

YEAR 2007

CORE STATION 5021

ROAD NETWORK MAJOR

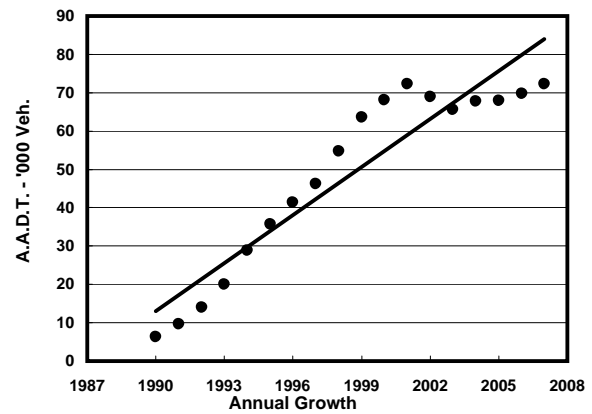
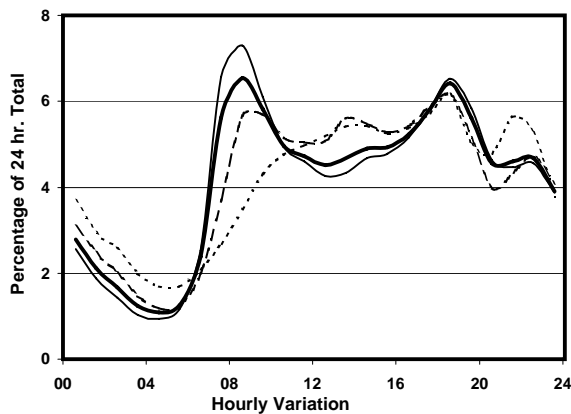
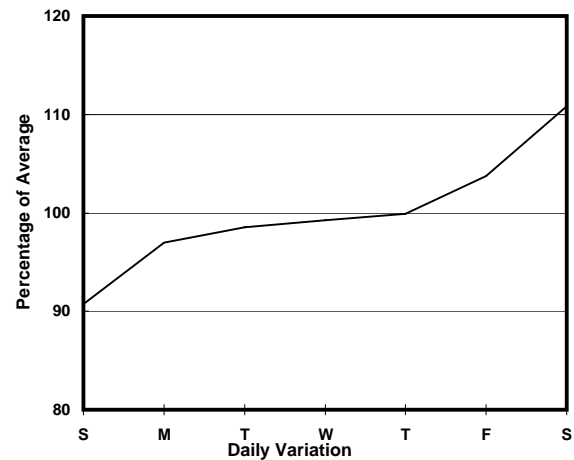
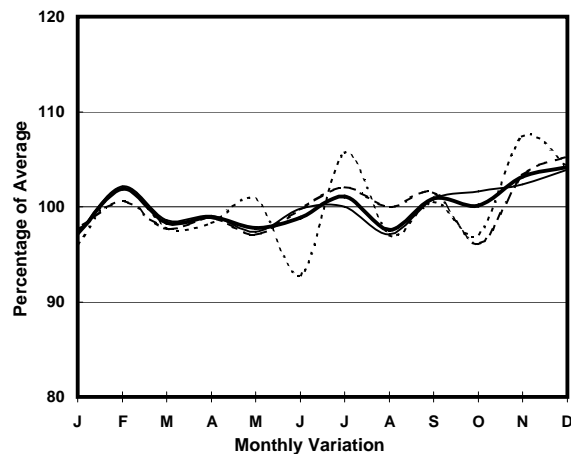
ROAD TYPE URBAN TRUNK ROAD

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

6.8m 6.8m

E bound 2 lanes W bound 2 lanes

1. TRAFFIC FLOW VARIATION AND GROWTH



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

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	36560	36580	40650	33570
R 12 / 24 - %	59.2	59.8	60.2	54.8
R 16 / 24 - %	82.1	83.3	80.5	77.5
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1760	1930	1880	1180
T - % (AM)	-	11.4	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2540	2660	2540	2010
T - % (PM)	-	15	-	-
Prop.of commercial vehicles - 16 hr.	-	16.2	-	-
WEST BOUND				
A.A.D.T.	35800	35860	40020	32490
R 12 / 24 - %	69.2	70.5	68.3	62.9
R 16 / 24 - %	85.1	85.8	84.4	81.6
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	2980	3350	2820	1670
T - % (AM)	-	22	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2110	2070	2450	2050
T - % (PM)	-	11.8	-	-
Prop.of commercial vehicles - 16 hr.	-	17.2	-	-

