

YEAR 2020

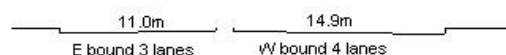
CORE STATION 1032

ROAD NETWORK MAJOR

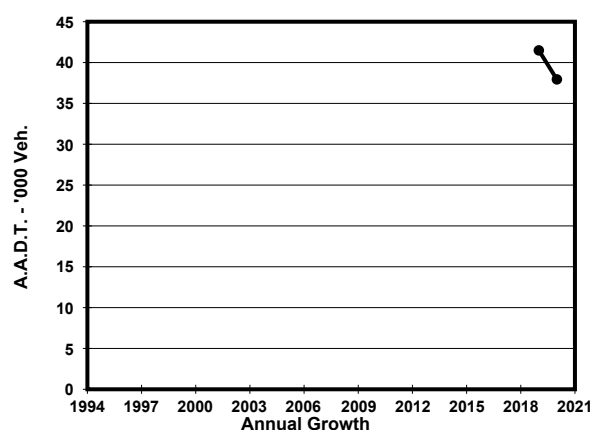
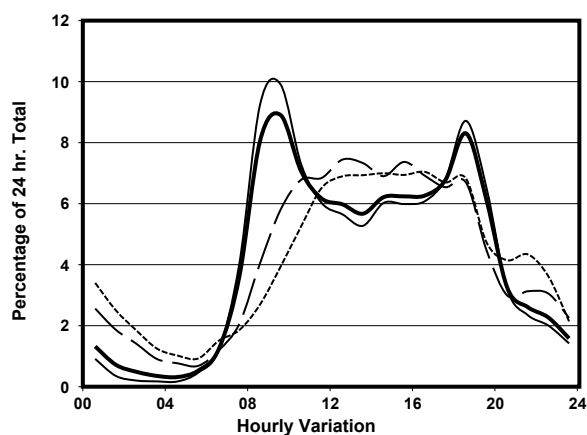
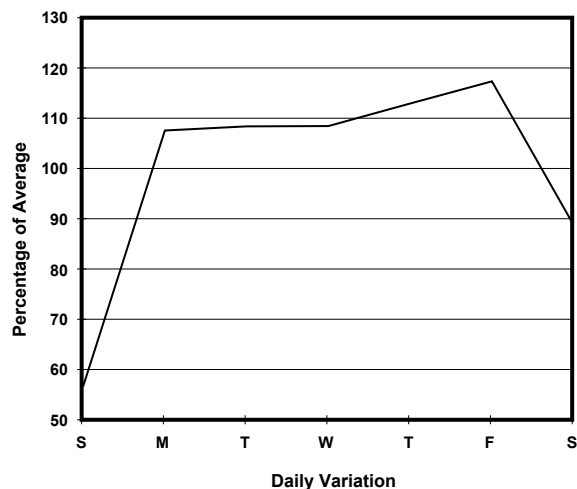
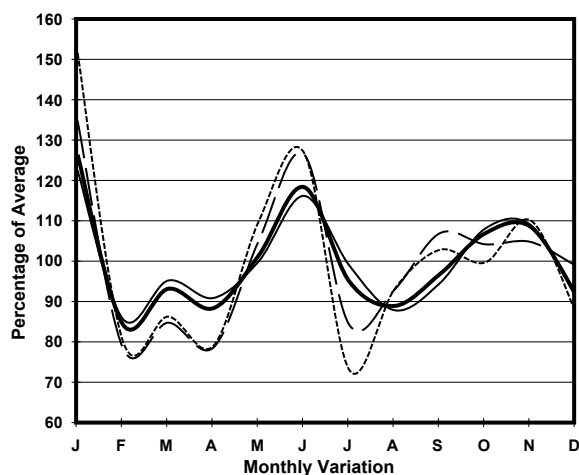
ROAD TYPE URBAN TRUNK ROAD

LINK CENTRAL-WANCHAI BYPASS – CAUSEWAY BAY

SECTION (from WAN CHAI EXIT to MERGING POINT TO IEC)



## 1. TRAFFIC FLOW VARIATION AND GROWTH



— All day — Mon.- Fri. ..... Sat. - - - - Sun.

