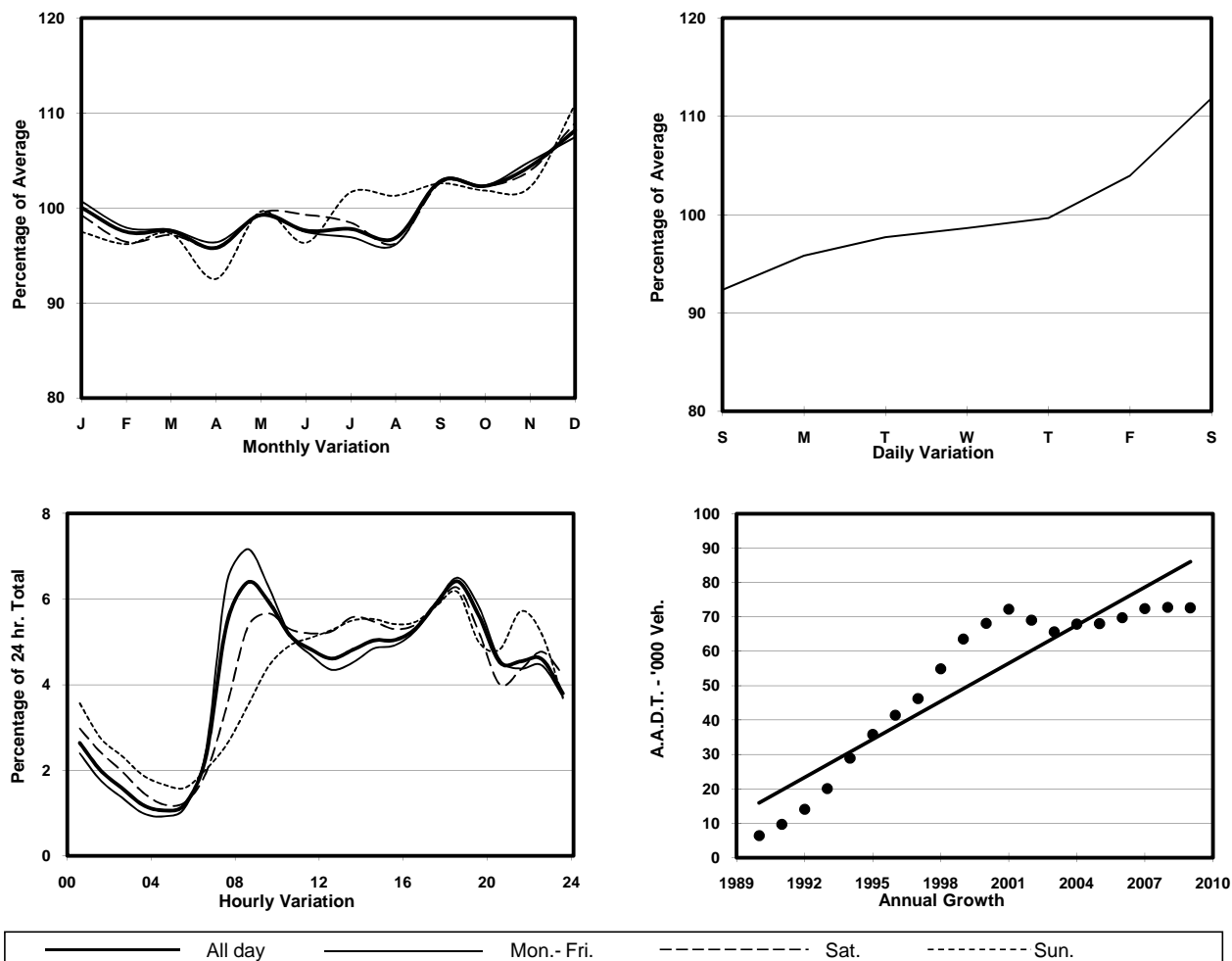


YEAR 2009  
CORE STATION 5021  
ROAD NETWORK MAJOR  
ROAD TYPE URBAN TRUNK ROAD

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.
<b>EAST BOUND</b>				
A.A.D.T.	36640	36540	40860	34240
R 12 / 24 - %	59.9	60.7	60	55.7
R 16 / 24 - %	82.8	84	80.5	78.5
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1820	1980	1890	1230
T - % (AM)	-	12.3	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2500	2590	2590	2060
T - % (PM)	-	11.6	-	-
Prop.of commercial vehicles - 16 hr.	-	14.4	-	-
<b>WEST BOUND</b>				
A.A.D.T.	35970	35850	40690	33060
R 12 / 24 - %	70	71.5	68.3	64
R 16 / 24 - %	85.7	86.5	84.5	82.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2840	3210	2730	1760
T - % (AM)	-	19.7	-	-
PM Peak Hour	1800-1900	1700-1800	1800-1900	1800-1900
One-way flow at PM peak hour	2160	2140	2520	2080
T - % (PM)	-	16.6	-	-
Prop.of commercial vehicles - 16 hr.	-	14.4	-	-

