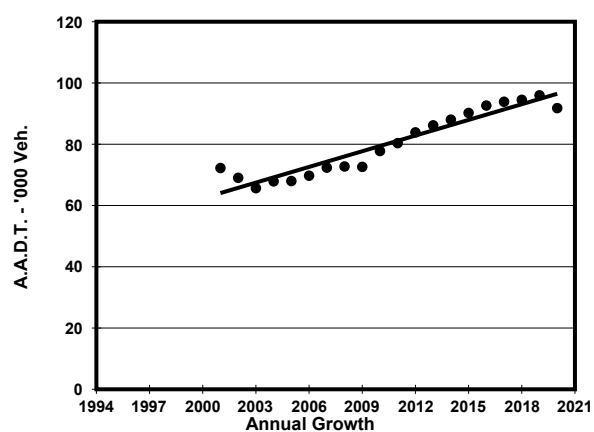
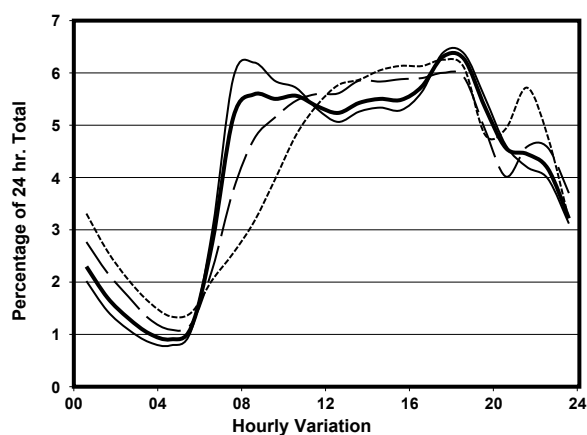
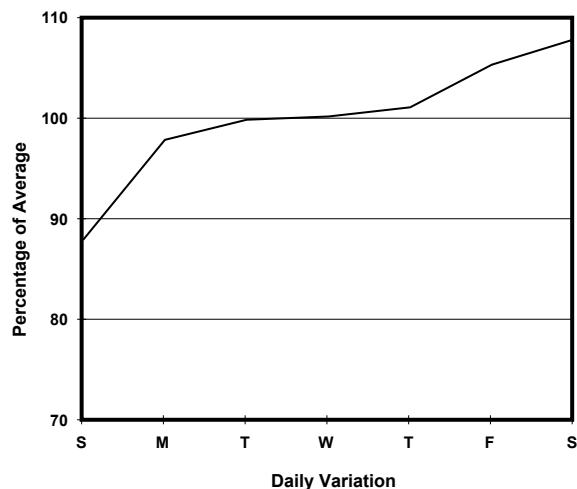
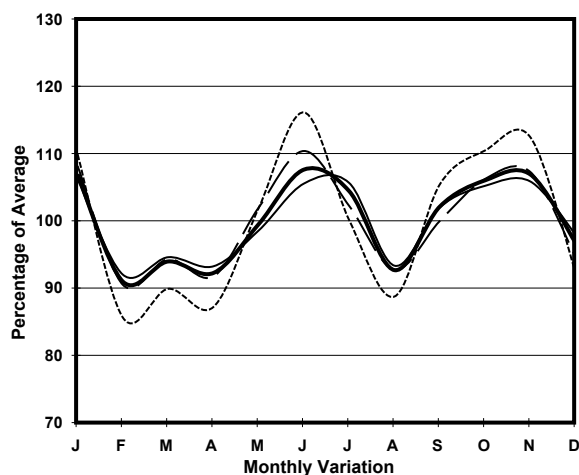


YEAR 2020
CORE STATION 5021
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD

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.
EAST BOUND				
A.A.D.T.	47070	47790	51300	41430
R 12 / 24 - %	64.3	65.3	63.7	59.7
R 16 / 24 - %	85.5	86.7	83.2	81.5
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2340	2640	2400	1430
T - % (AM)	-	8.9	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	3150	3300	3140	2670
T - % (PM)	-	9.4	-	-
Prop.of commercial vehicles - 16 hr.	-	11.1	-	-
WEST BOUND				
A.A.D.T.	44720	45370	48460	39830
R 12 / 24 - %	70.1	71.5	67.8	64.8
R 16 / 24 - %	85.8	86.5	84.4	83.4
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2790	3140	2740	1790
T - % (AM)	-	11.2	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	2800	2880	2880	2410
T - % (PM)	-	7.5	-	-
Prop.of commercial vehicles - 16 hr.	-	10.4	-	-

