

YEAR 2006

CORE STATION 3004

ROAD NETWORK MAJOR

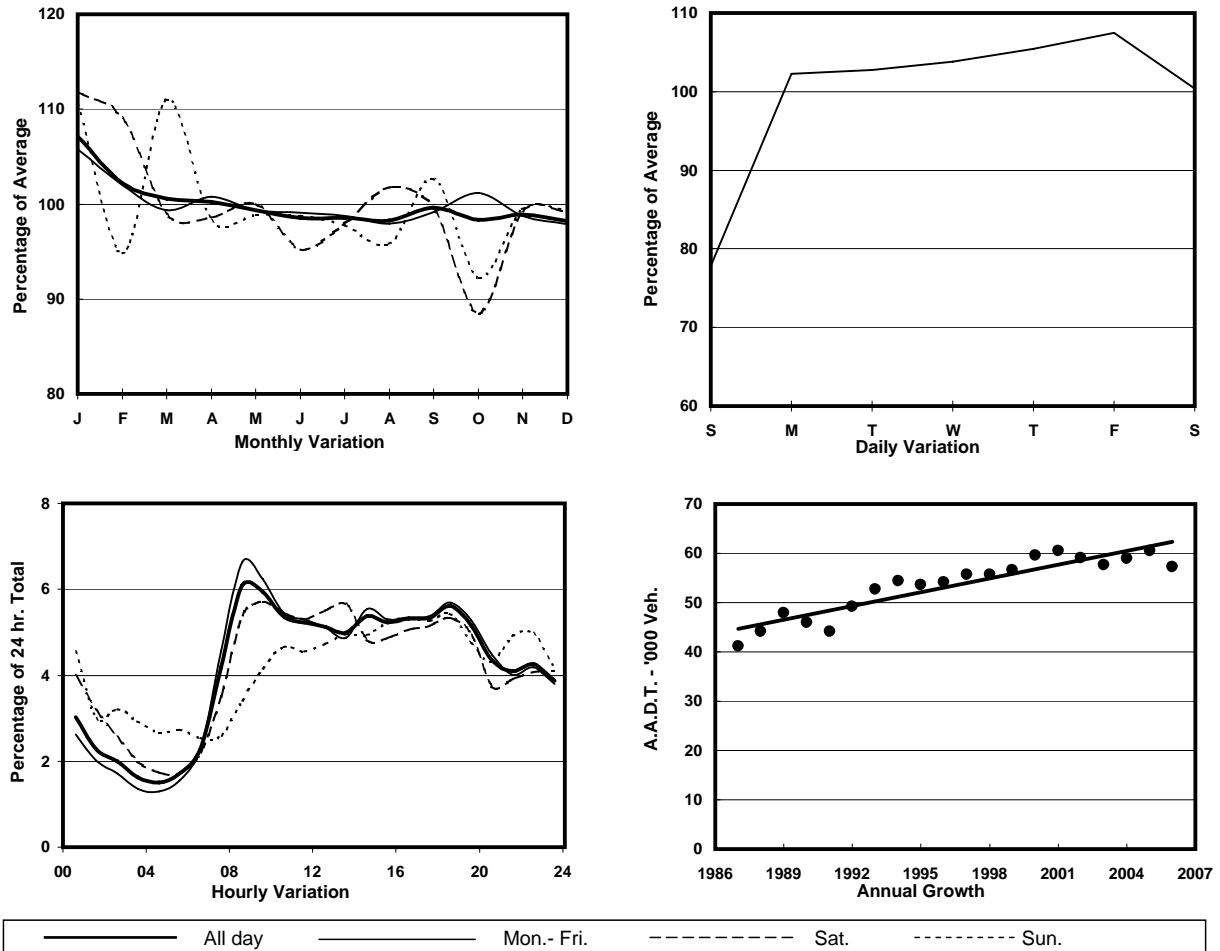
ROAD TYPE URBAN TRUNK ROAD

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

6.7m
E bound 2 lanes

6.7m
W bound 2 lanes

1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	27990	29850	28040	21150
R 12 / 24 - %	64	65.7	62.3	54.5
R 16 / 24 - %	81.7	83.3	79.1	74.1
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1680	1900	1580	780
T - % (AM)	-	11.8	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	1640	1760	1610	1200
T - % (PM)	-	13.2	-	-
Prop.of commercial vehicles - 16 hr.	-	12.9	-	-
WEST BOUND				
A.A.D.T.	29330	30720	30220	24060
R 12 / 24 - %	63.6	65.2	61.3	56
R 16 / 24 - %	81.6	83.5	77.9	74.4
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	1960	2250	1780	1100
T - % (AM)	-	9.5	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	1660	1750	1660	1360
T - % (PM)	-	8	-	-
Prop.of commercial vehicles - 16 hr.	-	11.5	-	-