### 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	4.1	34.5	22.4	2.1	5.5	13.5	6.7	7.1	0.1	3.9
	Ocp	1.0	1.3	1.9	5.0	12.4	1.4	1.1	15.5	12.7	33.4
0800-0900 Peak hour	Pro	4.0	46.9	16.6	0.8	4.1	12.4	8.8	3.2	0.1	3.2
	Ocp	1.0	1.3	1.9	7.5	13.6	1.4	1.2	21.0	11.0	42.5
0900-1000	Pro	2.2	38.8	18.5	0.9	5.1	19.3	10.0	1.9	0.1	3.2
	Ocp	1.0	1.2	1.7	2.0	9.6	1.5	1.1	13.3	5.3	17.2
1000-1100	Pro	2.2	35.3	18.4	0.7	4.4	24.3	10.6	0.7	0.1	3.3
	Ocp	1.1	1.2	1.8	2.1	7.4	1.5	1.3	1.1	6.0	13.9
1100-1200	Pro	2.6	38.1	12.7	0.9	5.0	24.7	12.0	0.7	0.1	3.2
	Ocp	1.0	1.2	1.8	2.0	7.4	1.5	1.4	5.2	6.0	14.8
1200-1300	Pro	1.5	37.2	12.2	1.5	5.7	24.6	9.9	3.7	0.2	3.7
	Ocp	1.2	1.5	1.9	4.9	7.1	1.5	1.2	14.1	10.4	13.0
1300-1400	Pro	2.4	34.4	12.2	2.0	4.8	26.6	12.4	1.8	0.2	3.1
	Ocp	1.0	1.4	2.0	2.5	7.3	1.6	1.2	7.3	14.0	17.3
1400-1500	Pro	1.5	34.7	8.6	1.7	6.3	28.4	13.9	1.7	0.2	2.9
	Ocp	1.1	1.4	2.0	2.9	6.3	1.5	1.3	5.3	10.5	17.0
1500-1600	Pro	2.0	31.1	13.4	1.4	4.0	29.0	13.9	2.0	0.1	3.1
	Ocp	1.1	1.5	2.2	1.9	8.6	1.5	1.2	9.6	10.0	17.1
1600-1700	Pro	2.5	35.3	14.4	2.2	4.2	22.6	10.7	4.9	0.0	3.3
	Ocp	1.0	1.4	1.8	2.5	10.1	1.5	1.2	6.5	0.0	24.5
1700-1800	Pro	4.0	39.1	11.4	1.7	4.5	21.8	9.3	5.1	0.1	3.1
	Ocp	1.1	1.5	1.9	4.2	12.3	1.4	1.3	15.5	9.8	28.4
1800-1900	Pro	4.8	53.8	9.8	0.5	6.0	13.5	6.1	2.5	0.1	3.0
	Ocp	1.1	1.4	1.9	2.2	11.5	1.3	1.1	15.3	31.5	40.6
1900-2000	Pro	3.9	58.9	12.9	0.4	5.8	10.3	2.0	2.1	0.2	3.4
	Ocp	1.1	1.4	2.1	1.2	10.5	1.4	1.0	8.4	10.6	31.2
2000-2100	Pro	3.1	55.0	19.4	0.1	6.5	9.1	2.9	0.4	0.1	3.5
	Ocp	1.2	1.5	1.9	1.0	10.7	1.4	1.2	1.0	8.3	24.4
2100-2200	Pro	2.7	50.7	25.3	0.5	6.4	6.2	3.0	0.5	0.1	4.5
	Ocp	1.1	1.4	1.8	3.0	9.4	1.4	1.1	1.0	18.0	20.7
2200-2300	Pro	3.9	50.1	28.1	0.4	6.0	4.3	2.4	0.7	0.1	4.0
	Ocp	1.2	1.5	2.0	4.0	12.0	1.3	1.2	3.8	4.3	21.3
16 hours	Pro	3.1	42.5	15.8	1.1	5.2	17.9	8.4	2.6	0.1	3.4
	Ocp	1.1	1.4	1.9	3.3	9.9	1.5	1.2	12.6	10.9	24.6

**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