

YEAR 2023

CORE STATION 5021

ROAD NETWORK MAJOR

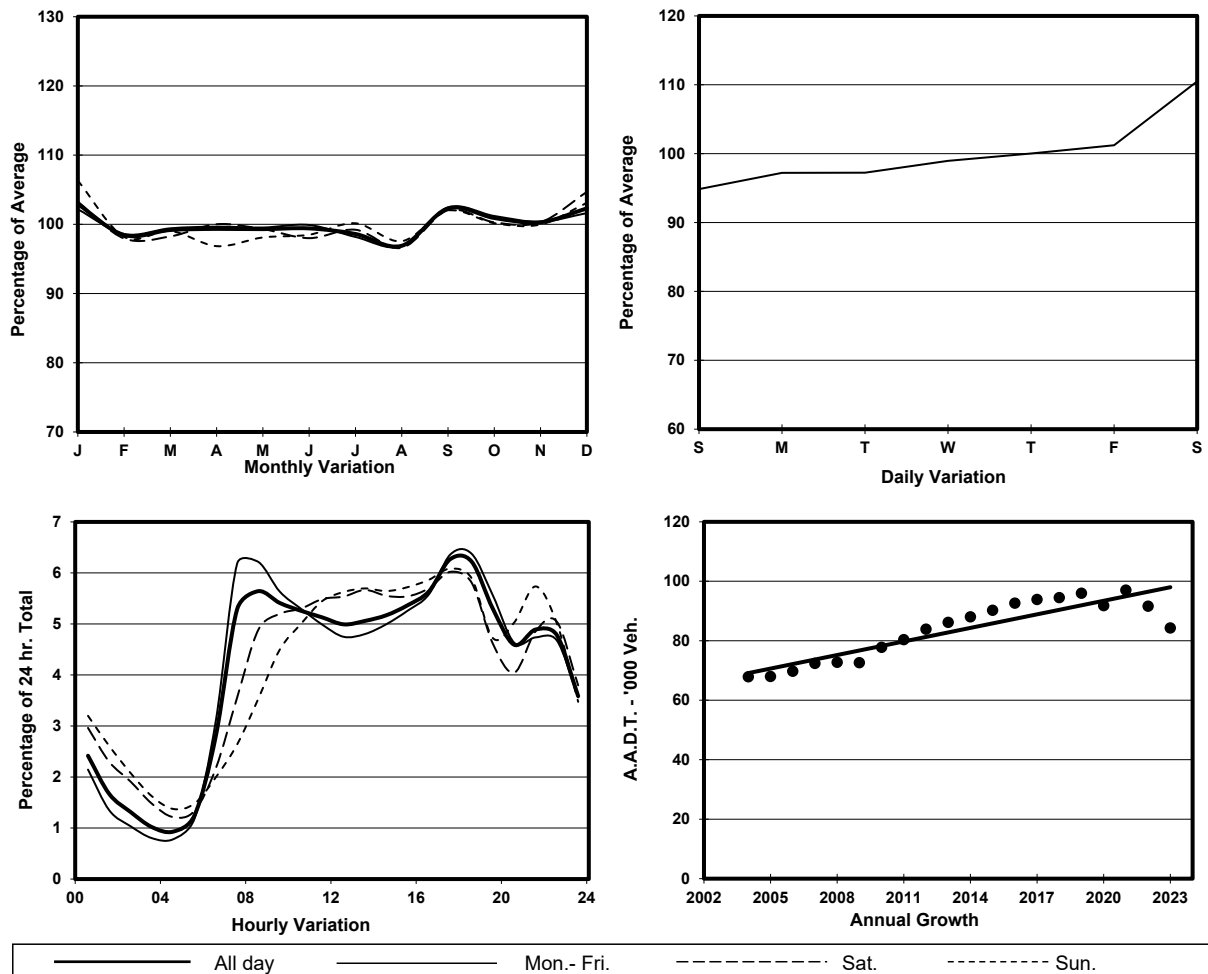
ROAD TYPE URBAN TRUNK ROAD

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

6.8m 6.8m

E bound 2 lanes v/v bound 2 lanes

## 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.	43940	43740	48380	41350
R 12 / 24 - %	63.7	64.7	62.6	59.4
R 16 / 24 - %	85.2	86.5	82.5	81.3
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2270	2470	2340	1610
T - % (AM)	-	10.8	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	3020	3150	2980	2560
T - % (PM)	-	6.9	-	-
Prop.of commercial vehicles - 16 hr.	-	8.8	-	-
<b>WEST BOUND</b>				
A.A.D.T.	40340	39820	45070	39060
R 12 / 24 - %	67.4	68.3	66.1	64.1
R 16 / 24 - %	84.8	85.5	83.2	83.1
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	2510	2810	2520	2010
T - % (AM)	-	6.8	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	2520	2540	2650	2340
T - % (PM)	-	11.1	-	-
Prop.of commercial vehicles - 16 hr.	-	8.1	-	-

