

YEAR 2018

CORE STATION 5021

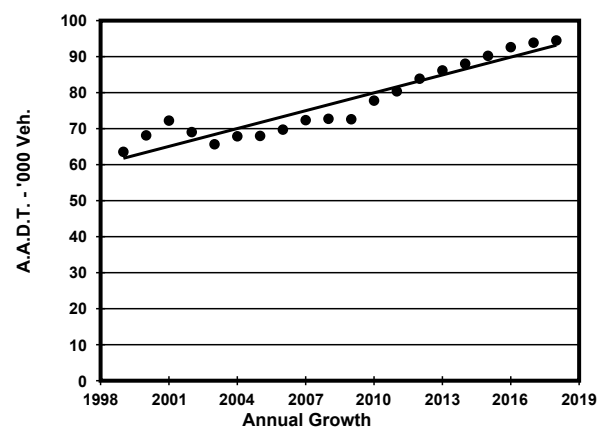
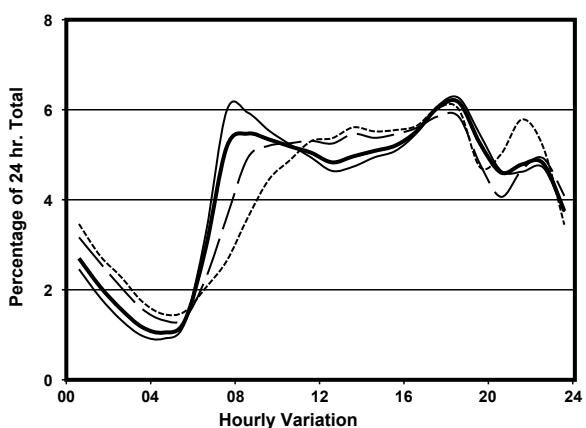
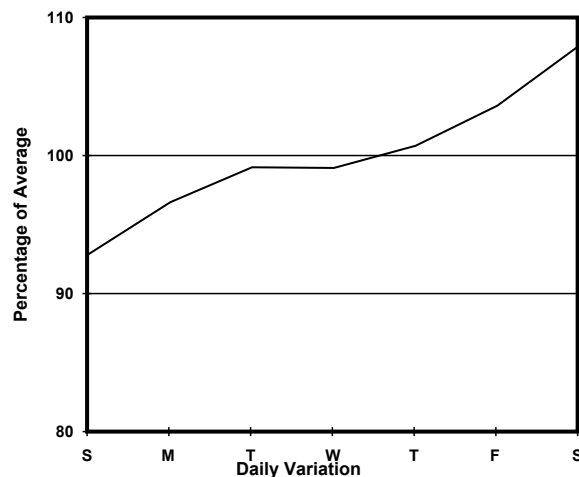
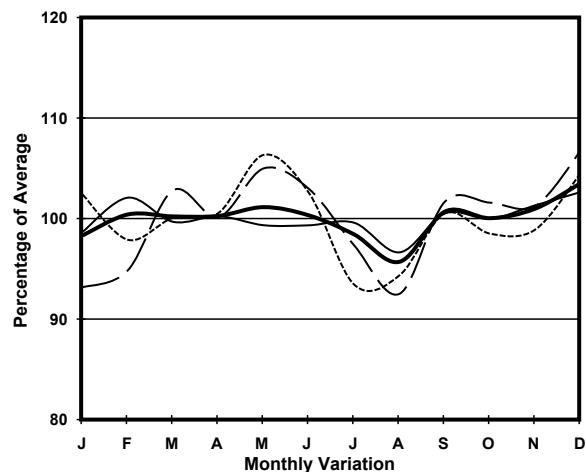
ROAD NETWORK MAJOR

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.	48580	48700	52620	45140
R 12 / 24 - %	60.9	61.7	60.4	57.2
R 16 / 24 - %	83.1	84.2	80.6	80
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2340	2570	2440	1620
T - % (AM)	-	12.2	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	3140	3240	3130	2760
T - % (PM)	-	8	-	-
Prop.of commercial vehicles - 16 hr.	-	12.8	-	-
<b>WEST BOUND</b>				
A.A.D.T.	45910	45900	50040	43020
R 12 / 24 - %	67.4	68.3	66.1	64.2
R 16 / 24 - %	83.9	84.4	82.7	82.7
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	2830	3080	2900	2300
T - % (AM)	-	18.6	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1800-1900
One-way flow at PM peak hour	2790	2840	2890	2580
T - % (PM)	-	9.8	-	-
Prop.of commercial vehicles - 16 hr.	-	11.5	-	-

