

YEAR 2020

CORE STATION 1025

ROAD NETWORK MAJOR

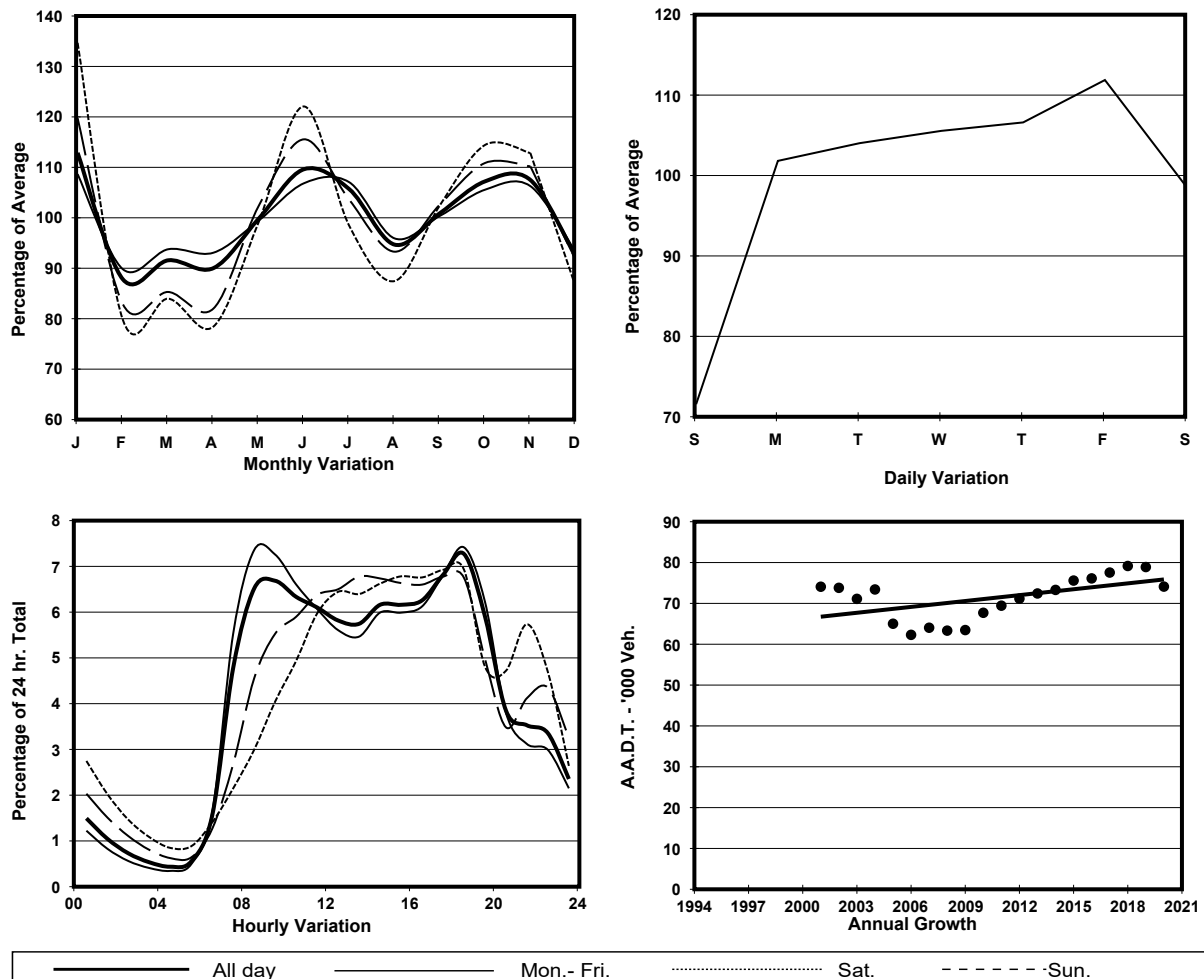
ROAD TYPE URBAN TRUNK ROAD

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

6.8m
N bound 2 lanes

6.8m
S bound 2 lanes

1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	36170	38800	36450	26510
R 12 / 24 - %	76.6	78.3	73.7	68.5
R 16 / 24 - %	91.3	92.2	89.3	87.4
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2650	3040	2480	1220
T - % (AM)	-	8.5	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2650	2910	2380	1870
T - % (PM)	-	3.8	-	-
Prop.of commercial vehicles - 16 hr.	-	5.9	-	-
NORTH BOUND				
A.A.D.T.	37940	40800	37840	27670
R 12 / 24 - %	72.8	74.3	70.1	65.5
R 16 / 24 - %	91.3	92.5	88.3	86.4
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2300	2820	1630	980
T - % (AM)	-	7.5	-	-
PM Peak Hour	1700-1800	1800-1900	1700-1800	1600-1700
One-way flow at PM peak hour	2750	2990	2780	1990
T - % (PM)	-	5.4	-	-
Prop.of commercial vehicles - 16 hr.	-	6.5	-	-

