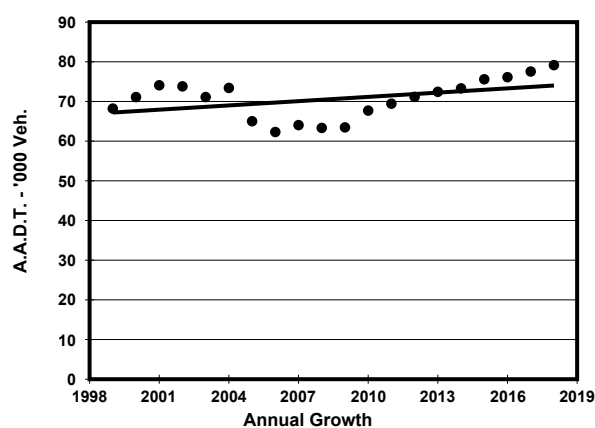
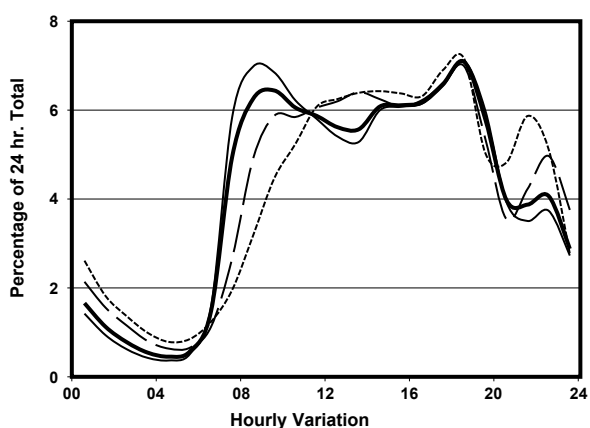
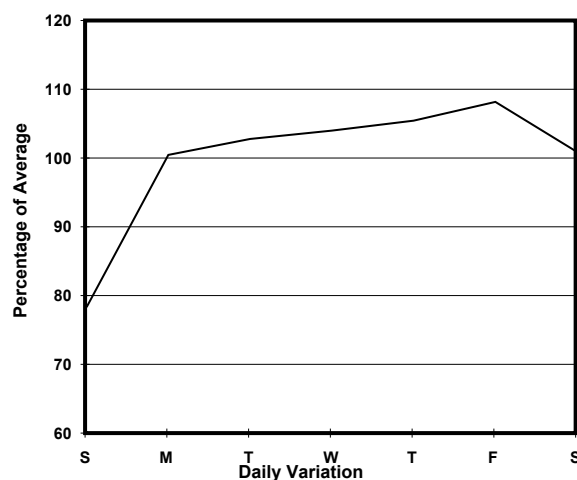
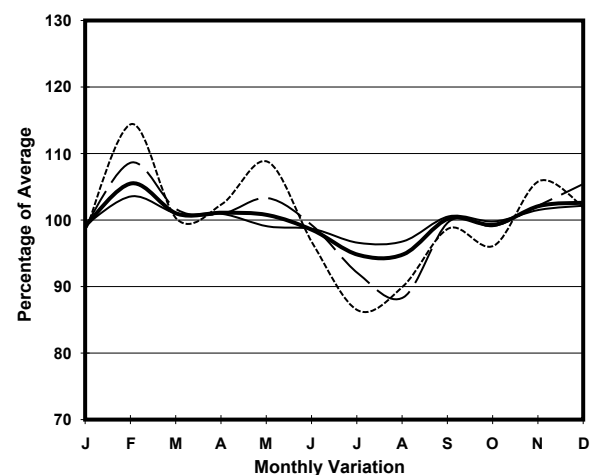


YEAR 2018  
CORE STATION 1025  
ROAD NETWORK MAJOR  
ROAD TYPE URBAN TRUNK ROAD

LINK EASTERN HARBOUR CROSSING (from KAI TIN RD to ISLAND EASTERN CORRIDOR)



## 1. TRAFFIC FLOW VARIATION AND GROWTH



— All day    — Mon.- Fri.    ..... Sat.    - - - - - Sun.