## 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	5.2	52.9	11.7	2.8	1.9	11.4	7.9	4.1	0.0	2.1
	Ocp	1.1	1.3	2.1	6.4	13.1	1.6	1.2	13.4	0.0	41.0
0800-0900	Pro	5.2	57.0	11.4	1.5	1.7	12.1	6.8	2.3	0.0	2.0
	Ocp	1.0	1.2	2.0	5.7	15.0	1.4	1.1	10.8	0.0	46.6
0900-1000	Pro	2.5	44.3	17.9	0.3	2.0	19.3	9.6	1.4	0.1	2.5
	Ocp	1.1	1.4	1.8	2.6	12.1	1.6	1.2	12.3	1.0	17.1
1000-1100	Pro	2.1	34.6	18.6	0.5	1.8	23.8	15.2	1.0	0.0	2.3
	Ocp	1.2	1.4	1.9	2.5	10.7	1.4	1.2	4.5	0.0	18.2
1100-1200	Pro	2.1	36.4	15.7	0.9	2.4	28.4	10.7	1.0	0.0	2.4
	Ocp	1.1	1.3	1.9	4.5	8.0	1.6	1.2	5.1	0.0	16.7
1200-1300	Pro	2.2	36.7	14.3	3.3	2.3	22.8	14.0	2.2	0.0	2.3
	Ocp	1.1	1.4	1.9	5.0	7.2	1.7	1.2	10.0	0.0	14.9
1300-1400	Pro	2.2	36.2	14.1	1.3	1.9	27.1	14.3	0.7	0.0	2.2
	Ocp	1.1	1.4	2.1	1.9	8.2	1.6	1.3	5.5	0.0	17.2
1400-1500	Pro	1.7	41.8	10.9	0.9	2.6	27.9	10.7	1.2	0.0	2.2
	Ocp	1.0	1.5	2.2	2.4	7.5	1.5	1.2	4.5	0.0	18.3
1500-1600	Pro	2.4	40.8	13.7	2.5	2.1	23.2	11.5	1.7	0.0	2.2
	Ocp	1.0	1.4	1.9	8.4	10.3	1.3	1.2	11.1	0.0	20.5
1600-1700	Pro	2.8	41.8	14.5	2.9	1.9	18.6	10.4	4.9	0.0	2.2
	Ocp	1.1	1.4	1.8	4.1	10.5	1.5	1.2	8.2	0.0	25.6
1700-1800	Pro	5.7	49.3	12.0	1.6	1.7	17.6	7.7	2.6	0.0	2.0
	Ocp	1.1	1.4	1.9	5.3	13.5	1.5	1.2	13.1	0.0	34.6
1800-1900 Peak hour	Pro	4.9	59.1	13.5	0.4	2.7	12.2	3.5	1.7	0.0	1.9
	Ocp	1.0	1.4	2.1	1.8	12.7	1.4	1.1	8.7	0.0	56.4
1900-2000	Pro	3.4	62.0	17.1	0.2	2.1	8.6	2.0	2.1	0.0	2.6
	Ocp	1.1	1.4	2.0	1.5	13.3	1.3	1.0	13.3	0.0	36.4
2000-2100	Pro	3.0	55.5	25.5	0.0	2.1	9.1	1.4	0.7	0.0	2.7
	Ocp	1.0	1.4	1.9	0.0	10.2	1.2	1.0	5.9	0.0	24.0
2100-2200	Pro	2.6	49.9	31.0	0.0	2.0	9.6	1.0	1.2	0.0	2.7
	Ocp	1.1	1.4	1.9	0.0	11.5	1.4	1.0	2.8	0.0	23.0
2200-2300	Pro	2.4	52.9	33.8	0.2	1.7	5.3	0.8	0.4	0.0	2.4
	Ocp	1.3	1.2	1.7	1.0	11.0	1.2	1.2	1.8	0.0	23.9
16 hours	Pro	3.3	47.5	16.9	1.2	2.0	17.0	7.9	1.9	0.1	2.3
	Ocp	1.1	1.4	1.9	5.0	11.0	1.5	1.2	9.8	1.0	27.5

**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