YEAR	2011	**LINK**	KAI TAK TUNNEL (from SUNG WONG TOI RD to KAI CHEUNG RD)
CORE STATION	3004		
ROAD NETWORK	MAJOR		
ROAD TYPE	URBAN TRUNK ROAD		

1. TRAFFIC FLOW VARIATION AND GROWTH

All day — Mon.- Fri. — Sat. — Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	27080	28430	27530	21980
R 12 / 24 - %	64.3	66.4	60.8	55.6
R 16 / 24 - %	82.5	84.4	78.5	75.4
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1600	1820	1360	890
T - % (AM)	-	9.9	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	1600	1710	1540	1220
T - % (PM)	-	14	-	-
Prop.of commercial vehicles - 16 hr.	-	11	-	-
WEST BOUND				
A.A.D.T.	30490	32160	31340	23720
R 12 / 24 - %	63.7	64.4	65.8	55.9
R 16 / 24 - %	81.6	83.1	80.4	72.5
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1930	2230	2560	1120
T - % (AM)	-	11.6	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	1810	2050	1600	1360
T - % (PM)	-	8.4	-	-
Prop.of commercial vehicles - 16 hr.	-	12.3	-	-

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	7.0	23.7	30.1	1.7	0.0	19.2	8.8	5.6	0.1	4.1
	Ocp	1.1	1.4	2.0	8.8	0.0	1.4	1.2	12.6	1.0	40.3
0800-0900	Pro	5.8	41.5	28.7	0.6	0.0	12.2	5.7	2.5	0.0	3.0
Peak hour	Ocp	1.2	1.4	2.2	5.1	0.0	1.5	1.4	10.4	0.0	50.1
0900-1000	Pro	3.8	36.6	31.3	0.6	0.0	16.6	5.0	2.4	0.0	3.5
	Ocp	1.1	1.3	2.0	2.7	0.0	1.6	1.4	8.8	0.0	26.7
1000-1100	Pro	3.4	28.2	25.5	1.5	0.0	27.2	8.8	2.0	0.0	3.4
	Ocp	1.1	1.3	2.0	2.4	0.0	1.5	1.2	14.6	0.0	21.9
1100-1200	Pro	2.7	25.1	25.6	2.3	0.0	32.5	6.4	2.5	0.0	2.7
	Ocp	1.0	1.3	1.9	3.2	0.0	1.6	1.3	11.6	0.0	21.9
1200-1300	Pro	3.3	34.7	24.1	1.2	0.0	24.8	6.3	3.0	0.0	2.5
	Ocp	1.1	1.6	1.9	3.6	0.0	1.5	1.3	6.2	0.0	24.7
1300-1400	Pro	3.1	26.7	22.5	2.0	0.0	28.7	11.2	3.2	0.0	2.7
	Ocp	1.0	1.6	1.9	4.1	0.0	1.5	1.3	14.3	0.0	30.5
1400-1500	Pro	3.4	29.9	26.1	0.6	0.0	27.1	8.6	2.3	0.0	2.0
	Ocp	1.1	1.5	1.9	2.2	0.0	1.5	1.3	17.8	0.0	34.1
1500-1600	Pro	3.0	34.0	25.1	0.8	0.0	25.1	6.9	2.6	0.0	2.5
	Ocp	1.1	1.5	1.8	1.9	0.0	1.5	1.3	10.6	0.0	26.2
1600-1700	Pro	4.3	30.0	25.2	0.9	0.0	24.2	9.7	2.7	0.0	3.0
	Ocp	1.1	1.5	1.8	2.9	0.0	1.5	1.3	5.6	0.0	26.4
1700-1800	Pro	7.0	35.4	24.6	0.5	0.0	21.4	4.7	3.1	0.0	3.5
	Ocp	1.1	1.5	2.0	9.3	0.0	1.6	1.6	9.6	0.0	38.1
1800-1900	Pro	9.1	44.0	27.4	0.4	0.0	11.1	3.4	2.1	0.0	2.5
	Ocp	1.1	1.4	2.3	1.8	0.0	1.7	1.2	14.7	0.0	67.4
1900-2000	Pro	3.1	53.1	28.3	0.6	0.0	8.4	2.1	1.7	0.0	2.9
	Ocp	1.2	1.4	2.2	2.0	0.0	1.5	1.3	8.0	0.0	42.8
2000-2100	Pro	4.5	39.6	41.3	0.0	0.0	6.9	2.5	2.0	0.1	3.2
	Ocp	1.2	1.4	2.0	0.0	0.0	1.6	1.4	2.5	1.0	31.6
2100-2200	Pro	3.9	37.9	40.3	0.3	0.0	8.1	3.4	2.4	0.1	3.6
	Ocp	1.2	1.3	2.1	1.0	0.0	1.6	1.2	5.0	1.0	25.3
2200-2300	Pro	4.9	35.0	45.6	0.5	0.0	6.1	2.9	1.5	0.0	3.6
	Ocp	1.1	1.6	2.1	1.0	0.0	1.7	1.3	1.0	0.0	33.9
16 hours	Pro	4.5	35.0	28.9	0.9	0.0	19.0	6.1	2.6	0.1	3.0
	Ocp	1.1	1.4	2.0	3.8	0.0	1.5	1.3	10.2	1.0	34.1

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