

YEAR 2012

CORE STATION 3004

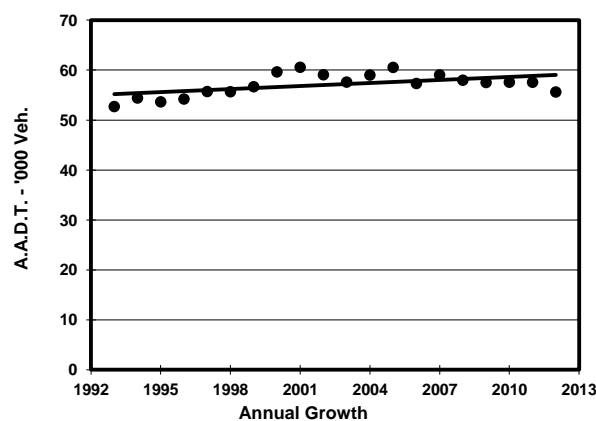
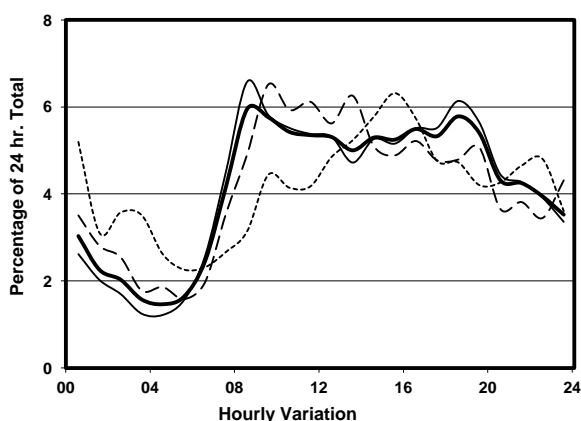
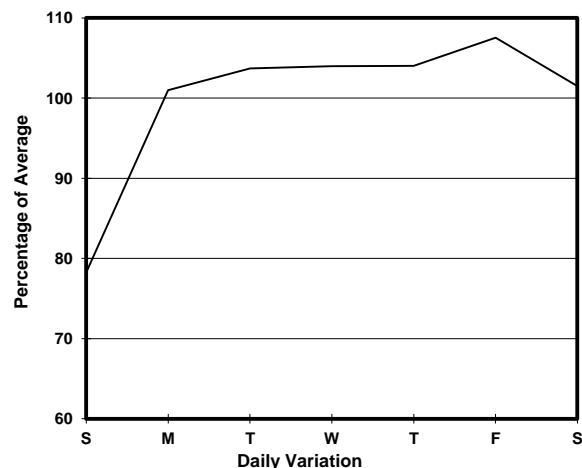
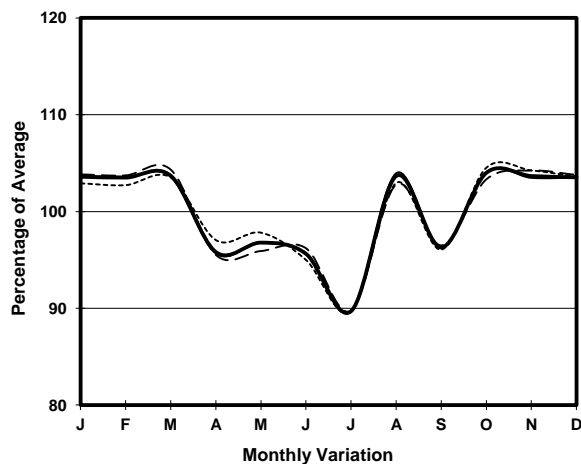
ROAD NETWORK MAJOR

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.
EAST BOUND				
A.A.D.T.	26160	27490	26750	21100
R 12 / 24 - %	64.5	66.5	61	55.8
R 16 / 24 - %	82.5	84.4	78.6	75.4
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1540	1750	1290	860
T - % (AM)	-	9.5	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	1540	1650	1460	1190
T - % (PM)	-	9.3	-	-
Prop.of commercial vehicles - 16 hr.	-	10.6	-	-
WEST BOUND				
A.A.D.T.	29460	31070	30460	22860
R 12 / 24 - %	63.8	64.5	66	56.1
R 16 / 24 - %	81.6	83.1	80.5	72.4
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1860	2150	2440	1090
T - % (AM)	-	9.6	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	1750	1990	1520	1330
T - % (PM)	-	6.9	-	-
Prop.of commercial vehicles - 16 hr.	-	10.4	-	-