## 2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
<b>SOUTH BOUND</b>				
A.A.D.T.	38940	40980	40030	30860
R 12 / 24 - %	75.2	76.6	72.8	69.2
R 16 / 24 - %	91	91.7	89.4	88.6
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	2760	3020	2850	1650
T - % (AM)	-	9.9	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2780	2930	2790	2260
T - % (PM)	-	4.4	-	-
Prop.of commercial vehicles - 16 hr.	-	7.8	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	40220	42390	40700	32150
R 12 / 24 - %	70.5	72	67.4	64.4
R 16 / 24 - %	90	91.1	87	86.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2370	2850	1900	1170
T - % (AM)	-	6.2	-	-
PM Peak Hour	1800-1900	1700-1800	1800-1900	1800-1900
One-way flow at PM peak hour	2830	2990	2850	2250
T - % (PM)	-	4.8	-	-
Prop.of commercial vehicles - 16 hr.	-	7.3	-	-

## 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	3.9	50.0	20.2	3.5	0.3	11.2	3.1	3.4	0.0	4.4
	Ocp	1.0	1.3	2.0	7.1	15.0	1.6	1.4	14.6	0.0	59.3
0800-0900	Pro	3.8	64.2	12.4	0.6	0.6	9.4	2.7	2.0	0.1	4.1
	Ocp	1.0	1.3	2.0	9.9	11.9	1.6	1.7	22.3	44.0	69.2
0900-1000	Pro	2.0	51.9	17.7	0.3	0.4	18.7	4.7	0.9	0.0	3.4
	Ocp	1.1	1.4	2.1	4.5	15.2	1.8	1.7	20.8	0.0	37.8
1000-1100	Pro	2.3	47.5	18.5	1.0	0.2	22.1	4.8	1.3	0.1	2.4
	Ocp	1.0	1.3	2.0	1.5	11.3	1.6	1.5	6.8	3.5	28.2
1100-1200	Pro	1.5	48.7	18.0	0.8	0.2	23.7	3.2	1.5	0.1	2.3
	Ocp	1.1	1.4	2.0	2.0	14.0	1.5	1.4	10.1	1.0	27.1
1200-1300	Pro	1.4	47.9	16.7	2.0	0.4	24.8	3.3	1.5	0.0	2.1
	Ocp	1.0	1.4	2.0	6.0	11.3	1.4	1.4	11.2	0.0	27.2
1300-1400	Pro	0.5	46.8	19.6	0.9	0.3	20.8	7.8	1.3	0.0	2.1
	Ocp	1.0	1.4	2.1	4.3	9.0	1.5	1.5	9.1	0.0	30.5
1400-1500	Pro	1.7	53.0	16.5	1.0	0.2	20.4	4.6	0.6	0.0	2.0
	Ocp	1.2	1.4	2.1	2.3	10.0	1.4	1.3	6.4	0.0	27.4
1500-1600	Pro	1.2	52.0	16.6	2.3	0.2	21.0	3.9	0.8	0.0	2.0
	Ocp	1.1	1.4	2.1	5.5	13.5	1.6	1.2	14.7	0.0	29.1
1600-1700	Pro	2.3	42.2	19.4	2.9	0.4	24.4	3.2	2.3	0.1	2.8
	Ocp	1.1	1.4	2.0	3.7	8.3	1.5	1.2	7.9	1.0	26.8
1700-1800	Pro	4.8	59.7	12.6	0.6	0.3	16.4	1.4	1.6	0.1	2.6
	Ocp	1.0	1.4	2.1	1.6	15.3	1.6	1.9	12.7	24.0	38.5
1800-1900 Peak hour	Pro	2.8	71.1	10.7	0.5	0.5	9.5	0.9	0.7	0.1	3.3
	Ocp	1.1	1.3	2.2	1.5	17.0	1.3	1.3	22.7	1.0	58.5
1900-2000	Pro	2.5	68.5	15.4	0.1	0.7	4.7	1.3	1.4	0.1	5.3
	Ocp	1.2	1.2	2.3	1.0	15.0	1.4	1.5	8.6	22.0	47.2
2000-2100	Pro	1.9	66.9	18.8	0.1	0.6	4.5	0.7	0.9	0.0	5.6
	Ocp	1.1	1.4	2.3	1.0	15.8	1.3	1.2	3.3	0.0	36.0
2100-2200	Pro	2.1	59.7	30.4	0.0	0.5	2.9	0.8	0.0	0.0	3.7
	Ocp	1.1	1.3	2.2	0.0	16.3	1.3	1.6	0.0	0.0	36.1
2200-2300	Pro	1.6	54.8	35.7	0.1	0.4	2.9	0.4	0.0	0.0	4.0
	Ocp	1.0	1.4	2.1	1.0	17.0	1.4	1.3	0.0	0.0	39.2
16 hours	Pro	2.3	55.2	17.7	1.1	0.4	15.8	3.1	1.3	0.1	3.1
	Ocp	1.1	1.4	2.1	4.7	13.7	1.5	1.5	13.0	12.5	42.1

**Legend**

**Pro.** Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)\*

**Ocp.** Average occupancy of vehicles including both driver and passengers\*

**M&H** Medium and Heavy

**\*** All traffic data are collected from combined bounds except for one way traffic