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	5.4	53.4	16.7	0.7	2.0	10.0	7.1	2.6	0.0	2.2
	Ocp	1.4	1.2	2.0	3.9	11.1	1.4	1.2	16.5	0.0	30.6
0800-0900	Pro	2.9	64.8	11.0	0.1	1.7	9.5	6.1	1.6	0.0	2.4
	Ocp	1.0	1.3	2.1	1.5	13.8	1.6	1.2	18.7	0.0	35.8
0900-1000	Pro	1.8	51.3	14.2	0.1	1.7	18.2	9.2	1.3	0.0	2.2
	Ocp	1.0	1.2	1.9	1.0	11.3	1.5	1.2	1.1	0.0	20.1
1000-1100	Pro	1.2	44.8	15.5	0.2	1.7	23.1	11.2	0.2	0.0	2.1
	Ocp	1.1	1.3	2.1	3.3	8.0	1.4	1.2	1.0	0.0	16.4
1100-1200	Pro	2.0	46.4	14.0	0.5	1.8	22.0	11.1	0.2	0.0	1.9
	Ocp	1.0	1.2	1.9	1.3	7.5	1.5	1.2	2.3	0.0	15.1
1200-1300	Pro	2.3	46.5	16.1	0.3	1.8	19.7	10.9	0.3	0.0	2.0
	Ocp	1.1	1.2	1.8	2.8	4.9	1.4	1.2	2.3	0.0	15.0
1300-1400	Pro	2.1	45.3	14.7	0.8	1.4	22.5	10.6	0.6	0.0	2.1
	Ocp	1.1	1.2	1.8	2.0	9.9	1.4	1.1	8.8	0.0	21.4
1400-1500	Pro	0.9	44.9	12.4	0.6	1.7	24.1	12.7	0.5	0.0	2.1
	Ocp	1.0	1.3	1.9	3.4	10.4	1.4	1.2	1.0	0.0	17.3
1500-1600	Pro	1.6	43.7	13.7	0.9	2.4	24.4	10.7	0.6	0.0	2.0
	Ocp	1.0	1.3	1.9	1.5	6.8	1.4	1.1	1.0	0.0	18.2
1600-1700	Pro	2.2	45.6	14.2	0.6	1.5	19.4	13.4	0.9	0.0	2.0
	Ocp	1.1	1.3	1.6	3.1	10.0	1.4	1.3	1.9	0.0	18.3
1700-1800 Peak hour	Pro	5.3	57.0	12.4	0.5	1.1	14.3	5.6	1.9	0.0	2.1
	Ocp	1.1	1.4	1.8	3.0	10.1	1.3	1.2	20.6	0.0	34.3
1800-1900	Pro	3.5	69.3	7.9	0.1	1.3	11.2	3.8	1.0	0.0	1.9
	Ocp	1.0	1.4	2.1	1.0	13.6	1.2	1.1	12.1	0.0	39.1
1900-2000	Pro	0.6	70.2	11.7	0.0	1.4	9.0	3.0	1.6	0.0	2.5
	Ocp	1.0	1.4	2.1	0.0	11.1	1.3	1.4	14.8	0.0	27.3
2000-2100	Pro	1.0	61.8	22.9	0.2	2.0	6.7	1.8	0.9	0.0	2.8
	Ocp	1.2	1.3	1.9	1.0	12.3	1.2	1.1	3.5	0.0	23.3
2100-2200	Pro	1.4	60.4	24.5	0.0	1.6	7.1	1.5	0.6	0.0	2.9
	Ocp	1.2	1.4	1.9	0.0	7.5	1.2	1.2	1.2	0.0	17.0
2200-2300	Pro	1.1	60.0	28.8	0.1	1.6	4.5	0.9	0.5	0.0	2.5
	Ocp	1.0	1.4	1.9	1.0	6.2	1.2	1.3	1.3	0.0	14.8
16 hours	Pro	2.3	54.1	15.4	0.4	1.7	15.5	7.6	1.0	0.0	2.2
	Ocp	1.1	1.3	1.9	2.5	9.6	1.4	1.2	10.9	0.0	23.2

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