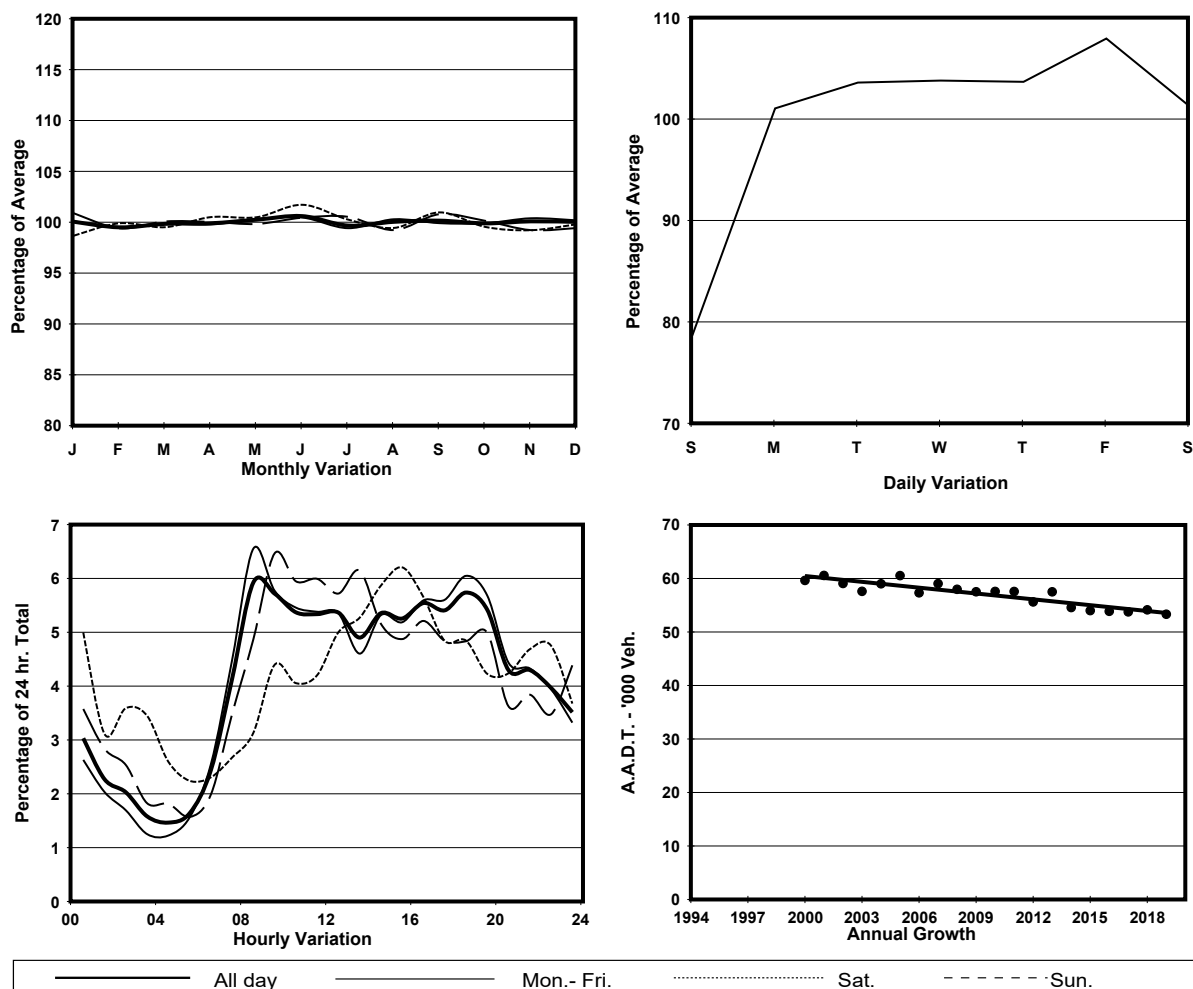


YEAR 2019
CORE STATION 3004
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD

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.	25080	26340	25540	20380
R 12 / 24 - %	64.4	66.4	60.9	56
R 16 / 24 - %	82.6	84.4	78.5	75.5
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1470	1670	1220	830
T - % (AM)	-	9.5	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	1490	1610	1400	1130
T - % (PM)	-	10.1	-	-
Prop.of commercial vehicles - 16 hr.	-	9.3	-	-
WEST BOUND				
A.A.D.T.	28240	29760	29060	22070
R 12 / 24 - %	63.8	64.4	65.9	56.3
R 16 / 24 - %	81.6	83.1	80.3	72.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1770	2060	2310	1040
T - % (AM)	-	10.1	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	1660	1880	1450	1270
T - % (PM)	-	6.3	-	-
Prop.of commercial vehicles - 16 hr.	-	8.3	-	-

