

YEAR 2015

CORE STATION 1026

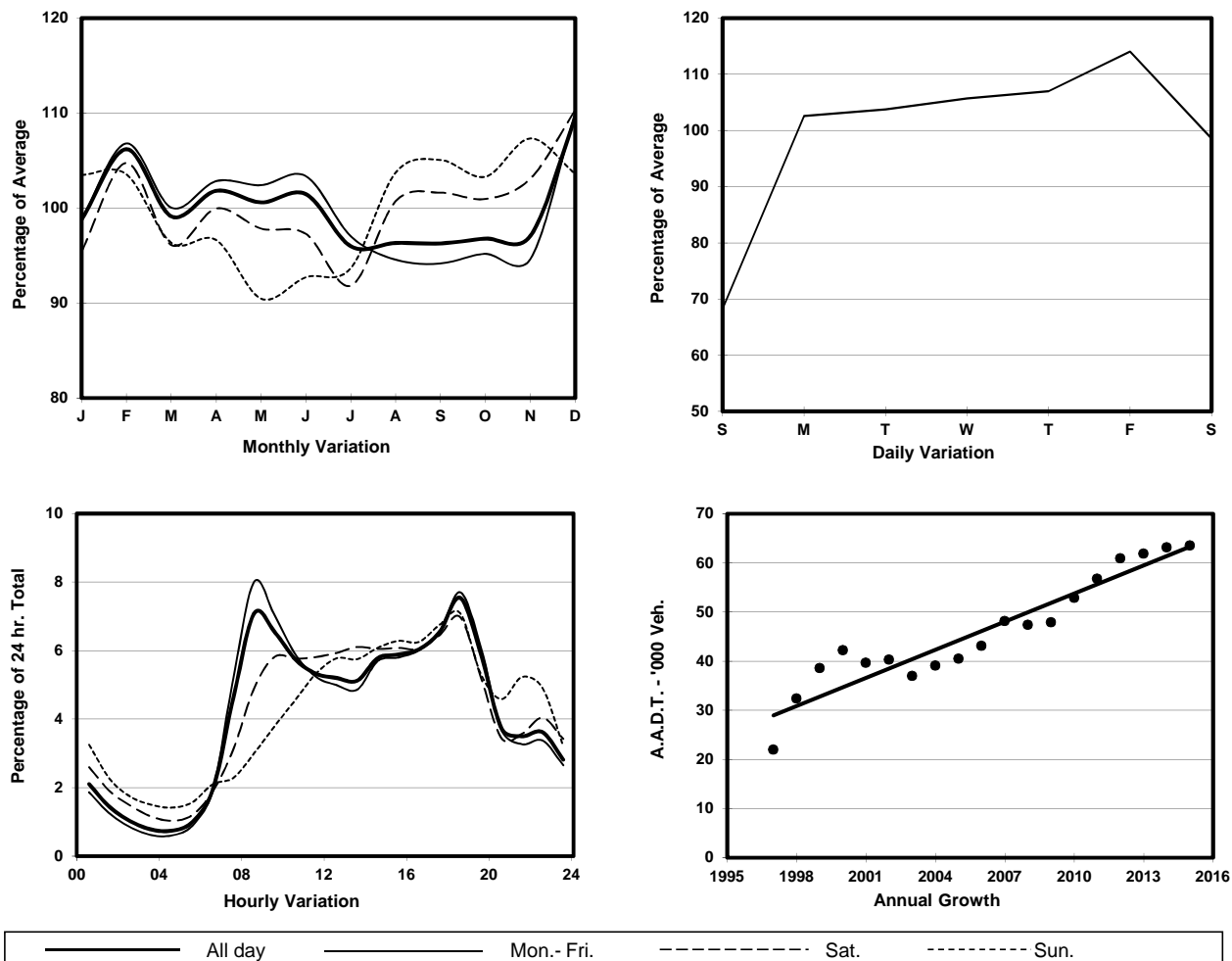
ROAD NETWORK MAJOR

ROAD TYPE URBAN TRUNK ROAD

LINK WESTERN HARBOUR CROSSING (from TOLL PLAZA to SOUTH PORTAL)