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	5.0	35.3	20.0	1.3	5.6	14.9	6.1	7.8	0.1	3.9
	Ocp	1.1	1.5	1.9	3.7	12.7	1.5	1.2	21.1	18.5	37.7
0800-0900 Peak hour	Pro	4.1	45.9	17.9	1.7	4.6	10.5	8.9	3.3	0.1	3.1
	Ocp	1.1	1.4	1.8	5.5	11.5	1.6	1.2	19.3	22.5	32.4
0900-1000	Pro	2.2	38.4	17.7	1.4	4.1	19.7	12.8	0.5	0.1	3.2
	Ocp	1.0	1.4	1.8	3.6	9.2	1.6	1.2	4.7	5.7	17.5
1000-1100	Pro	1.7	29.9	15.4	1.4	5.8	25.0	17.1	0.3	0.1	3.4
	Ocp	1.1	1.4	1.8	2.7	6.9	1.6	1.3	1.0	9.0	15.9
1100-1200	Pro	2.5	30.8	12.1	2.8	5.7	28.1	13.1	1.2	0.1	3.5
	Ocp	1.2	1.4	2.0	2.7	6.5	1.6	1.3	2.3	5.3	17.2
1200-1300	Pro	1.4	35.3	10.3	2.0	6.2	24.0	14.9	2.0	0.1	3.8
	Ocp	1.1	1.5	2.0	5.0	7.5	1.5	1.4	11.8	7.5	16.9
1300-1400	Pro	2.6	32.7	10.0	1.2	6.6	22.9	16.8	3.1	0.1	3.9
	Ocp	1.1	1.4	2.1	4.2	7.0	1.5	1.2	5.2	8.0	18.2
1400-1500	Pro	2.2	31.8	7.7	1.9	5.5	24.2	18.5	5.0	0.1	3.3
	Ocp	1.0	1.4	2.0	2.0	6.5	1.6	1.2	11.2	5.0	16.6
1500-1600	Pro	2.9	33.9	7.9	2.1	3.9	25.7	17.8	2.3	0.1	3.4
	Ocp	1.0	1.5	1.9	4.6	9.9	1.5	1.2	13.1	8.3	18.1
1600-1700	Pro	2.4	31.6	11.9	2.1	4.2	23.8	14.8	5.6	0.1	3.4
	Ocp	1.0	1.6	2.0	5.2	11.6	1.6	1.2	8.6	10.0	21.0
1700-1800	Pro	5.4	38.2	9.6	1.9	5.8	22.6	8.3	4.6	0.1	3.5
	Ocp	1.1	1.5	1.9	3.2	10.1	1.5	1.4	16.7	14.0	24.1
1800-1900	Pro	4.2	47.8	10.3	1.6	6.9	15.9	6.7	3.4	0.1	3.1
	Ocp	1.1	1.5	2.0	3.3	13.4	1.6	1.4	15.8	22.0	40.7
1900-2000	Pro	3.1	55.3	14.7	0.5	6.3	10.2	3.7	2.7	0.1	3.5
	Ocp	1.1	1.4	1.9	1.2	11.4	1.4	1.2	20.6	6.3	34.4
2000-2100	Pro	4.5	50.8	19.5	0.5	6.4	10.3	3.5	1.0	0.1	3.5
	Ocp	1.1	1.4	2.0	1.8	11.0	1.6	1.4	8.8	10.0	27.1
2100-2200	Pro	3.4	45.5	26.8	0.3	6.8	8.3	4.1	0.8	0.1	3.9
	Ocp	1.2	1.5	2.0	2.0	10.0	1.5	1.2	5.1	11.0	24.0
2200-2300	Pro	3.3	48.8	28.0	0.2	6.6	5.3	3.3	0.6	0.1	3.7
	Ocp	1.3	1.3	1.4	6.5	10.0	1.3	1.4	7.6	7.8	28.5
16 hours	Pro	3.3	40.2	15.2	1.4	5.6	17.6	10.2	2.9	0.1	3.5
	Ocp	1.1	1.4	1.9	3.7	10.0	1.5	1.2	14.6	10.3	25.3

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