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	8.7	33.9	22.0	3.1	0.1	17.3	8.3	2.4	0.0	4.0
	Ocp	1.1	1.3	2.1	7.2	17.0	1.4	1.1	6.6	0.0	36.8
0800-0900 Peak hour	Pro	7.5	50.2	18.9	0.4	0.2	13.6	4.0	2.0	0.0	3.1
	Ocp	1.0	1.3	2.0	2.2	1.0	1.4	1.3	10.2	0.0	49.9
0900-1000	Pro	4.7	41.5	24.9	0.4	0.2	18.6	4.3	1.9	0.0	3.6
	Ocp	1.1	1.3	2.0	2.3	1.0	1.6	1.3	11.7	0.0	27.9
1000-1100	Pro	4.2	36.8	28.8	0.5	0.0	21.0	5.3	0.4	0.0	3.0
	Ocp	1.1	1.3	1.9	2.4	0.0	1.5	1.2	1.0	0.0	23.4
1100-1200	Pro	4.5	36.4	24.3	1.0	0.3	25.0	5.1	0.8	0.0	2.7
	Ocp	1.1	1.3	1.9	2.1	1.0	1.5	1.3	20.6	0.0	30.3
1200-1300	Pro	3.7	36.5	27.1	0.8	0.1	20.0	8.2	0.8	0.0	2.8
	Ocp	1.1	1.4	2.0	3.1	1.0	1.4	1.3	17.7	0.0	30.3
1300-1400	Pro	4.8	33.4	25.6	1.3	0.0	23.1	6.8	2.1	0.0	2.9
	Ocp	1.1	1.4	1.9	1.9	0.0	1.5	1.2	11.1	0.0	32.9
1400-1500	Pro	3.4	38.1	26.3	1.0	0.1	22.4	5.3	1.0	0.0	2.3
	Ocp	1.1	1.4	1.9	1.8	5.0	1.5	1.1	1.0	0.0	31.3
1500-1600	Pro	4.2	38.1	22.5	2.0	0.0	23.2	4.8	1.9	0.0	3.4
	Ocp	1.0	1.4	2.0	9.1	0.0	1.4	1.2	15.4	0.0	26.3
1600-1700	Pro	6.0	40.0	20.3	1.5	0.0	22.7	4.4	1.4	0.0	3.8
	Ocp	1.1	1.4	1.8	1.8	0.0	1.5	1.3	1.1	0.0	26.2
1700-1800	Pro	9.2	44.4	21.2	0.6	0.1	17.4	2.4	1.2	0.0	3.6
	Ocp	1.0	1.4	2.1	1.2	1.0	1.5	1.0	4.3	0.0	36.7
1800-1900	Pro	8.8	51.6	20.1	0.2	0.4	12.0	2.4	1.7	0.0	2.8
	Ocp	1.1	1.3	2.2	1.5	9.0	1.4	1.1	20.3	0.0	65.7
1900-2000	Pro	6.5	58.3	22.9	0.1	0.2	6.9	0.9	1.1	0.0	3.1
	Ocp	1.2	1.4	2.1	2.0	9.0	1.4	1.1	7.4	0.0	34.1
2000-2100	Pro	5.9	45.4	31.9	0.0	0.0	9.5	2.7	0.7	0.0	4.0
	Ocp	1.1	1.4	2.0	0.0	0.0	1.3	1.3	2.0	0.0	34.5
2100-2200	Pro	4.9	45.3	37.1	0.1	0.3	6.4	1.7	0.3	0.0	3.9
	Ocp	1.2	1.4	2.1	1.0	1.0	1.3	1.2	2.0	0.0	28.4
2200-2300	Pro	4.8	43.6	39.3	0.2	0.4	5.5	1.6	0.9	0.0	3.7
	Ocp	1.1	1.4	1.9	1.0	1.0	1.4	1.2	4.5	0.0	33.5
16 hours	Pro	5.8	42.6	25.3	0.8	0.2	16.6	4.2	1.3	0.0	3.3
	Ocp	1.1	1.4	2.0	4.1	4.1	1.5	1.2	10.0	0.0	34.6

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