

YEAR 2022

CORE STATION 1025

ROAD NETWORK MAJOR

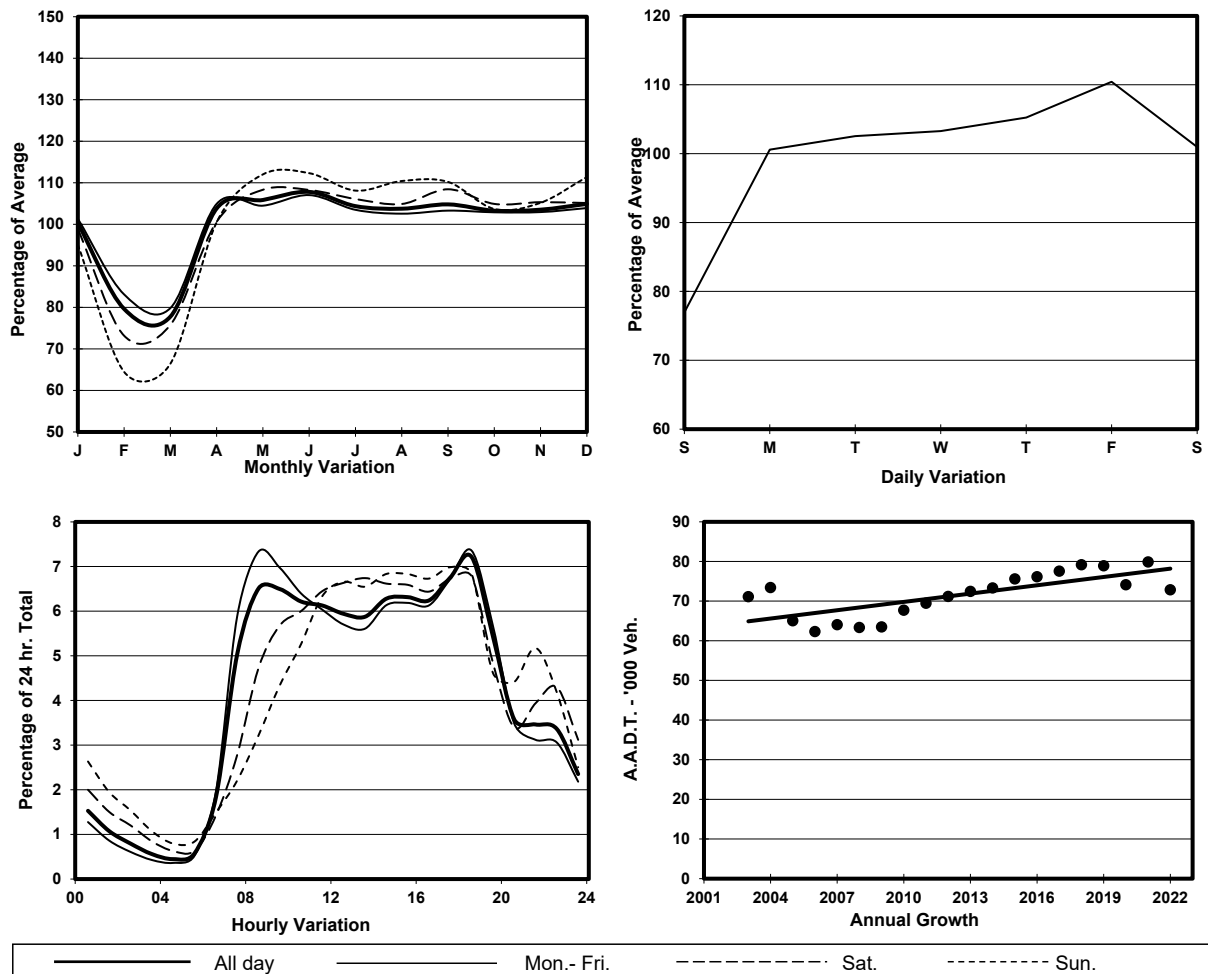
ROAD TYPE URBAN TRUNK ROAD

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

6.8m 6.8m

N bound 2 lanes 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.	35700	37710	36650	27890
R 12 / 24 - %	76.8	78.3	73.9	70.2
R 16 / 24 - %	90.6	91.4	88.9	87.2
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2600	2930	2530	1400
T - % (AM)	-	9.3	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2550	2760	2340	1910
T - % (PM)	-	4.8	-	-
Prop.of commercial vehicles - 16 hr.	-	6.2	-	-
NORTH BOUND				
A.A.D.T.	37140	39310	37940	28790
R 12 / 24 - %	73.3	74.7	70.5	67.4
R 16 / 24 - %	91.1	92.2	88.4	87.2
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2240	2720	1710	1060
T - % (AM)	-	5.7	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	2710	2900	2770	2100
T - % (PM)	-	6.2	-	-
Prop.of commercial vehicles - 16 hr.	-	6.4	-	-