## 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	5.6	48.7	20.2	3.5	1.6	11.3	2.7	3.6	0.0	2.9
	Ocp	1.1	1.3	1.9	7.8	15.6	1.4	1.4	22.5	0.0	38.6
0800-0900	Pro	3.6	48.3	21.3	0.9	1.6	15.0	4.4	2.0	0.0	2.8
	Ocp	1.1	1.2	2.0	7.0	14.1	1.3	1.2	19.1	0.0	37.2
0900-1000	Pro	3.4	42.8	20.1	0.9	2.4	18.8	7.3	1.5	0.1	2.8
	Ocp	1.0	1.3	1.9	3.9	9.6	1.4	1.5	11.3	1.0	21.3
1000-1100	Pro	2.7	35.2	26.9	0.2	1.4	23.0	7.2	0.4	0.1	3.1
	Ocp	1.0	1.4	1.8	1.0	10.5	1.4	1.2	3.5	1.0	15.4
1100-1200	Pro	2.7	44.1	18.2	1.1	1.5	24.0	4.8	1.1	0.0	2.6
	Ocp	1.0	1.3	1.9	3.8	9.5	1.4	1.4	4.0	0.0	18.5
1200-1300	Pro	2.0	47.8	15.5	1.6	1.3	22.0	5.1	1.9	0.0	2.8
	Ocp	1.1	1.4	2.1	7.0	13.0	1.3	1.4	4.6	0.0	18.3
1300-1400	Pro	3.0	40.3	19.4	2.6	1.8	23.2	5.7	1.1	0.0	3.0
	Ocp	1.1	1.3	2.2	4.5	12.2	1.4	1.3	8.1	0.0	21.1
1400-1500	Pro	0.9	47.7	15.2	1.2	1.6	23.8	5.9	0.9	0.0	2.8
	Ocp	1.2	1.3	2.1	2.2	10.7	1.4	1.4	1.3	0.0	18.1
1500-1600	Pro	2.6	42.1	15.9	2.0	1.6	25.9	5.6	1.2	0.0	3.2
	Ocp	1.1	1.4	2.0	5.0	12.5	1.4	1.3	11.6	0.0	18.4
1600-1700	Pro	3.5	44.9	19.2	1.7	0.8	20.4	4.6	1.8	0.0	3.1
	Ocp	1.1	1.3	2.0	2.6	11.3	1.4	1.2	6.1	0.0	21.9
1700-1800	Pro	4.6	53.0	15.1	2.0	1.1	15.0	2.3	3.9	0.1	3.0
	Ocp	1.1	1.5	2.1	2.0	16.9	1.5	1.4	9.2	4.0	32.4
1800-1900 Peak hour	Pro	5.3	58.3	14.9	0.4	2.1	12.7	1.1	2.1	0.0	3.2
	Ocp	1.1	1.4	2.1	1.5	13.6	1.5	1.5	14.7	0.0	44.0
1900-2000	Pro	0.8	59.9	24.2	0.2	1.4	7.1	1.6	1.6	0.0	3.3
	Ocp	1.4	1.4	2.0	1.5	11.1	1.2	1.0	26.2	0.0	28.7
2000-2100	Pro	2.5	61.3	24.0	0.0	1.0	6.6	0.5	1.1	0.0	3.0
	Ocp	1.1	1.3	2.0	0.0	12.2	1.4	1.2	6.2	0.0	21.4
2100-2200	Pro	2.1	49.2	33.6	0.1	0.9	9.0	0.9	0.8	0.0	3.4
	Ocp	1.0	1.3	1.9	1.0	13.3	1.2	1.3	7.0	0.0	19.3
2200-2300	Pro	2.0	51.3	36.0	0.1	0.9	5.7	0.5	0.2	0.1	3.3
	Ocp	1.1	1.4	1.7	1.0	10.9	1.3	1.2	1.5	1.0	13.2
16 hours	Pro	3.1	48.5	21.0	1.2	1.4	16.4	3.8	1.6	0.1	3.0
	Ocp	1.1	1.3	2.0	4.8	12.3	1.4	1.3	12.7	1.8	25.0

**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