

YEAR 2022

CORE STATION 3004

ROAD NETWORK MAJOR

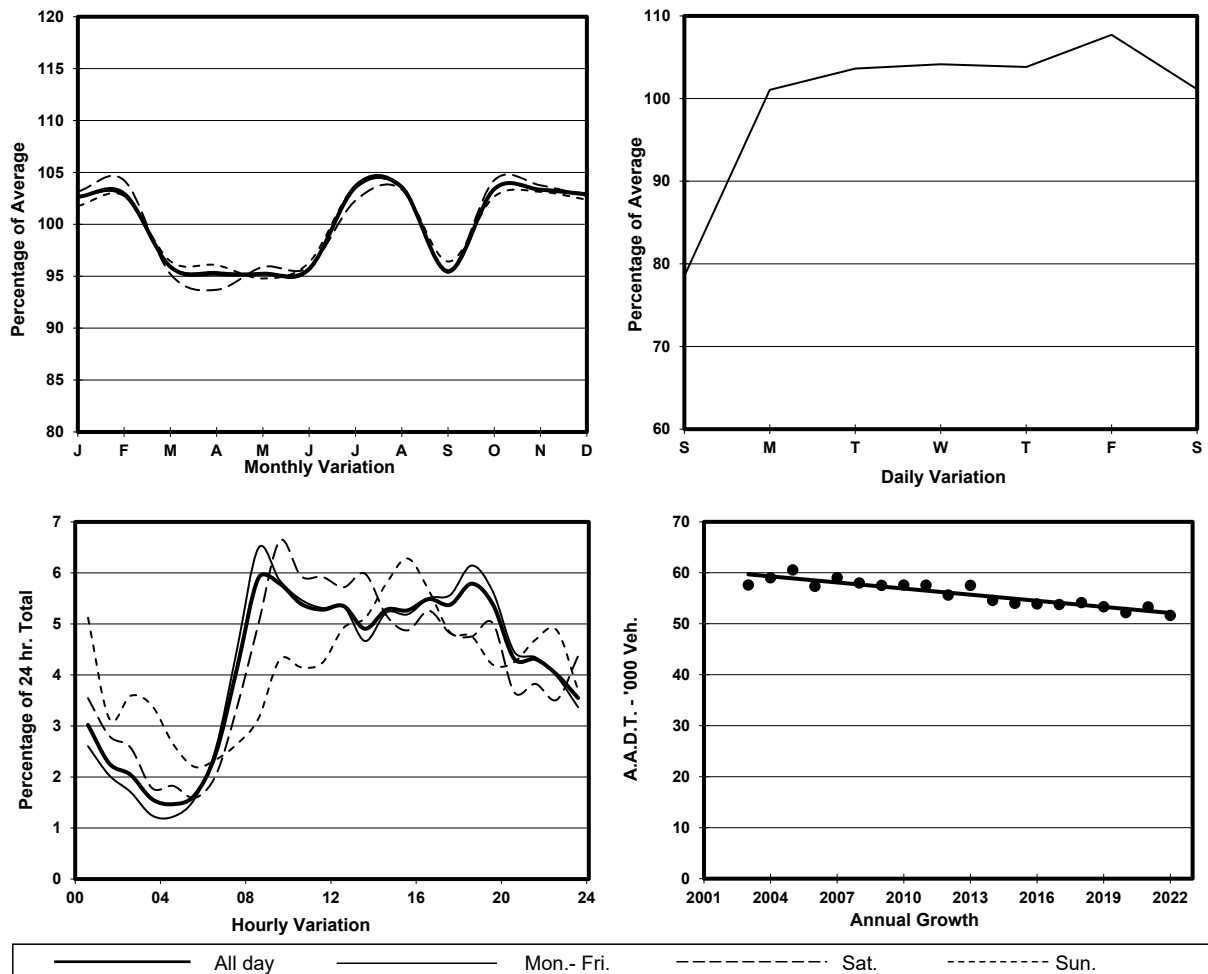
ROAD TYPE URBAN TRUNK ROAD

LINK KAI TAK TUNNEL (from SUNG WONG TOI RD to KAI CHEUNG RD)