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	8.1	23.6	28.5	2.4	0.0	20.4	8.2	4.9	0.1	3.8
	Ocp	1.1	1.4	2.0	5.8	0.0	1.4	1.2	13.3	1.0	43.0
0800-0900 Peak hour	Pro	4.3	43.6	27.6	0.4	0.0	12.6	5.9	2.8	0.0	2.8
	Ocp	1.1	1.3	2.0	6.6	0.0	1.5	1.2	15.7	0.0	52.3
0900-1000	Pro	3.0	34.4	30.3	0.5	0.0	21.4	4.5	2.6	0.0	3.3
	Ocp	1.1	1.3	1.8	2.0	0.0	1.7	1.2	7.7	0.0	30.5
1000-1100	Pro	3.5	27.4	25.5	1.5	0.0	27.7	9.1	1.9	0.0	3.3
	Ocp	1.0	1.3	1.9	2.5	0.0	1.5	1.2	12.7	0.0	23.0
1100-1200	Pro	2.6	31.6	27.6	1.0	0.0	27.0	6.2	1.4	0.0	2.6
	Ocp	1.0	1.4	1.9	3.0	0.0	1.4	1.2	8.0	0.0	26.7
1200-1300	Pro	2.4	34.7	24.4	1.2	0.0	25.8	7.4	1.5	0.1	2.5
	Ocp	1.0	1.4	1.9	5.7	0.0	1.6	1.4	15.8	1.0	27.8
1300-1400	Pro	2.8	27.4	23.5	0.9	0.0	29.7	11.0	2.3	0.1	2.5
	Ocp	1.0	1.4	1.9	4.1	0.0	1.5	1.2	12.4	1.0	29.0
1400-1500	Pro	2.5	31.3	24.4	1.0	0.0	30.4	7.4	0.9	0.0	2.2
	Ocp	1.0	1.4	1.9	2.1	0.0	1.6	1.1	6.8	0.0	28.2
1500-1600	Pro	4.1	32.8	27.8	0.7	0.0	23.6	6.8	1.9	0.0	2.4
	Ocp	1.1	1.4	1.8	3.7	0.0	1.6	1.2	7.5	0.0	28.3
1600-1700	Pro	5.2	33.6	25.6	0.5	0.0	24.9	5.3	1.9	0.1	3.0
	Ocp	1.1	1.4	1.7	5.0	0.0	1.6	1.3	6.3	1.0	29.9
1700-1800	Pro	4.9	35.8	26.5	1.2	0.0	23.2	2.8	2.1	0.1	3.4
	Ocp	1.0	1.4	1.9	3.2	0.0	1.5	1.3	5.1	1.0	34.2
1800-1900	Pro	9.6	43.7	27.4	0.6	0.0	12.3	1.6	2.0	0.1	3.0
	Ocp	1.1	1.5	1.7	1.4	0.0	1.7	1.1	12.6	1.0	58.6
1900-2000	Pro	5.3	48.0	30.2	0.1	0.0	9.4	2.1	1.8	0.0	3.1
	Ocp	1.1	1.4	2.1	1.0	0.0	1.3	1.3	4.5	0.0	38.0
2000-2100	Pro	3.9	39.5	39.5	0.0	0.0	9.8	1.7	1.7	0.0	4.1
	Ocp	1.2	1.4	2.0	0.0	0.0	1.2	1.6	2.4	0.0	26.3
2100-2200	Pro	2.7	37.5	41.5	0.3	0.0	8.6	2.7	3.5	0.0	3.3
	Ocp	1.3	1.4	2.0	2.5	0.0	1.4	1.4	11.2	0.0	24.7
2200-2300	Pro	4.6	37.5	43.9	0.6	0.0	6.9	2.2	1.0	0.0	3.3
	Ocp	1.3	1.6	2.0	1.3	0.0	1.6	1.4	1.6	0.0	27.4
16 hours	Pro	4.3	35.3	29.1	0.8	0.0	20.0	5.4	2.1	0.1	3.0
	Ocp	1.1	1.4	1.9	3.7	0.0	1.5	1.2	10.0	1.0	33.5

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