

YEAR 2014

CORE STATION 3004

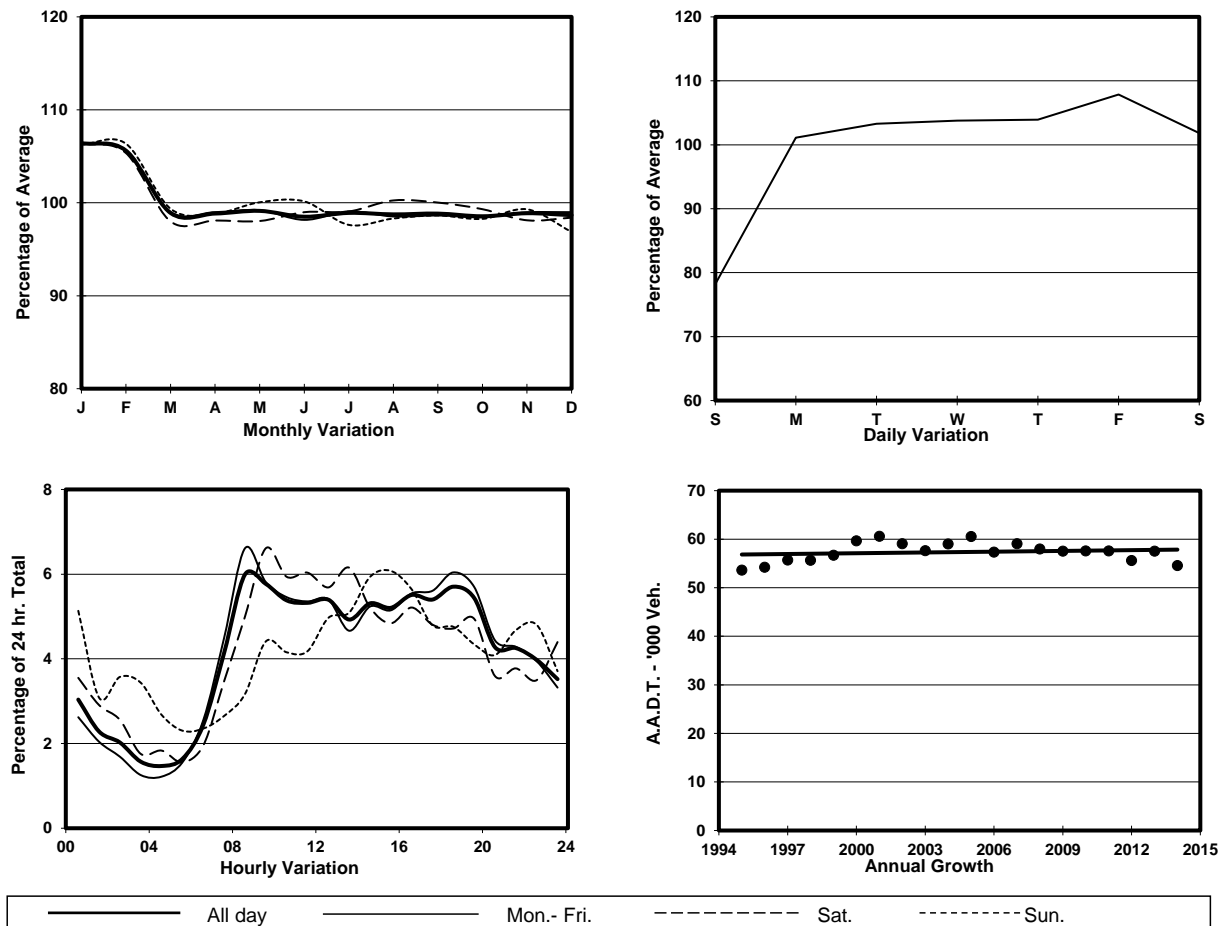
ROAD NETWORK MAJOR

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.	25660	26950	26230	20750
R 12 / 24 - %	64.4	66.4	61	55.7
R 16 / 24 - %	82.5	84.4	78.5	75.3
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1510	1720	1280	840
T - % (AM)	-	12.4	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	1520	1630	1440	1150
T - % (PM)	-	12.1	-	-
Prop.of commercial vehicles - 16 hr.	-	11.3	-	-
<b>WEST BOUND</b>				
A.A.D.T.	28910	30470	29930	22480
R 12 / 24 - %	63.8	64.5	66	56
R 16 / 24 - %	81.6	83.1	80.4	72.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1840	2130	2430	1060
T - % (AM)	-	10.1	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	1700	1920	1490	1290
T - % (PM)	-	7.8	-	-
Prop.of commercial vehicles - 16 hr.	-	9.8	-	-

