

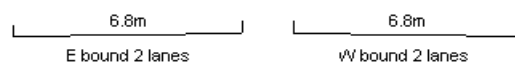
YEAR 2015

CORE STATION 5021

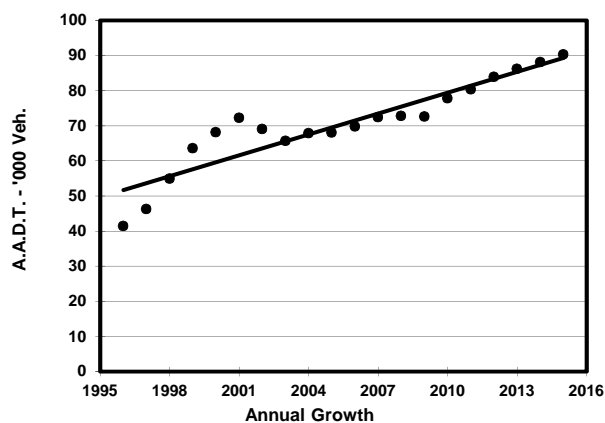
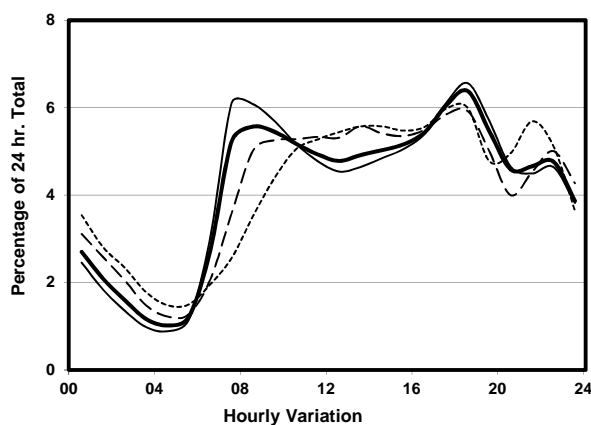
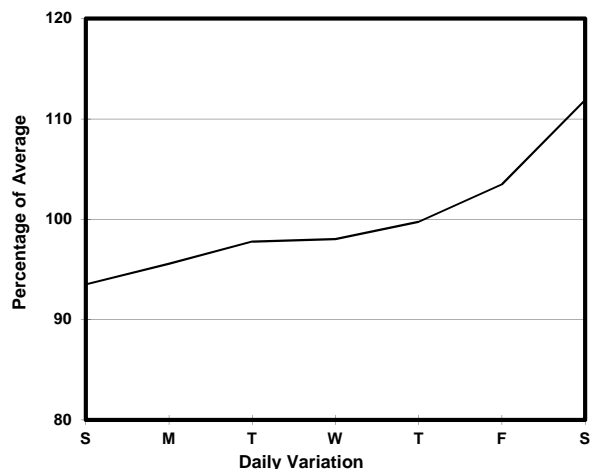
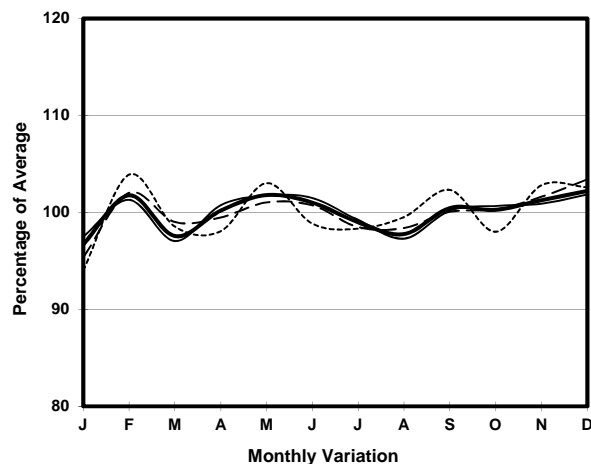
ROAD NETWORK MAJOR

ROAD TYPE URBAN TRUNK ROAD

LINK TSEUNG KWAN O TUNNEL (from TOLL PLAZA to TSEUNG KWAN O TUNNEL RD RA)



