

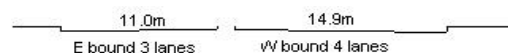
YEAR 2019

CORE STATION 1032

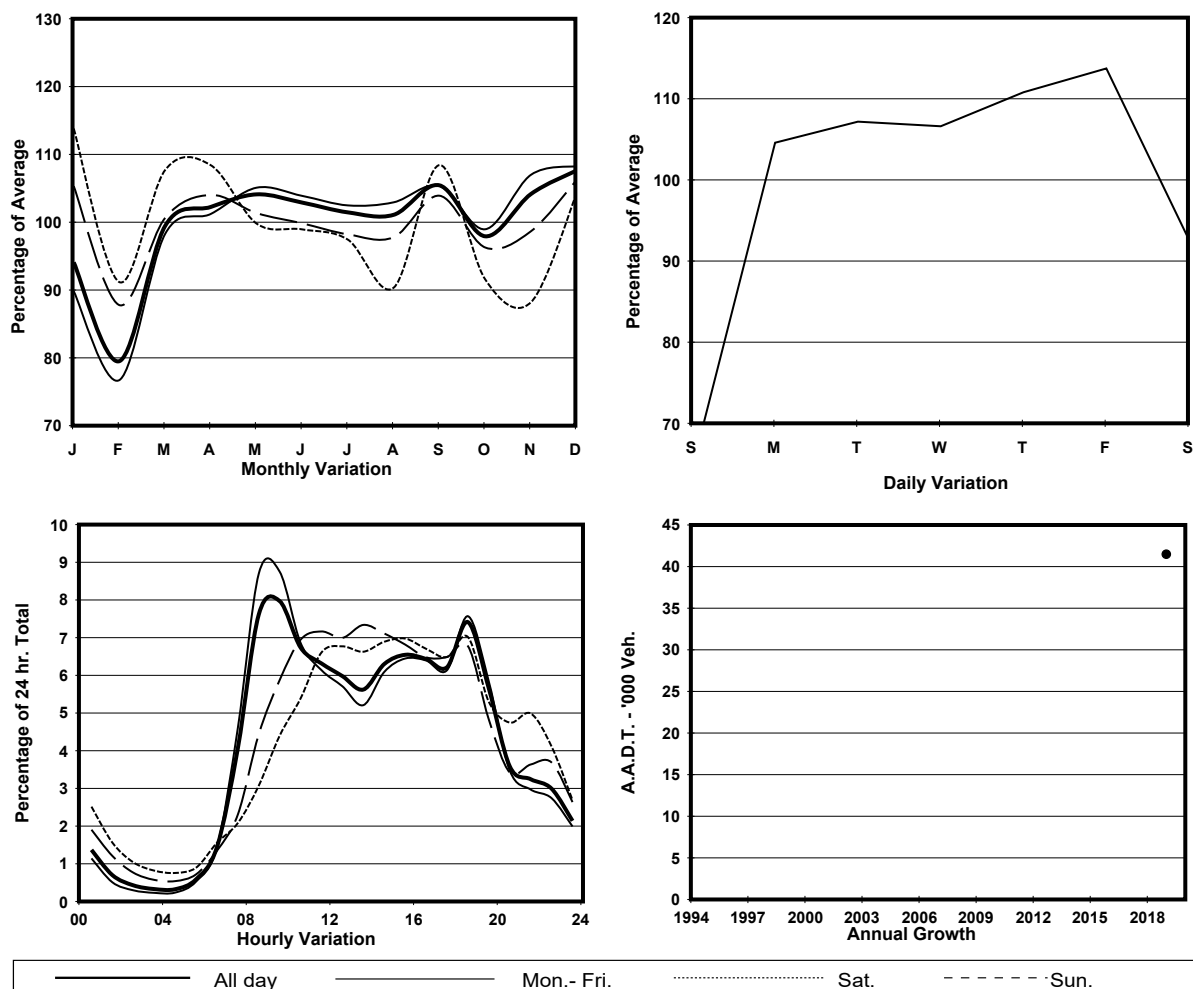
ROAD NETWORK MAJOR

ROAD TYPE URBAN TRUNK ROAD

LINK CENTRAL-WANCHAI BYPASS – CAUSEWAY BAY  
SECTION (from WAN CHAI EXIT to MERGING POINT  
TO IEC)