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	4.9	26.3	26.8	2.6	0.0	23.3	6.8	5.3	0.0	4.0
	Ocp	1.1	1.4	1.9	6.2	0.0	1.4	1.1	7.3	0.0	36.9
0800-0900 Peak hour	Pro	6.3	36.3	28.1	0.6	0.0	16.2	6.4	2.6	0.1	3.5
	Ocp	1.1	1.3	2.0	2.1	0.0	1.6	1.3	8.0	1.0	51.2
0900-1000	Pro	4.8	33.4	28.5	1.0	0.0	21.8	5.7	1.5	0.1	3.4
	Ocp	1.1	1.4	2.2	3.2	0.0	1.5	1.2	2.6	1.0	34.3
1000-1100	Pro	4.8	25.8	22.5	1.4	0.0	31.5	8.7	1.6	0.0	3.6
	Ocp	1.1	1.4	1.8	2.1	0.0	1.5	1.2	1.1	0.0	25.1
1100-1200	Pro	3.1	24.9	24.2	1.2	0.0	33.3	9.0	1.8	0.0	2.5
	Ocp	1.1	1.4	2.0	2.3	0.0	1.5	1.3	18.9	0.0	26.5
1200-1300	Pro	3.4	24.0	23.4	1.1	0.0	32.7	11.0	1.9	0.0	2.5
	Ocp	1.0	1.3	2.0	6.4	0.0	1.6	1.3	14.0	0.0	27.6
1300-1400	Pro	3.9	24.4	22.7	2.0	0.0	33.2	10.3	1.2	0.0	2.4
	Ocp	1.1	1.5	1.9	4.0	0.0	1.6	1.2	15.2	0.0	30.4
1400-1500	Pro	3.9	24.5	21.8	1.2	0.0	36.1	8.4	1.8	0.0	2.3
	Ocp	1.1	1.5	2.0	1.3	0.0	1.6	1.2	7.0	0.0	34.1
1500-1600	Pro	3.7	26.3	21.6	1.8	0.0	30.9	10.3	2.7	0.0	2.7
	Ocp	1.1	1.5	2.4	3.3	0.0	1.6	1.2	12.1	0.0	26.6
1600-1700	Pro	4.3	29.8	21.4	1.2	0.0	30.3	7.5	2.2	0.0	3.2
	Ocp	1.1	1.5	2.0	2.1	0.0	1.6	1.1	5.7	0.0	23.8
1700-1800	Pro	4.4	32.6	20.5	2.2	0.0	27.8	7.6	1.7	0.0	3.3
	Ocp	1.1	1.5	1.9	1.7	0.0	1.7	1.2	7.0	0.0	40.7
1800-1900	Pro	6.8	38.4	22.5	0.6	0.0	21.9	4.4	2.0	0.0	3.4
	Ocp	1.1	1.4	2.1	3.0	0.0	1.6	1.3	5.3	0.0	44.9
1900-2000	Pro	5.0	43.3	29.3	0.8	0.0	13.9	3.3	0.9	0.0	3.5
	Ocp	1.0	1.5	2.1	1.4	0.0	1.7	1.3	5.5	0.0	36.7
2000-2100	Pro	5.3	44.2	31.5	0.8	0.0	10.0	2.9	1.1	0.1	4.2
	Ocp	1.2	1.5	2.0	1.6	0.0	1.3	1.2	1.0	1.0	27.0
2100-2200	Pro	5.3	37.0	35.3	0.5	0.0	12.1	4.6	1.2	0.0	4.0
	Ocp	1.2	1.5	2.2	1.7	0.0	1.5	1.2	3.7	0.0	29.3
2200-2300	Pro	6.1	39.5	37.8	0.7	0.0	7.6	3.2	1.5	0.1	3.6
	Ocp	1.2	1.8	2.0	2.0	0.0	1.3	1.1	1.8	1.0	24.6
16 hours	Pro	4.8	31.7	25.7	1.2	0.0	24.4	7.0	2.0	0.1	3.2
	Ocp	1.1	1.5	2.0	3.1	0.0	1.6	1.2	7.7	1.0	33.4

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