## 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	7.2	25.3	31.8	2.4	0.0	16.6	9.8	3.0	0.1	3.8
	Ocp	1.1	1.6	2.2	5.5	0.0	1.4	1.2	11.0	1.0	36.8
0800-0900	Pro	8.4	40.3	25.1	1.0	0.0	14.9	5.2	1.8	0.0	3.2
	Ocp	1.0	1.3	2.1	3.1	0.0	1.6	1.1	21.9	0.0	49.6
0900-1000	Pro	3.6	35.7	29.9	0.4	0.0	18.7	6.6	1.7	0.0	3.5
	Ocp	1.2	1.3	2.0	1.5	0.0	1.6	1.2	16.0	0.0	25.8
1000-1100	Pro	3.8	35.6	23.1	0.6	0.0	25.3	7.1	1.1	0.0	3.4
	Ocp	1.0	1.5	2.1	2.6	0.0	1.5	1.2	1.0	0.0	19.0
1100-1200	Pro	3.2	32.8	24.1	0.9	0.0	27.7	7.3	1.2	0.0	2.8
	Ocp	1.0	1.5	2.0	1.6	0.0	1.5	1.1	18.3	0.0	20.9
1200-1300	Pro	4.3	30.0	27.6	1.4	0.0	25.4	6.1	2.4	0.0	2.6
	Ocp	1.0	1.6	2.0	4.0	0.0	1.5	1.3	21.3	0.0	24.8
1300-1400	Pro	2.7	29.3	27.7	0.9	0.0	27.2	7.4	2.2	0.0	2.6
	Ocp	1.2	1.4	2.0	2.7	0.0	1.5	1.1	11.6	0.0	29.5
1400-1500	Pro	3.6	34.2	23.0	1.1	0.0	27.1	6.1	2.2	0.0	2.5
	Ocp	1.0	1.6	2.1	2.0	0.0	1.4	1.1	27.3	0.0	25.2
1500-1600	Pro	4.5	34.8	24.5	0.8	0.0	25.5	5.7	2.0	0.0	2.1
	Ocp	1.0	1.5	2.0	9.1	0.0	1.4	1.1	25.4	0.0	30.3
1600-1700	Pro	4.1	33.0	27.0	2.3	0.0	20.6	6.5	3.9	0.0	2.7
	Ocp	1.0	1.5	2.1	1.8	0.0	1.6	1.2	16.1	0.0	29.4
1700-1800	Pro	5.9	40.4	26.1	0.7	0.0	16.8	4.8	1.8	0.0	3.6
	Ocp	1.0	1.5	2.1	1.7	0.0	1.3	1.2	14.3	0.0	33.2
1800-1900	Pro	9.5	43.6	25.7	0.5	0.0	13.0	2.2	2.4	0.0	3.2
	Ocp	1.1	1.6	2.4	3.0	0.0	1.5	1.3	15.3	0.0	61.8
1900-2000	Pro	5.3	54.9	24.1	0.0	0.0	7.4	1.5	3.7	0.0	3.0
	Ocp	1.1	1.6	2.3	0.0	0.0	1.4	1.4	4.2	0.0	37.8
2000-2100	Pro	4.3	46.4	34.7	0.1	0.0	5.8	2.4	2.4	0.0	3.8
	Ocp	1.1	1.6	2.0	6.0	0.0	1.2	1.2	4.6	0.0	24.6
2100-2200	Pro	4.9	36.4	43.5	0.0	0.0	7.4	2.5	1.3	0.0	4.0
	Ocp	1.3	1.5	2.2	0.0	0.0	1.3	1.5	10.4	0.0	26.9
2200-2300	Pro	3.2	37.6	46.4	0.0	0.0	6.4	1.6	1.3	0.0	3.5
	Ocp	1.2	1.8	2.2	0.0	0.0	1.5	1.3	8.3	0.0	25.5
16 hours	Pro	5.0	37.1	28.4	0.8	0.0	18.2	5.2	2.2	0.1	3.1
	Ocp	1.1	1.5	2.1	3.4	0.0	1.5	1.2	14.6	1.0	31.9

**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