## 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.	18940	20970	17690	12640
R 12 / 24 - %	74.3	75.9	71.3	65
R 16 / 24 - %	91.5	92.8	88.4	85.9
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1450	1800	900	490
T - % (AM)	-	6.6	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	1420	1620	1220	890
T - % (PM)	-	3	-	-
Prop.of commercial vehicles - 16 hr.	-	4.2	-	-
<b>WEST BOUND</b>				
A.A.D.T.	22550	24990	21290	14730
R 12 / 24 - %	79.7	80.9	77.6	72.5
R 16 / 24 - %	93.6	94.3	91.9	90.1
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1850	2270	1390	720
T - % (AM)	-	2.2	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	1650	1860	1470	1030
T - % (PM)	-	3.2	-	-
Prop.of commercial vehicles - 16 hr.	-	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	5.0	33.1	43.4	1.8	0.0	13.1	2.0	1.0	0.0	0.5
	Ocp	1.0	1.5	2.2	5.6	0.0	1.4	1.3	12.8	0.0	13.0
0800-0900	Pro	3.4	48.6	34.8	0.8	0.0	9.4	1.7	0.8	0.0	0.4
	Ocp	1.0	1.4	2.1	2.0	0.0	1.6	1.5	10.2	0.0	47.7
0900-1000 Peak hour	Pro	2.2	53.9	24.7	0.6	0.0	13.2	3.1	2.0	0.0	0.4
	Ocp	1.0	1.4	2.2	2.0	0.0	1.6	1.2	3.8	0.0	11.3
1000-1100	Pro	2.2	46.6	27.5	0.8	0.0	17.3	3.9	1.3	0.0	0.4
	Ocp	1.1	1.4	2.1	1.6	0.0	1.4	1.2	5.4	0.0	10.1
1100-1200	Pro	3.5	46.7	27.7	1.9	0.0	16.9	1.9	1.2	0.1	0.3
	Ocp	1.0	1.4	2.1	1.5	0.0	1.5	1.3	2.4	1.0	11.1
1200-1300	Pro	1.6	49.0	29.0	1.2	0.0	14.3	2.5	1.8	0.0	0.6
	Ocp	1.0	1.3	2.1	2.0	0.0	1.4	1.3	4.3	0.0	7.5
1300-1400	Pro	3.2	48.5	26.4	0.7	0.0	17.0	3.3	0.7	0.0	0.3
	Ocp	1.1	1.3	1.9	2.8	0.0	1.4	1.3	5.0	0.0	13.7
1400-1500	Pro	1.4	42.4	31.0	1.9	0.0	17.6	4.8	0.5	0.0	0.5
	Ocp	1.0	1.4	2.6	2.5	0.0	1.4	1.4	9.0	0.0	5.4
1500-1600	Pro	2.1	49.2	27.7	0.5	0.0	15.7	2.5	2.1	0.0	0.2
	Ocp	1.2	1.5	2.4	4.5	0.0	1.5	1.2	18.2	0.0	8.6
1600-1700	Pro	3.8	49.4	23.3	2.4	0.0	15.3	2.9	2.2	0.0	0.7
	Ocp	1.1	1.3	2.2	2.9	0.0	1.4	1.1	1.4	0.0	4.4
1700-1800	Pro	5.2	53.5	22.2	1.0	0.0	13.8	2.2	1.2	0.0	0.8
	Ocp	1.0	1.4	2.0	1.6	0.0	1.4	1.2	4.6	0.0	3.5
1800-1900	Pro	5.7	61.5	22.7	0.0	0.0	7.0	0.7	1.5	0.0	0.9
	Ocp	1.1	1.4	2.3	0.0	0.0	1.6	1.8	10.0	0.0	6.9
1900-2000	Pro	3.0	66.3	22.4	0.1	0.0	4.8	0.5	1.9	0.1	0.9
	Ocp	1.1	1.4	2.5	2.0	0.0	1.2	1.0	3.9	1.0	4.1
2000-2100	Pro	1.6	62.9	29.3	0.0	0.0	3.1	0.6	0.9	0.1	1.4
	Ocp	1.0	1.4	2.5	0.0	0.0	1.3	1.0	2.3	1.0	2.6
2100-2200	Pro	2.4	55.8	37.1	0.3	0.0	1.8	1.2	0.3	0.2	0.9
	Ocp	1.3	1.4	2.2	5.0	0.0	1.3	1.3	1.0	1.0	1.0
2200-2300	Pro	2.0	57.6	34.5	0.0	0.0	4.7	0.0	0.3	0.1	0.7
	Ocp	1.3	1.4	2.1	0.0	0.0	1.4	0.0	1.0	1.0	1.0
16 hours	Pro	3.1	51.5	28.3	0.9	0.0	12.1	2.2	1.3	0.1	0.6
	Ocp	1.1	1.4	2.2	2.6	0.0	1.4	1.3	6.9	1.0	9.5

**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