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	6.8	51.8	19.1	0.8	0.3	10.5	3.5	1.4	0.0	5.8
	Ocp	1.1	1.4	1.9	2.2	16.0	1.7	1.3	9.8	0.0	61.0
0800-0900	Pro	3.6	67.3	11.6	0.1	0.2	9.1	2.5	1.8	0.0	3.7
	Ocp	1.2	1.3	2.2	1.5	11.7	1.6	1.7	24.7	0.0	72.9
0900-1000	Pro	3.3	64.4	12.9	0.2	0.1	13.1	2.9	0.4	0.0	2.7
	Ocp	1.1	1.3	2.0	2.3	17.0	1.9	1.4	23.5	0.0	52.6
1000-1100	Pro	2.9	55.6	18.4	0.7	0.2	16.9	2.9	0.5	0.0	2.0
	Ocp	1.1	1.4	1.9	4.3	15.7	1.7	1.5	14.0	0.0	39.8
1100-1200	Pro	2.2	54.5	17.0	0.4	0.2	19.6	3.1	1.1	0.0	2.0
	Ocp	1.0	1.4	1.9	2.0	14.5	1.7	1.4	9.8	0.0	38.5
1200-1300	Pro	2.8	55.2	15.9	0.3	0.2	19.1	4.1	0.2	0.0	2.1
	Ocp	1.1	1.4	1.8	2.7	12.5	1.6	1.4	4.0	0.0	33.2
1300-1400	Pro	2.6	54.0	15.2	0.5	0.2	17.7	7.4	0.3	0.0	2.2
	Ocp	1.0	1.4	2.0	2.0	15.0	1.7	1.6	5.7	0.0	38.6
1400-1500	Pro	2.5	54.7	16.7	0.5	0.2	16.7	6.3	0.5	0.0	1.9
	Ocp	1.1	1.4	2.2	2.2	10.5	1.6	1.6	5.0	0.0	38.2
1500-1600	Pro	2.2	58.5	17.0	0.3	0.2	14.5	5.0	0.1	0.0	2.1
	Ocp	1.0	1.4	2.0	2.7	11.5	1.5	1.5	1.0	0.0	30.4
1600-1700	Pro	3.4	57.2	17.7	0.5	0.1	16.0	1.9	0.8	0.0	2.4
	Ocp	1.1	1.5	1.8	1.4	12.0	1.6	1.5	3.6	0.0	42.0
1700-1800	Pro	5.8	65.3	12.0	0.1	0.4	12.0	1.4	0.7	0.0	2.4
	Ocp	1.1	1.4	1.9	2.0	16.6	1.8	1.6	6.3	0.0	55.3
1800-1900 Peak hour	Pro	4.8	75.2	8.6	0.0	0.5	6.3	0.7	0.8	0.0	3.0
	Ocp	1.1	1.4	2.2	0.0	17.9	1.8	1.7	18.2	0.0	71.8
1900-2000	Pro	2.9	76.0	12.6	0.1	0.4	3.6	0.4	0.7	0.0	3.4
	Ocp	1.1	1.4	2.2	2.0	18.8	1.4	1.6	23.7	0.0	58.3
2000-2100	Pro	2.7	74.8	15.9	0.0	0.2	2.9	0.3	0.2	0.0	2.9
	Ocp	1.2	1.3	2.1	0.0	16.5	1.6	1.7	13.0	0.0	44.5
2100-2200	Pro	4.3	62.7	24.7	0.2	0.2	3.2	0.7	0.2	0.0	3.9
	Ocp	1.1	1.6	2.1	2.0	17.0	1.6	1.8	1.0	0.0	41.4
2200-2300	Pro	4.0	61.7	26.1	0.2	0.5	2.6	0.5	0.2	0.0	4.2
	Ocp	1.2	1.4	2.1	3.0	17.0	1.9	1.3	1.0	0.0	36.9
16 hours	Pro	3.5	62.5	15.4	0.3	0.3	11.9	2.7	0.7	0.0	2.8
	Ocp	1.1	1.4	2.0	2.5	15.7	1.7	1.5	14.8	0.0	51.2

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