## 1. TRAFFIC FLOW VARIATION AND GROWTH



## 2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
<b>SOUTH BOUND</b>				
A.A.D.T.	31800	34510	31960	21930
R 12 / 24 - %	74.8	76.7	71.4	64.5
R 16 / 24 - %	88.2	89.3	85.6	83
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2930	3620	2370	950
T - % (AM)	-	14.8	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2000	2130	2010	1560
T - % (PM)	-	9.6	-	-
Prop.of commercial vehicles - 16 hr.	-	10.3	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	31700	34370	31630	22160
R 12 / 24 - %	68.1	69.2	66.6	61.4
R 16 / 24 - %	88.2	89.5	85.1	83
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1560	1900	1330	720
T - % (AM)	-	10.2	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2790	3180	2420	1570
T - % (PM)	-	11.6	-	-
Prop.of commercial vehicles - 16 hr.	-	9.1	-	-

## 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	2.7	32.6	31.3	2.1	4.0	12.7	4.4	3.7	0.2	6.4
	Ocp	1.1	1.2	2.2	6.1	16.6	1.5	1.5	33.7	28.2	63.0
0800-0900 Peak hour	Pro	1.5	50.6	19.5	0.2	3.1	11.9	2.1	5.0	0.1	6.2
	Ocp	1.2	1.2	2.2	2.0	16.8	1.8	1.7	34.5	35.6	71.3
0900-1000	Pro	1.5	46.9	22.7	0.8	2.1	16.4	2.9	1.9	0.1	4.6
	Ocp	1.1	1.3	2.3	3.6	15.8	1.9	1.6	26.6	26.0	42.0
1000-1100	Pro	1.8	47.1	26.2	0.3	1.3	15.0	2.4	0.9	0.2	4.8
	Ocp	1.1	1.4	2.4	2.3	14.8	1.8	1.5	25.0	10.5	35.8
1100-1200	Pro	0.5	48.9	24.0	0.8	1.0	15.8	3.1	1.1	0.1	4.7
	Ocp	1.0	1.4	2.5	1.7	14.8	1.8	1.8	20.9	11.5	36.7
1200-1300	Pro	1.0	50.3	26.6	0.2	1.3	12.4	2.7	1.3	0.1	4.1
	Ocp	1.0	1.4	2.6	2.0	15.0	1.8	1.4	18.3	8.5	35.7
1300-1400	Pro	0.4	46.1	25.5	0.0	2.1	15.9	2.7	2.0	0.1	5.1
	Ocp	1.0	1.4	2.3	0.0	12.9	1.9	1.2	19.6	14.8	38.1
1400-1500	Pro	0.4	49.0	25.5	0.5	1.3	15.4	1.9	1.8	0.1	4.0
	Ocp	1.0	1.6	2.5	3.2	13.3	1.8	1.5	24.5	13.3	39.4
1500-1600	Pro	1.2	52.6	25.8	0.6	1.2	11.2	1.9	1.5	0.1	3.8
	Ocp	1.0	1.4	2.6	2.2	15.0	1.8	1.4	15.2	11.6	39.6
1600-1700	Pro	1.3	50.5	23.1	1.2	1.4	14.8	1.9	1.0	0.1	4.8
	Ocp	1.0	1.4	2.5	4.6	15.5	1.6	1.3	17.0	26.0	41.7
1700-1800	Pro	2.3	48.2	25.7	0.3	2.4	11.9	1.6	2.1	0.2	5.4
	Ocp	1.0	1.4	2.3	4.3	15.3	1.7	1.3	25.7	26.8	52.9
1800-1900	Pro	1.9	54.4	22.9	0.0	3.5	6.6	0.6	4.9	0.1	5.0
	Ocp	1.1	1.3	2.4	0.0	16.7	1.4	1.0	33.0	27.2	62.6
1900-2000	Pro	1.5	63.7	20.6	0.0	2.9	2.1	0.4	3.4	0.2	5.2
	Ocp	1.1	1.4	2.3	0.0	16.0	1.4	1.0	31.4	20.1	52.8
2000-2100	Pro	1.4	55.1	27.1	0.0	3.2	1.2	0.6	2.2	0.3	8.8
	Ocp	1.1	1.4	2.4	0.0	15.4	1.3	2.0	29.5	17.3	40.8
2100-2200	Pro	1.5	47.5	36.6	0.0	2.5	2.1	0.0	1.0	0.3	8.5
	Ocp	1.0	1.5	2.3	0.0	15.3	2.0	0.0	18.4	28.5	40.6
2200-2300	Pro	0.8	50.2	34.7	0.0	2.9	0.8	0.8	1.6	0.2	8.0
	Ocp	1.5	1.4	2.4	0.0	15.8	1.0	1.3	19.1	29.8	44.5
16 hours	Pro	1.4	50.1	25.0	0.4	2.2	11.1	1.9	2.4	0.1	5.3
	Ocp	1.1	1.4	2.4	3.8	15.7	1.8	1.5	28.5	21.7	48.4

**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