

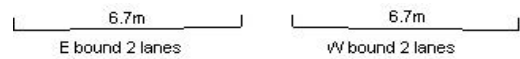
YEAR 2018

CORE STATION 3004

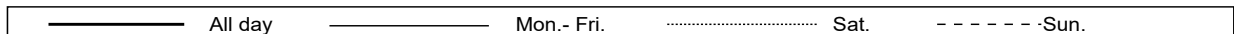
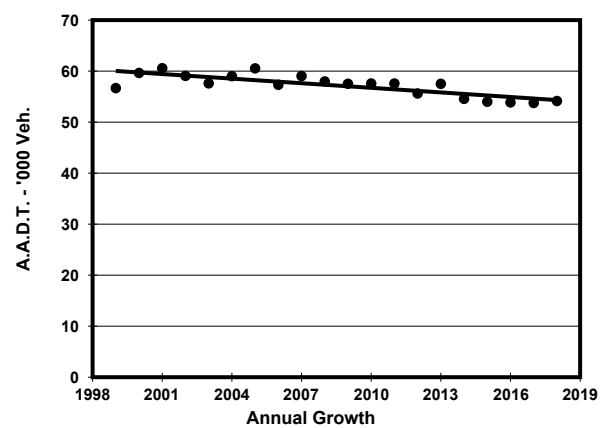
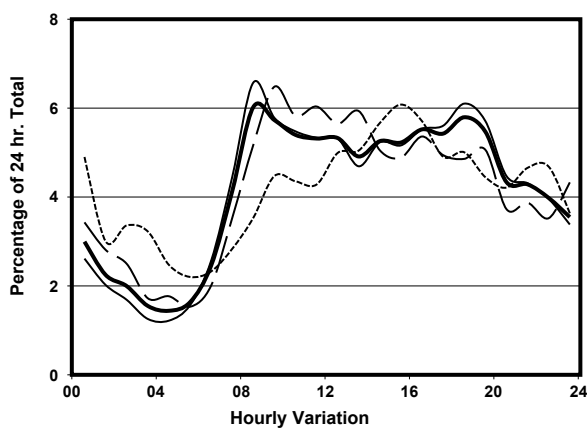
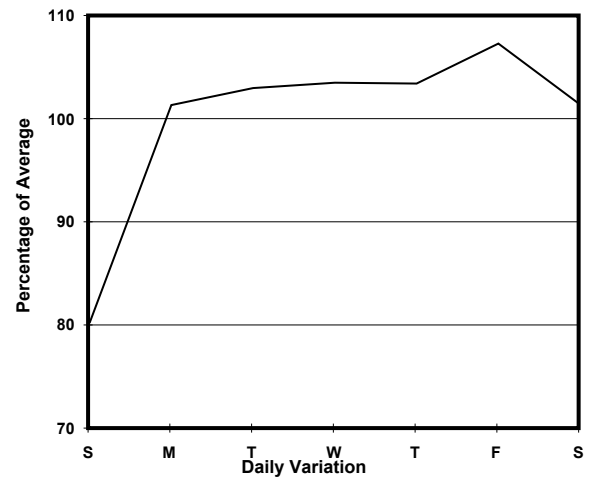
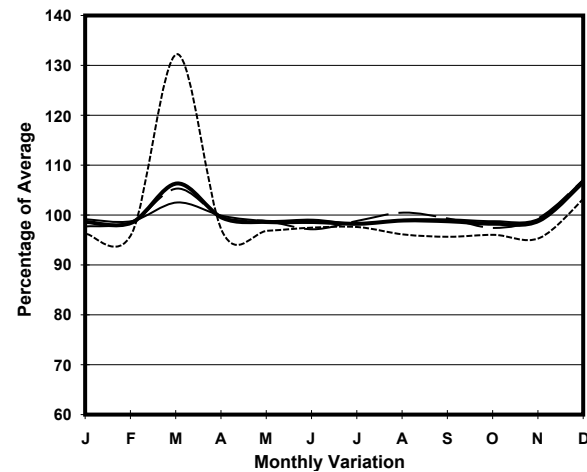
ROAD NETWORK MAJOR

