

YEAR 2010

CORE STATION 3004

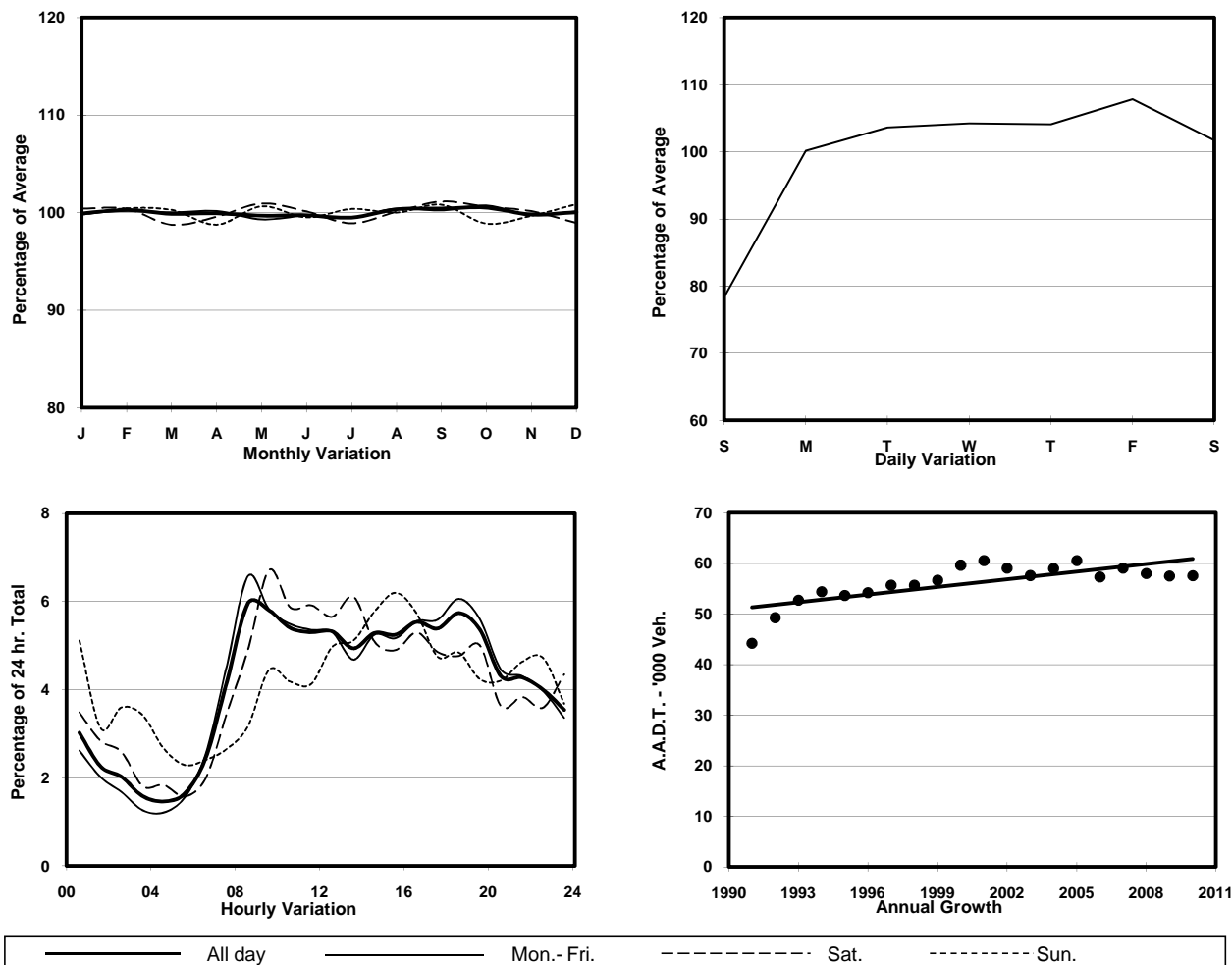
ROAD NETWORK MAJOR

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.	27040	28380	27700	21920
R 12 / 24 - %	64.4	66.4	60.8	55.8
R 16 / 24 - %	82.5	84.4	78.6	75.2
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1590	1800	1360	900
T - % (AM)	-	16.8	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	1610	1720	1540	1230
T - % (PM)	-	11.6	-	-
Prop.of commercial vehicles - 16 hr.	-	11.5	-	-
<b>WEST BOUND</b>				
A.A.D.T.	30540	32200	31550	23700
R 12 / 24 - %	63.8	64.5	65.9	56.1
R 16 / 24 - %	81.6	83.2	80.4	72.4
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1930	2230	2620	1130
T - % (AM)	-	9.7	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	1800	2040	1600	1380
T - % (PM)	-	5.7	-	-
Prop.of commercial vehicles - 16 hr.	-	12.4	-	-