## 2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
<b>EAST BOUND</b>				
A.A.D.T.	17240	19660	15170	9890
R 12 / 24 - %	77.2	78.7	74.1	67.3
R 16 / 24 - %	93.2	94.5	89.5	86.5
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1500	1910	830	360
T - % (AM)	-	4.9	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	1500	1790	1140	740
T - % (PM)	-	3.7	-	-
Prop.of commercial vehicles - 16 hr.	-	4.9	-	-
<b>WEST BOUND</b>				
A.A.D.T.	20700	23330	19150	12330
R 12 / 24 - %	80.9	83.1	75.2	69.6
R 16 / 24 - %	93.6	95.6	87.5	84.5
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1870	2350	1160	520
T - % (AM)	-	2.6	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1600-1700
One-way flow at PM peak hour	1650	1950	1240	820
T - % (PM)	-	2.5	-	-
Prop.of commercial vehicles - 16 hr.	-	3.2	-	-

## 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	6.2	42.4	30.8	2.7	0.0	13.2	2.7	0.8	0.0	1.1
	Ocp	1.1	1.3	2.0	5.9	0.0	1.5	1.2	24.5	0.0	14.4
0800-0900	Pro	3.6	59.2	24.1	0.5	0.0	7.8	2.0	1.6	0.0	1.2
	Ocp	1.0	1.3	2.0	4.7	0.0	1.8	1.4	11.9	0.0	30.7
0900-1000 Peak hour	Pro	2.4	54.9	24.5	0.6	0.0	13.9	2.0	0.7	0.0	0.9
	Ocp	1.0	1.4	2.0	2.5	0.0	1.5	1.3	1.7	0.0	13.8
1000-1100	Pro	2.2	52.6	24.6	1.2	0.0	15.0	3.2	0.1	0.0	1.1
	Ocp	1.0	1.3	1.8	1.8	0.0	1.6	1.3	2.0	0.0	6.0
1100-1200	Pro	2.9	51.9	20.6	2.6	0.0	19.0	1.5	0.6	0.1	0.8
	Ocp	1.0	1.4	2.0	2.1	0.0	1.5	1.2	1.0	1.0	6.7
1200-1300	Pro	2.9	56.0	19.6	1.5	0.0	15.8	2.8	0.9	0.1	0.5
	Ocp	1.2	1.3	2.0	2.3	0.0	1.5	1.4	6.5	1.0	11.3
1300-1400	Pro	2.3	53.4	18.4	1.7	0.0	16.9	4.4	2.2	0.0	0.6
	Ocp	1.1	1.4	2.2	7.2	0.0	1.5	1.2	6.8	0.0	8.4
1400-1500	Pro	3.0	51.2	20.0	1.3	0.0	20.2	3.0	0.9	0.1	0.5
	Ocp	1.1	1.5	2.1	4.3	0.0	1.7	1.1	1.7	1.0	12.0
1500-1600	Pro	2.7	51.9	20.8	1.9	0.0	16.8	4.2	1.1	0.0	0.6
	Ocp	1.0	1.4	2.0	3.4	0.0	1.6	1.3	3.3	0.0	11.1
1600-1700	Pro	2.9	52.9	19.0	1.3	0.0	19.5	2.5	1.1	0.0	0.8
	Ocp	1.1	1.5	1.9	3.2	0.0	1.5	1.1	1.5	0.0	8.6
1700-1800	Pro	5.4	56.0	20.1	1.4	0.0	14.1	0.4	1.4	0.0	1.2
	Ocp	1.2	1.4	1.9	3.0	0.0	1.6	1.3	4.1	0.0	10.8
1800-1900	Pro	3.9	65.3	20.8	0.2	0.0	6.8	0.7	1.7	0.0	0.7
	Ocp	1.0	1.5	2.1	2.0	0.0	1.5	1.9	20.3	0.0	23.0
1900-2000	Pro	3.0	70.0	20.7	0.2	0.0	3.6	0.6	1.1	0.0	0.8
	Ocp	1.1	1.5	2.1	1.5	0.0	1.5	1.4	6.1	0.0	14.5
2000-2100	Pro	4.3	67.0	21.7	0.5	0.0	4.5	0.8	0.0	0.1	1.1
	Ocp	1.1	1.3	2.1	1.5	0.0	1.6	1.7	0.0	1.0	5.0
2100-2200	Pro	4.5	60.6	27.7	0.0	0.0	4.5	1.0	0.0	0.2	1.5
	Ocp	1.2	1.5	1.9	0.0	0.0	1.5	1.3	0.0	1.0	1.0
2200-2300	Pro	4.9	60.2	29.5	0.0	0.0	3.0	1.1	0.0	0.0	1.3
	Ocp	1.2	1.6	2.0	0.0	0.0	1.4	1.3	0.0	0.0	1.0
16 hours	Pro	3.4	56.7	22.2	1.1	0.0	12.7	2.1	1.0	0.1	0.9
	Ocp	1.1	1.4	2.0	3.6	0.0	1.6	1.3	8.6	1.0	13.2

**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