

YEAR 2006

CORE STATION 5021

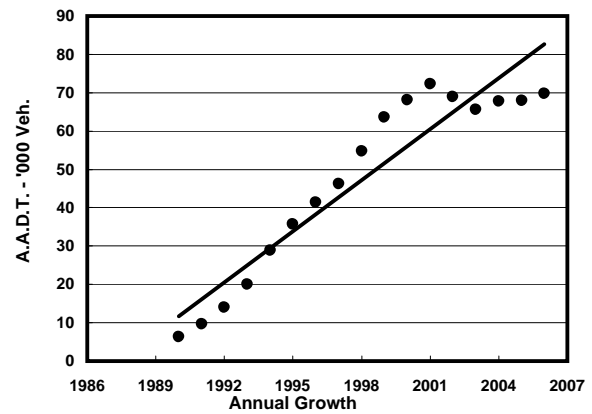
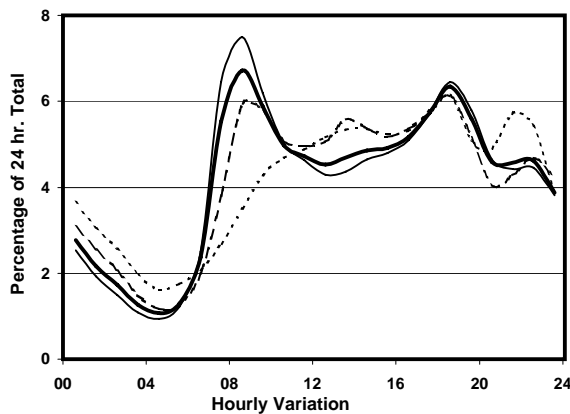
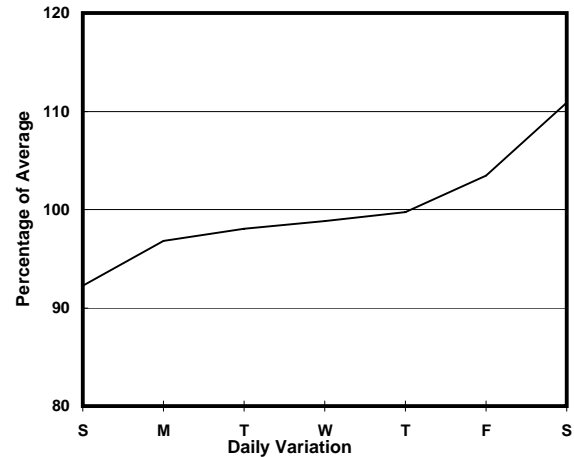
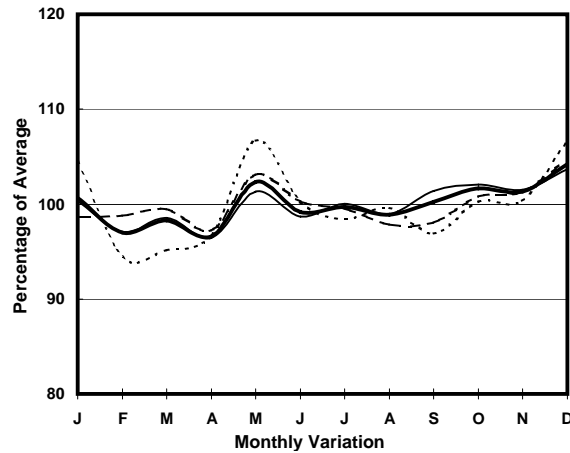
ROAD NETWORK MAJOR

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



— All day      - - - - - Mon.- Fri.      - - - - - Sat.      . . . . . Sun.

### 2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
<b>EAST BOUND</b>				
A.A.D.T.	35200	35070	39090	33080
R 12 / 24 - %	59.1	59.7	60.1	54.6
R 16 / 24 - %	81.9	83.2	80.3	77.4
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1710	1860	1800	1170
T - % (AM)	-	10	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2440	2540	2470	1980
T - % (PM)	-	14.1	-	-
Prop.of commercial vehicles - 16 hr.	-	15.6	-	-
<b>WEST BOUND</b>				
A.A.D.T.	34530	34480	38520	31870
R 12 / 24 - %	69.2	70.7	68	62.3
R 16 / 24 - %	85	85.9	84.1	81.7
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	2980	3340	2920	1610
T - % (AM)	-	18.7	-	-
PM Peak Hour	1800-1900	1700-1800	1800-1900	1800-1900
One-way flow at PM peak hour	1990	1950	2300	1990
T - % (PM)	-	22.5	-	-
Prop.of commercial vehicles - 16 hr.	-	17.4	-	-