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	46150	45960	51410	43100
R 12 / 24 - %	60.6	61.4	60	56.9
R 16 / 24 - %	83.1	84.3	80.6	79.6
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2200	2400	2280	1540
T - % (AM)	-	13.7	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	3140	3270	3120	2610
T - % (PM)	-	10	-	-
Prop.of commercial vehicles - 16 hr.	-	12.9	-	-
WEST BOUND				
A.A.D.T.	44070	43630	49770	41750
R 12 / 24 - %	67.8	68.8	66.9	64
R 16 / 24 - %	84.2	84.7	83.3	82.4
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	2840	3140	3040	2190
T - % (AM)	-	22.4	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1800-1900
One-way flow at PM peak hour	2660	2670	2870	2520
T - % (PM)	-	13.5	-	-
Prop.of commercial vehicles - 16 hr.	-	13.7	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor	Private	Taxi	Private	PLB	Goods veh.		Non	Fr. Bus	
		Cycle	Car		LB		Light	M & H	Fr. Bus	SD	DD
0700-0800	Pro	4.4	48.4	15.6	2.0	3.2	12.7	6.8	4.5	0.1	2.2
	Ocp	1.0	1.4	2.0	8.3	12.9	1.5	1.2	13.6	10.0	39.4
0800-0900	Pro	3.9	53.8	14.9	1.2	2.6	11.0	7.7	2.7	0.1	2.3
	Ocp	1.1	1.3	1.9	4.7	11.5	1.4	1.1	17.5	8.0	41.4
0900-1000	Pro	2.4	42.8	18.0	0.6	2.7	19.1	10.9	1.2	0.0	2.2
	Ocp	1.1	1.2	1.7	3.8	10.3	1.4	1.1	2.7	0.0	22.0
1000-1100	Pro	2.0	34.3	25.2	0.2	2.2	19.9	13.2	0.7	0.0	2.3
	Ocp	1.1	1.3	1.5	1.3	8.3	1.4	1.1	5.7	0.0	16.4
1100-1200	Pro	2.8	34.7	15.0	1.2	3.1	25.8	14.4	0.5	0.0	2.5
	Ocp	1.0	1.3	1.9	2.2	8.0	1.4	1.2	1.4	0.0	14.9
1200-1300	Pro	1.4	37.3	16.1	2.5	3.0	24.6	10.8	2.0	0.1	2.4
	Ocp	1.0	1.3	2.0	6.9	6.5	1.4	1.3	11.0	16.0	14.2
1300-1400	Pro	1.9	35.8	16.7	0.8	2.4	24.4	14.6	1.3	0.1	2.2
	Ocp	1.2	1.4	2.0	6.1	8.1	1.5	1.2	6.5	17.5	17.7
1400-1500	Pro	1.7	35.4	13.0	0.3	2.7	26.8	16.4	1.7	0.1	2.0
	Ocp	1.0	1.6	2.0	7.3	8.3	1.5	1.1	2.1	12.7	16.0
1500-1600	Pro	1.8	38.2	14.6	1.6	2.7	22.2	14.1	2.8	0.1	2.0
	Ocp	1.1	1.4	2.1	5.2	10.1	1.5	1.2	10.7	21.0	17.3
1600-1700	Pro	2.4	38.4	14.8	2.2	1.9	22.4	11.8	3.9	0.1	2.1
	Ocp	1.1	1.5	1.7	3.5	11.2	1.7	1.1	6.4	17.0	20.4
1700-1800	Pro	4.3	45.2	13.3	1.9	3.2	17.3	9.2	3.3	0.1	2.2
	Ocp	1.2	1.6	1.9	2.7	12.0	1.6	1.2	14.6	32.0	32.2
1800-1900 Peak hour	Pro	4.2	59.7	11.1	0.5	3.5	11.8	5.0	2.3	0.1	1.9
	Ocp	1.1	1.5	1.9	8.0	11.0	1.3	1.1	11.7	19.0	50.4
1900-2000	Pro	2.3	64.3	15.0	0.1	2.2	9.3	2.8	1.7	0.0	2.3
	Ocp	1.1	1.3	1.9	1.0	9.0	1.3	1.1	10.4	0.0	41.7
2000-2100	Pro	1.8	61.9	19.4	0.0	3.2	8.4	2.1	0.8	0.0	2.6
	Ocp	1.1	1.6	1.8	0.0	9.2	1.3	1.0	4.0	0.0	28.0
2100-2200	Pro	2.3	49.8	31.1	0.1	3.6	7.5	2.4	0.4	0.0	2.9
	Ocp	1.2	1.6	1.8	1.0	9.7	1.5	1.1	1.0	0.0	25.7
2200-2300	Pro	2.1	53.1	28.5	0.1	3.8	6.1	2.4	0.6	0.0	3.3
	Ocp	1.1	1.7	1.6	8.0	7.7	1.2	1.2	3.8	0.0	25.6
16 hours	Pro	2.7	46.3	17.2	1.0	2.8	16.7	9.0	2.0	0.1	2.3
	Ocp	1.1	1.4	1.8	5.0	9.8	1.5	1.2	10.3	15.3	27.4

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 except for one way traffic