

YEAR 2023

CORE STATION 1025

ROAD NETWORK MAJOR

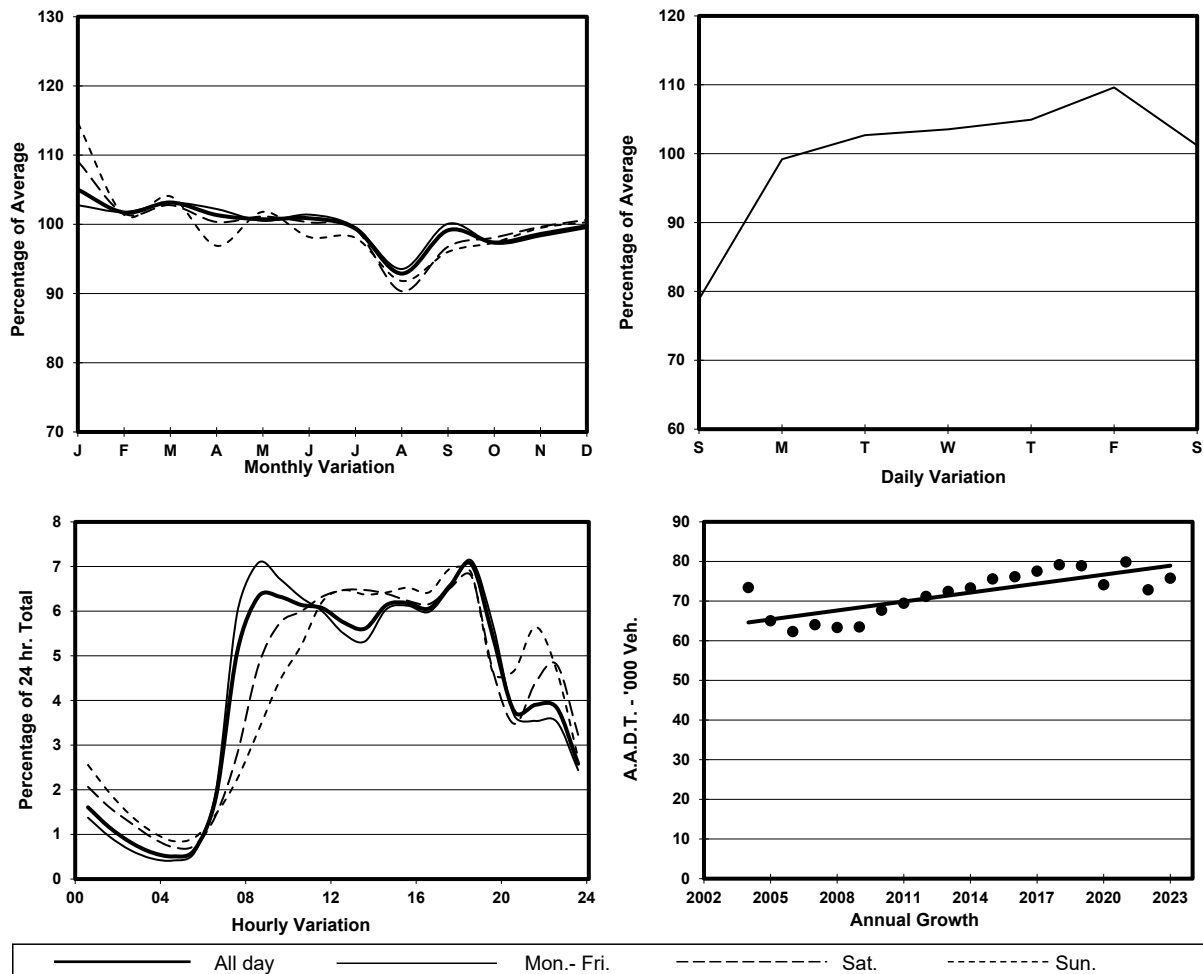
ROAD TYPE URBAN TRUNK ROAD

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.	37470	39360	38490	30080
R 12 / 24 - %	75.7	77.1	73.1	69.6
R 16 / 24 - %	90.3	91	88.7	87.6
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2670	2930	2710	1550
T - % (AM)	-	8	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2680	2860	2560	2130
T - % (PM)	-	4.9	-	-
Prop.of commercial vehicles - 16 hr.	-	6.4	-	-
NORTH BOUND				
A.A.D.T.	38290	40310	39030	30720
R 12 / 24 - %	71	72.4	68.3	65.4
R 16 / 24 - %	90.2	91.3	87.3	86.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2260	2710	1730	1150
T - % (AM)	-	6.1	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	2660	2830	2690	2160
T - % (PM)	-	5.2	-	-
Prop.of commercial vehicles - 16 hr.	-	5.9	-	-