### 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	4.8	35.2	16.7	0.8	5.5	17.7	7.4	7.7	0.1	4.0
	Ocp	1.2	1.5	1.9	5.1	11.9	1.5	1.3	23.1	20.7	44.5
0800-0900 Peak hour	Pro	5.3	47.9	16.0	1.5	3.8	12.5	6.2	3.6	0.1	3.2
	Ocp	1.1	1.3	1.9	6.1	12.3	1.5	1.3	20.4	17.5	46.1
0900-1000	Pro	2.4	41.9	15.6	0.9	4.3	19.6	10.1	1.5	0.1	3.6
	Ocp	1.0	1.2	1.6	3.1	11.6	1.5	1.2	4.4	7.4	23.6
1000-1100	Pro	3.0	35.1	14.7	1.3	5.2	23.3	12.7	0.7	0.2	3.7
	Ocp	1.1	1.3	1.9	2.8	9.6	1.5	1.3	2.8	7.5	19.9
1100-1200	Pro	2.0	30.9	10.5	1.9	6.0	27.9	16.1	1.4	0.1	3.2
	Ocp	1.1	1.4	1.9	2.4	8.7	1.6	1.3	2.3	7.3	16.0
1200-1300	Pro	2.3	32.1	8.0	2.3	5.8	25.2	18.2	2.0	0.1	4.0
	Ocp	1.0	1.4	2.0	5.0	8.0	1.5	1.3	10.1	13.3	18.2
1300-1400	Pro	2.3	30.9	8.1	0.7	5.6	28.3	16.7	3.1	0.1	4.2
	Ocp	1.1	1.5	2.2	4.8	7.9	1.5	1.2	13.0	8.0	16.2
1400-1500	Pro	1.8	30.5	7.7	1.4	5.7	30.7	16.5	1.8	0.1	3.7
	Ocp	1.1	1.4	1.8	2.7	6.4	1.6	1.3	1.4	12.0	17.7
1500-1600	Pro	2.9	31.9	10.2	2.1	4.2	27.3	14.9	2.6	0.1	3.7
	Ocp	1.2	1.4	1.7	2.7	10.1	1.5	1.3	11.1	9.3	17.8
1600-1700	Pro	2.7	33.2	13.9	2.9	3.8	23.0	11.1	5.7	0.1	3.5
	Ocp	1.1	1.6	1.7	3.9	9.5	1.6	1.2	5.4	10.4	21.4
1700-1800	Pro	3.5	34.6	9.6	1.9	5.5	22.8	12.9	5.1	0.2	3.9
	Ocp	1.1	1.4	1.8	3.3	11.3	1.6	1.5	19.5	17.0	25.9
1800-1900	Pro	3.4	48.7	9.7	1.4	6.6	15.9	7.7	3.4	0.1	3.1
	Ocp	1.1	1.5	1.9	5.6	13.0	1.4	1.1	14.8	17.7	47.8
1900-2000	Pro	2.8	52.8	13.6	0.5	7.2	12.5	4.6	2.4	0.1	3.6
	Ocp	1.1	1.4	2.0	2.0	11.6	1.4	1.2	23.1	10.8	38.1
2000-2100	Pro	4.1	52.8	18.6	0.4	7.6	8.0	3.3	1.0	0.2	4.1
	Ocp	1.1	1.4	1.8	4.3	10.1	1.5	1.3	7.4	12.2	25.4
2100-2200	Pro	4.4	47.7	20.6	0.3	6.9	10.5	4.7	0.9	0.1	4.1
	Ocp	1.2	1.4	1.9	3.0	10.3	1.3	1.3	2.9	17.0	24.0
2200-2300	Pro	2.7	52.3	24.9	1.1	7.0	5.2	1.8	0.7	0.1	4.2
	Ocp	1.3	1.6	1.8	2.9	11.7	1.5	1.1	1.0	8.3	23.3
16 hours	Pro	3.3	40.6	13.8	1.3	5.6	18.9	9.9	2.9	0.1	3.7
	Ocp	1.1	1.4	1.9	3.9	10.5	1.5	1.3	14.6	12.1	27.9

**Legend**

**Pro.** Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)  
**Ocp.** Average occupancy of vehicles  
**M&H** Medium and Heavy