6.7m 6.7m

E bound 2 lanes W bound 2 lanes

## 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.	24290	25520	24710	19680
R 12 / 24 - %	64.3	66.3	60.7	55.7
R 16 / 24 - %	82.5	84.4	78.5	75.4
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1440	1640	1210	780
T - % (AM)	-	15.1	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	1430	1530	1360	1100
T - % (PM)	-	11.3	-	-
Prop.of commercial vehicles - 16 hr.	-	10.8	-	-
<b>WEST BOUND</b>				
A.A.D.T.	27340	28840	28140	21290
R 12 / 24 - %	63.7	64.4	65.8	56
R 16 / 24 - %	81.5	83.1	80.4	72.5
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1710	1970	2290	990
T - % (AM)	-	11.7	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	1630	1860	1420	1220
T - % (PM)	-	8.4	-	-
Prop.of commercial vehicles - 16 hr.	-	10.2	-	-

## 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	5.3	33.6	22.8	2.7	0.1	16.2	11.6	3.4	0.0	4.1
	Ocp	1.0	1.4	2.0	7.9	20.0	1.4	1.1	16.9	0.0	33.0
0800-0900 Peak hour	Pro	3.1	53.3	13.9	1.6	0.1	16.8	5.8	2.1	0.1	3.5
	Ocp	1.1	1.3	2.0	3.3	6.0	1.3	1.2	9.6	1.0	39.4
0900-1000	Pro	2.4	38.9	27.4	0.4	0.1	17.1	7.9	2.4	0.0	3.5
	Ocp	1.0	1.2	1.9	1.5	4.0	1.3	1.2	5.6	0.0	26.4
1000-1100	Pro	2.6	31.0	29.8	0.5	0.1	25.0	6.8	1.0	0.0	3.2
	Ocp	1.0	1.3	1.9	1.8	1.0	1.4	1.1	1.0	0.0	22.9
1100-1200	Pro	2.2	36.9	23.5	1.8	0.2	25.6	5.8	1.2	0.0	2.7
	Ocp	1.0	1.4	2.0	3.4	1.0	1.3	1.3	15.9	0.0	21.7
1200-1300	Pro	1.7	36.0	25.7	1.6	0.1	24.4	6.7	1.6	0.1	2.3
	Ocp	1.1	1.5	2.0	2.3	1.0	1.3	1.3	9.4	1.0	23.5
1300-1400	Pro	2.3	34.8	25.0	1.8	0.0	25.3	7.3	1.4	0.0	2.2
	Ocp	1.0	1.4	2.1	6.1	0.0	1.4	1.2	4.0	0.0	30.7
1400-1500	Pro	3.6	39.7	23.5	1.0	0.0	21.4	6.6	1.8	0.0	2.4
	Ocp	1.0	1.4	2.0	1.8	0.0	1.3	1.3	11.8	0.0	24.8
1500-1600	Pro	2.6	37.4	24.3	0.9	0.0	23.2	6.5	2.1	0.0	3.0
	Ocp	1.1	1.6	1.9	2.0	0.0	1.3	1.1	19.2	0.0	21.4
1600-1700	Pro	4.3	43.3	23.8	1.1	0.0	15.9	5.6	2.1	0.1	3.8
	Ocp	1.1	1.5	1.8	3.0	0.0	1.4	1.0	9.3	4.0	26.2
1700-1800	Pro	7.5	50.4	19.2	1.7	0.0	12.7	2.6	1.9	0.0	4.0
	Ocp	1.1	1.5	2.2	1.4	0.0	1.3	1.2	1.0	0.0	38.9
1800-1900	Pro	3.0	61.5	18.4	0.2	0.1	9.1	2.7	1.2	0.0	3.7
	Ocp	1.1	1.5	2.0	1.5	1.0	1.2	1.0	20.0	0.0	52.6
1900-2000	Pro	3.2	59.0	24.1	0.0	0.0	6.4	1.6	2.2	0.1	3.4
	Ocp	1.1	1.4	2.0	0.0	0.0	1.3	1.2	4.2	1.0	26.5
2000-2100	Pro	2.5	48.2	32.2	0.1	0.3	9.1	3.1	0.6	0.0	4.0
	Ocp	1.0	1.4	2.0	1.0	1.0	1.2	1.2	1.0	0.0	21.5
2100-2200	Pro	2.7	50.9	31.6	0.0	0.2	6.6	2.4	1.0	0.0	4.6
	Ocp	1.1	1.3	1.9	0.0	1.0	1.2	1.1	1.7	0.0	26.4
2200-2300	Pro	3.2	53.2	31.3	0.0	0.4	4.6	1.4	1.2	0.0	4.7
	Ocp	1.1	1.4	1.8	0.0	1.0	1.2	1.0	1.4	0.0	26.6
16 hours	Pro	3.2	44.0	24.3	1.0	0.1	16.9	5.5	1.7	0.1	3.4
	Ocp	1.1	1.4	2.0	3.7	3.1	1.3	1.2	9.4	1.8	29.6

**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