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	4.8	64.9	13.0	2.2	0.2	7.9	1.3	2.8	0.0	3.0
	Ocp	1.1	1.6	2.0	10.3	15.5	1.7	1.3	23.6	0.0	60.3
0800-0900	Pro	2.7	66.1	10.3	0.8	0.3	12.3	1.6	2.0	0.0	3.9
	Ocp	1.0	1.3	2.1	5.8	17.4	1.7	1.5	22.8	0.0	66.0
0900-1000	Pro	2.9	59.3	12.8	0.6	0.3	17.7	3.2	1.0	0.0	2.2
	Ocp	1.1	1.3	2.2	1.8	10.8	1.5	1.5	14.4	0.0	49.4
1000-1100	Pro	2.0	53.8	16.9	0.7	0.2	18.6	5.0	1.0	0.0	1.9
	Ocp	1.0	1.3	1.7	2.6	13.3	1.6	1.6	7.5	0.0	41.4
1100-1200	Pro	2.0	51.5	19.0	0.7	0.2	19.4	3.7	1.5	0.0	2.0
	Ocp	1.1	1.4	2.0	2.3	7.5	1.6	1.4	9.7	0.0	37.9
1200-1300	Pro	1.8	55.0	16.9	1.4	0.1	18.1	3.9	1.1	0.0	1.6
	Ocp	1.0	1.4	1.9	5.9	8.0	1.5	1.3	4.5	0.0	38.2
1300-1400	Pro	1.2	53.9	15.8	2.4	0.2	17.0	5.9	1.9	0.0	1.8
	Ocp	1.1	1.4	2.0	13.5	12.0	1.4	1.4	14.9	0.0	42.4
1400-1500	Pro	1.3	50.8	18.4	0.8	0.2	22.1	3.3	1.5	0.0	1.7
	Ocp	1.0	1.5	2.2	2.6	14.0	1.6	1.3	6.8	0.0	37.7
1500-1600	Pro	2.2	55.5	16.8	1.4	0.1	17.9	2.7	1.6	0.0	1.8
	Ocp	1.1	1.4	2.2	4.9	16.0	1.5	1.3	4.9	0.0	35.1
1600-1700	Pro	3.2	55.5	14.9	1.4	0.2	19.1	2.3	1.3	0.0	1.9
	Ocp	1.1	1.4	2.0	5.3	11.0	1.6	1.5	7.1	0.0	40.9
1700-1800	Pro	4.1	66.8	10.5	0.4	0.5	12.6	1.6	1.2	0.1	2.2
	Ocp	1.0	1.4	2.2	2.2	16.5	1.7	1.4	6.2	1.0	54.6
1800-1900 Peak hour	Pro	4.5	67.9	14.1	0.0	0.5	7.4	1.4	1.1	0.0	3.0
	Ocp	1.0	1.4	2.1	0.0	17.9	1.4	1.2	21.0	0.0	61.5
1900-2000	Pro	2.2	75.4	14.0	0.1	0.3	3.3	0.9	0.9	0.0	2.9
	Ocp	1.1	1.3	2.1	1.0	20.0	1.5	1.4	8.8	0.0	47.5
2000-2100	Pro	2.5	66.3	22.4	0.0	0.3	3.6	0.6	0.7	0.0	3.5
	Ocp	1.2	1.4	2.0	0.0	16.0	1.4	1.5	4.6	0.0	37.1
2100-2200	Pro	2.6	64.3	26.0	0.0	0.2	2.6	0.5	0.3	0.0	3.4
	Ocp	1.1	1.5	2.1	0.0	17.0	1.2	2.0	1.0	0.0	37.2
2200-2300	Pro	3.1	55.5	34.6	0.2	0.2	2.3	0.5	0.0	0.0	3.5
	Ocp	1.1	1.5	2.1	4.0	17.0	1.6	1.3	0.0	0.0	45.1
16 hours	Pro	2.7	60.4	16.0	0.9	0.3	13.4	2.5	1.3	0.1	2.5
	Ocp	1.1	1.4	2.1	6.8	15.1	1.6	1.4	13.1	1.0	48.8

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