## 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	6.5	23.5	29.2	2.3	0.0	21.1	8.7	4.6	0.0	4.1
	Ocp	1.1	1.4	2.0	4.8	0.0	1.4	1.2	5.8	0.0	37.6
0800-0900	Pro	6.0	36.7	32.8	0.6	0.0	13.9	4.6	2.4	0.0	3.0
	Ocp	1.1	1.3	2.0	2.1	0.0	1.5	1.3	6.3	0.0	52.9
0900-1000	Pro	4.6	31.5	28.7	0.7	0.0	19.0	9.6	2.7	0.0	3.2
	Ocp	1.1	1.3	1.8	1.9	0.0	1.5	1.1	8.7	0.0	26.0
1000-1100	Pro	4.5	24.8	26.3	0.5	0.0	29.2	10.2	1.2	0.0	3.2
	Ocp	1.1	1.4	1.9	1.4	0.0	1.4	1.3	8.6	0.0	23.4
1100-1200	Pro	2.9	28.7	21.1	1.4	0.0	31.1	10.1	2.0	0.0	2.7
	Ocp	1.0	1.4	2.0	2.3	0.0	1.5	1.3	14.9	0.0	24.4
1200-1300	Pro	3.1	31.9	26.8	1.5	0.0	25.6	7.7	0.9	0.0	2.5
	Ocp	1.1	1.4	2.0	4.0	0.0	1.4	1.1	12.7	0.0	30.1
1300-1400	Pro	2.9	27.4	22.5	1.1	0.0	26.8	12.7	4.2	0.0	2.4
	Ocp	1.0	1.4	1.8	2.7	0.0	1.5	1.2	20.1	0.0	33.0
1400-1500	Pro	4.7	26.9	21.6	1.7	0.0	31.9	9.1	2.4	0.0	1.8
	Ocp	1.0	1.4	2.1	2.1	0.0	1.5	1.3	10.9	0.0	33.6
1500-1600	Pro	4.7	28.7	21.3	0.5	0.0	30.5	10.8	1.4	0.0	2.1
	Ocp	1.0	1.5	1.8	8.2	0.0	1.5	1.2	20.5	0.0	28.4
1600-1700	Pro	4.3	28.3	24.8	1.1	0.0	27.9	8.0	2.4	0.0	3.2
	Ocp	1.0	1.4	1.8	2.7	0.0	1.6	1.2	10.1	0.0	28.2
1700-1800	Pro	7.9	36.2	25.7	0.8	0.0	18.7	5.5	1.8	0.0	3.4
	Ocp	1.1	1.4	2.0	2.3	0.0	1.6	1.4	6.2	0.0	41.4
1800-1900	Pro	6.9	44.9	28.1	0.5	0.0	13.0	2.0	1.3	0.0	3.3
	Ocp	1.0	1.4	2.3	1.2	0.0	1.5	1.2	4.9	0.0	58.2
1900-2000	Pro	5.7	48.2	29.0	0.2	0.0	10.4	2.2	1.6	0.0	2.8
	Ocp	1.0	1.4	2.1	1.0	0.0	1.5	1.2	10.1	0.0	43.8
2000-2100	Pro	4.7	40.7	36.8	0.7	0.0	9.8	1.7	2.1	0.1	3.5
	Ocp	1.2	1.4	2.0	1.8	0.0	1.4	1.3	2.3	1.0	31.8
2100-2200	Pro	6.3	35.7	40.8	0.3	0.0	8.3	3.2	1.4	0.1	4.0
	Ocp	1.3	1.4	2.0	1.5	0.0	1.5	1.7	8.6	1.0	27.1
2200-2300	Pro	4.7	38.3	46.0	0.0	0.0	4.6	2.1	0.7	0.0	3.7
	Ocp	1.3	1.6	1.9	0.0	0.0	1.4	1.2	2.8	0.0	32.7
16 hours	Pro	5.0	33.3	28.3	0.9	0.0	20.5	6.9	2.1	0.1	3.0
	Ocp	1.1	1.4	2.0	2.9	0.0	1.5	1.2	10.1	1.0	35.3

**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