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	6.0	60.6	13.8	2.5	0.3	8.6	2.2	2.8	0.0	3.3
	Ocp	1.1	1.4	2.3	9.1	18.0	1.5	1.5	16.8	0.0	60.6
0800-0900	Pro	4.3	66.4	11.5	0.6	0.4	9.7	1.8	1.7	0.0	3.6
	Ocp	1.1	1.4	2.1	8.3	15.8	1.5	1.6	16.6	0.0	67.1
0900-1000	Pro	2.4	55.8	15.0	0.1	0.4	19.6	3.4	1.1	0.0	2.2
	Ocp	1.0	1.4	2.1	2.5	6.2	1.7	1.7	14.8	0.0	47.0
1000-1100	Pro	2.6	53.4	16.5	0.4	0.1	19.7	4.2	1.2	0.1	1.9
	Ocp	1.0	1.4	2.1	2.8	17.0	1.4	1.5	14.2	3.5	39.1
1100-1200	Pro	1.4	46.2	19.2	0.5	0.2	25.0	4.7	1.0	0.0	1.9
	Ocp	1.1	1.5	2.1	2.6	13.5	1.6	1.5	3.6	0.0	37.2
1200-1300	Pro	2.2	55.6	15.7	1.0	0.3	18.2	3.8	1.5	0.1	1.6
	Ocp	1.0	1.5	2.0	9.0	10.5	1.6	1.3	11.2	1.0	35.4
1300-1400	Pro	1.3	50.6	19.0	0.4	0.2	22.4	3.5	0.8	0.0	1.9
	Ocp	1.2	1.4	2.1	1.5	15.0	1.5	1.2	16.6	0.0	39.3
1400-1500	Pro	0.9	52.6	17.1	0.6	0.1	21.7	3.5	1.6	0.1	1.8
	Ocp	1.0	1.5	2.1	2.1	16.0	1.5	1.5	10.6	3.0	35.6
1500-1600	Pro	2.5	54.2	17.1	2.3	0.1	17.8	2.6	1.6	0.1	1.8
	Ocp	1.0	1.5	2.0	9.9	14.0	1.6	1.3	16.0	3.0	37.3
1600-1700	Pro	3.0	56.6	15.8	1.2	0.2	17.0	2.5	2.0	0.0	1.7
	Ocp	1.0	1.4	2.1	7.1	20.0	1.6	1.4	10.4	0.0	49.6
1700-1800	Pro	4.2	65.5	11.4	0.3	0.5	12.6	1.7	1.3	0.1	2.4
	Ocp	1.0	1.4	2.2	1.7	18.0	1.4	1.3	5.5	1.0	55.9
1800-1900 Peak hour	Pro	4.6	68.0	14.3	0.1	0.6	7.3	0.8	1.3	0.0	3.0
	Ocp	1.1	1.4	2.2	2.0	18.3	1.3	1.0	30.3	0.0	64.4
1900-2000	Pro	2.6	77.0	12.3	0.0	0.3	4.3	0.2	0.6	0.0	2.9
	Ocp	1.2	1.2	2.0	0.0	18.0	1.5	1.0	10.1	0.0	48.9
2000-2100	Pro	2.8	66.7	21.9	0.0	0.3	3.7	0.5	0.8	0.0	3.3
	Ocp	1.1	1.5	2.0	0.0	15.0	1.6	1.8	4.7	0.0	39.6
2100-2200	Pro	4.3	63.1	24.8	0.0	0.2	3.7	0.7	0.4	0.0	2.7
	Ocp	1.1	1.5	2.2	0.0	15.0	1.3	1.4	1.0	0.0	42.4
2200-2300	Pro	3.8	63.4	26.2	0.0	0.3	3.1	0.6	0.1	0.0	2.6
	Ocp	1.1	1.5	2.1	0.0	16.0	1.5	1.3	1.0	0.0	42.3
16 hours	Pro	3.0	59.7	16.2	0.7	0.3	14.0	2.4	1.3	0.1	2.4
	Ocp	1.1	1.4	2.1	7.4	15.3	1.5	1.4	13.7	2.5	49.6

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