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.	25480	26640	25970	21080
R 12 / 24 - %	64.5	66.3	61.4	56.8
R 16 / 24 - %	82.6	84.4	79	76.3
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1500	1690	1290	890
T - % (AM)	-	13.9	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	1510	1610	1470	1200
T - % (PM)	-	10.3	-	-
Prop.of commercial vehicles - 16 hr.	-	11.5	-	-
WEST BOUND				
A.A.D.T.	28660	30070	29540	22910
R 12 / 24 - %	63.7	64.3	65.8	57
R 16 / 24 - %	81.7	83.1	80.7	73.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1830	2090	2310	1080
T - % (AM)	-	8.9	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	1710	1920	1510	1310
T - % (PM)	-	6	-	-
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 Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	7.6	34.0	19.6	2.3	0.3	18.4	8.6	5.3	0.0	3.9
	Ocp	1.1	1.3	2.1	6.2	17.0	1.4	1.1	13.7	0.0	37.8
0800-0900 Peak hour	Pro	6.2	48.8	21.2	0.8	0.0	14.3	3.9	1.6	0.1	3.2
	Ocp	1.1	1.3	2.1	3.3	0.0	1.5	1.2	17.6	1.0	48.0
0900-1000	Pro	4.0	38.3	26.1	0.5	0.2	19.4	6.4	1.6	0.0	3.5
	Ocp	1.1	1.3	2.0	1.6	1.0	1.4	1.1	7.3	0.0	29.4
1000-1100	Pro	3.0	35.2	24.9	1.0	0.4	23.6	7.4	1.1	0.0	3.4
	Ocp	1.1	1.3	2.0	1.4	5.7	1.5	1.3	7.3	0.0	24.3
1100-1200	Pro	3.3	29.4	27.5	1.3	0.2	26.1	7.0	1.9	0.0	3.4
	Ocp	1.0	1.3	2.0	2.6	1.0	1.5	1.2	2.9	0.0	21.9
1200-1300	Pro	2.4	34.3	27.0	1.0	0.1	22.1	7.8	2.5	0.0	2.8
	Ocp	1.0	1.5	2.0	4.4	1.0	1.6	1.2	11.9	0.0	25.0
1300-1400	Pro	3.5	31.0	29.0	1.3	0.0	23.4	7.6	1.3	0.0	2.9
	Ocp	1.1	1.4	2.0	2.1	0.0	1.5	1.2	16.2	0.0	27.7
1400-1500	Pro	3.3	35.5	23.9	1.1	0.0	24.3	6.6	2.6	0.1	2.7
	Ocp	1.0	1.5	2.1	2.0	0.0	1.4	1.2	16.4	1.0	27.7
1500-1600	Pro	3.9	32.5	25.5	0.6	0.4	23.5	6.8	3.5	0.0	3.4
	Ocp	1.1	1.5	2.0	9.2	1.3	1.4	1.1	13.7	0.0	22.8
1600-1700	Pro	4.7	37.8	19.6	0.7	0.1	25.6	5.6	2.2	0.0	3.6
	Ocp	1.0	1.5	1.9	2.7	2.0	1.4	1.2	15.2	0.0	24.0
1700-1800	Pro	5.7	36.4	24.2	1.2	0.0	24.2	3.1	2.1	0.0	3.1
	Ocp	1.0	1.3	2.0	1.6	0.0	1.2	1.2	6.3	0.0	37.1
1800-1900	Pro	7.6	58.0	16.2	0.2	0.1	11.7	1.7	1.2	0.0	3.3
	Ocp	1.0	1.3	2.3	4.5	1.0	1.1	1.1	5.8	0.0	54.4
1900-2000	Pro	4.6	57.9	21.3	0.2	0.4	9.2	1.5	1.7	0.0	3.2
	Ocp	1.0	1.3	2.1	2.0	5.0	1.3	1.1	9.6	0.0	34.5
2000-2100	Pro	2.0	49.5	30.7	0.0	0.1	8.9	2.2	2.4	0.0	4.2
	Ocp	1.0	1.3	2.0	0.0	1.0	1.3	1.3	4.3	0.0	20.4
2100-2200	Pro	1.6	40.7	38.1	0.2	0.0	9.7	2.1	3.2	0.0	4.6
	Ocp	1.1	1.4	2.0	1.0	0.0	1.2	1.2	2.3	0.0	22.5
2200-2300	Pro	2.0	48.5	38.1	0.2	0.6	4.7	1.1	1.2	0.0	3.7
	Ocp	1.0	1.3	1.8	1.0	1.0	1.2	1.0	5.6	0.0	26.0
16 hours	Pro	4.2	40.7	25.3	0.8	0.2	18.2	5.0	2.2	0.1	3.4
	Ocp	1.1	1.3	2.0	3.4	3.7	1.4	1.2	10.5	1.0	30.5

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