed as Kai Tak Tunnel in May 2006.

**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	5.2	19.5	25.0	1.0	0.0	27.6	11.0	5.9	0.1	4.7
	Ocp	1.1	1.6	1.9	7.1	0.0	1.5	1.3	8.4	30.0	38.3
0800-0900 Peak hour	Pro	6.3	32.6	29.2	1.1	0.0	18.4	7.1	2.0	0.1	3.3
	Ocp	1.1	1.4	1.9	1.8	0.0	1.6	1.2	6.9	23.5	54.6
0900-1000	Pro	4.1	31.9	26.2	0.7	0.0	24.8	7.8	1.3	0.1	3.0
	Ocp	1.1	1.2	1.8	1.7	0.0	1.7	1.3	8.0	10.3	37.2
1000-1100	Pro	3.5	27.0	21.2	0.5	0.0	33.1	10.3	1.4	0.1	2.9
	Ocp	1.2	1.3	1.9	3.8	0.0	1.5	1.3	5.8	6.0	29.7
1100-1200	Pro	3.8	25.8	20.1	2.0	0.0	35.7	8.5	1.5	0.0	2.6
	Ocp	1.1	1.4	2.1	2.3	0.0	1.5	1.2	12.2	0.0	34.0
1200-1300	Pro	3.2	30.1	18.1	0.9	0.0	33.2	9.6	2.2	0.0	2.6
	Ocp	1.1	1.4	1.9	1.7	0.0	1.5	1.4	11.4	0.0	28.9
1300-1400	Pro	3.7	25.7	20.7	1.4	0.0	31.5	13.4	1.1	0.0	2.4
	Ocp	1.1	1.4	2.0	5.0	0.0	1.5	1.2	11.0	0.0	32.5
1400-1500	Pro	5.2	30.5	17.8	0.7	0.0	32.3	9.6	2.0	0.0	2.0
	Ocp	1.0	1.3	1.8	1.2	0.0	1.6	1.2	11.6	0.0	38.6
1500-1600	Pro	4.7	25.1	22.5	1.0	0.0	33.7	9.0	1.4	0.1	2.6
	Ocp	1.1	1.5	1.8	3.8	0.0	1.5	1.2	10.2	6.0	33.4
1600-1700	Pro	3.5	29.3	22.1	0.8	0.0	30.7	8.0	2.2	0.1	3.3
	Ocp	1.1	1.5	1.7	1.6	0.0	1.5	1.2	2.3	20.0	30.7
1700-1800	Pro	5.3	32.2	24.7	0.9	0.0	26.1	6.0	1.4	0.1	3.5
	Ocp	1.1	1.3	1.8	2.7	0.0	1.5	1.2	4.7	25.0	38.1
1800-1900	Pro	7.8	41.3	25.2	0.9	0.0	16.6	3.2	1.8	0.1	3.2
	Ocp	1.1	1.4	2.3	1.3	0.0	1.6	1.2	7.8	39.7	63.1
1900-2000	Pro	4.9	44.0	23.9	0.4	0.0	16.6	5.6	1.3	0.1	3.3
	Ocp	1.1	1.5	2.0	1.3	0.0	1.4	1.3	2.5	26.5	39.9
2000-2100	Pro	3.9	42.0	33.4	0.5	0.0	12.7	2.7	1.1	0.1	3.6
	Ocp	1.2	1.4	1.9	2.0	0.0	1.5	1.1	2.6	11.3	32.2
2100-2200	Pro	6.4	42.0	29.4	0.5	0.0	10.1	6.1	1.6	0.0	3.9
	Ocp	1.3	1.3	1.7	2.3	0.0	1.4	1.2	6.7	0.0	30.1
2200-2300	Pro	3.3	40.3	39.0	0.9	0.0	8.2	4.2	0.4	0.0	3.9
	Ocp	1.5	1.5	1.8	1.2	0.0	1.5	1.2	1.0	0.0	28.7
16 hours	Pro	4.7	32.1	24.6	0.9	0.0	25.1	7.7	1.8	0.1	3.1
	Ocp	1.1	1.4	1.9	2.6	0.0	1.5	1.2	7.6	20.6	38.0

**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