

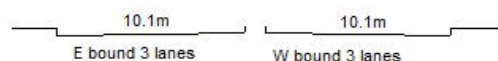
YEAR 2021

CORE STATION 1031

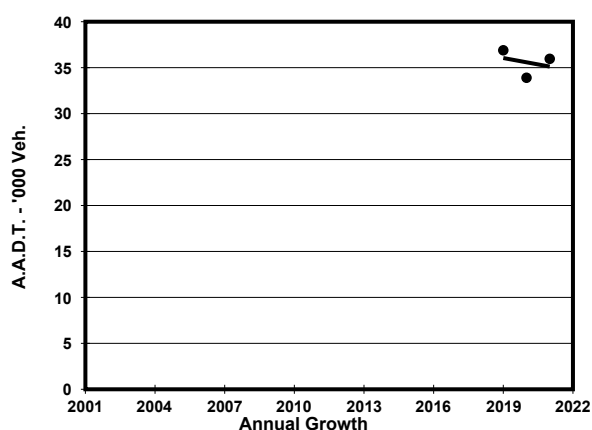
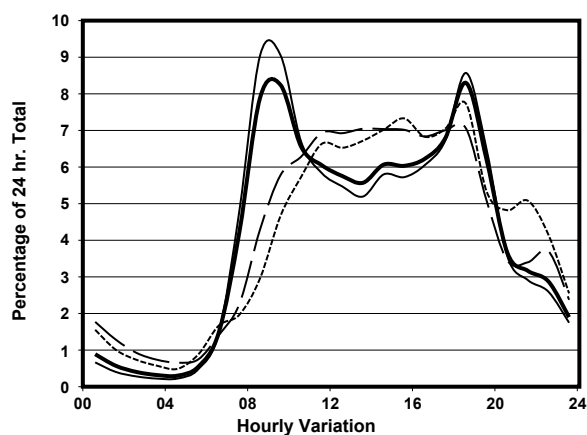
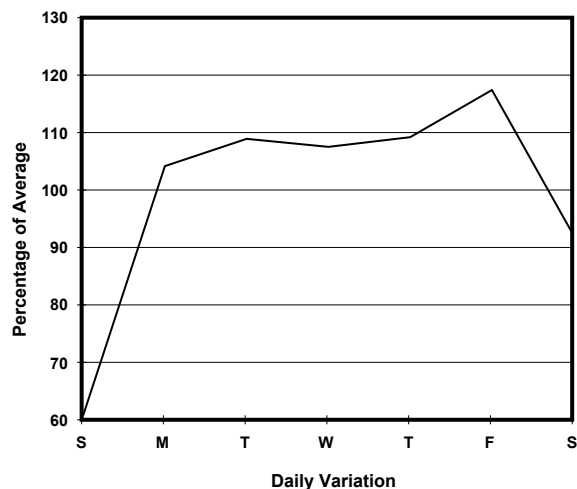
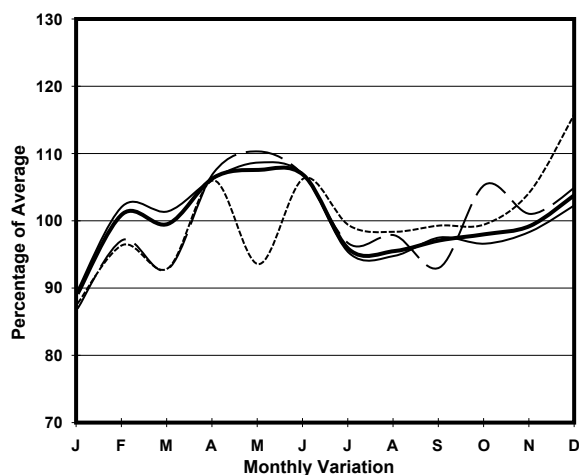
ROAD NETWORK MAJOR

ROAD TYPE URBAN TRUNK ROAD

LINK CENTRAL-WANCHAI BYPASS – CENTRAL SECTION
(from CWB WESTERN END PORTAL to WAN CHAI EXIT)



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.	21500	24140	19990	12980
R 12 / 24 - %	78.2	79.6	73.7	71.5
R 16 / 24 - %	93.4	94.4	89.2	91.2
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1880	2320	1190	620
T - % (AM)	-	8.1	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	1610	1840	1340	1010
T - % (PM)	-	4.7	-	-
Prop.of commercial vehicles - 16 hr.	-	6	-	-
WEST BOUND				
A.A.D.T.	14460	16060	13700	9350
R 12 / 24 - %	77	77.9	75.6	70.7
R 16 / 24 - %	93.8	94.7	91.5	89.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1100	1410	760	430
T - % (AM)	-	2.9	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	1380	1600	1110	720
T - % (PM)	-	4.7	-	-
Prop.of commercial vehicles - 16 hr.	-	3.7	-	-

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	40.6	28.0	1.0	0.0	15.7	4.8	2.9	0.0	1.6
	Ocp	1.1	1.3	2.0	11.2	0.0	1.3	1.3	13.9	0.0	15.7
0800-0900	Pro	3.0	56.2	23.5	0.5	0.0	11.3	2.1	1.2	0.0	2.2
	Ocp	1.0	1.3	1.9	8.8	0.0	1.5	1.4	14.8	0.0	24.5
0900-1000 Peak hour	Pro	2.3	52.1	21.5	0.7	0.0	17.9	2.6	0.9	0.0	2.0
	Ocp	1.2	1.2	1.9	3.1	0.0	1.5	1.4	6.1	0.0	7.9
1000-1100	Pro	3.3	47.6	25.4	1.0	0.0	17.4	3.6	0.1	0.0	1.7
	Ocp	1.1	1.4	1.9	2.7	0.0	1.5	1.4	1.0	0.0	3.7
1100-1200	Pro	2.6	48.3	19.2	1.7	0.0	23.6	3.5	0.5	0.0	0.8
	Ocp	1.0	1.4	1.9	3.4	0.0	1.5	1.3	5.7	0.0	6.3
1200-1300	Pro	2.1	54.3	17.5	1.8	0.0	18.5	4.1	1.0	0.1	0.7
	Ocp	1.1	1.3	2.0	3.3	0.0	1.4	1.4	4.2	1.0	9.7
1300-1400	Pro	1.8	49.0	19.1	2.0	0.0	20.3	4.4	2.9	0.0	0.5
	Ocp	1.0	1.4	1.9	5.7	0.0	1.3	1.5	15.9	0.0	9.9
1400-1500	Pro	2.3	54.6	17.1	0.7	0.0	20.9	3.2	0.7	0.0	0.6
	Ocp	1.1	1.3	2.0	1.5	0.0	1.6	1.3	5.8	0.0	5.5
1500-1600	Pro	3.2	50.3	17.3	2.4	0.0	21.6	3.2	1.0	0.0	0.9
	Ocp	1.1	1.3	1.8	2.2	0.0	1.6	1.4	9.3	0.0	8.4
1600-1700	Pro	1.9	57.6	17.0	1.8	0.0	17.4	2.1	1.5	0.0	0.8
	Ocp	1.0	1.3	1.9	1.8	0.0	1.5	1.3	6.3	0.0	9.9
1700-1800	Pro	4.9	53.1	18.7	0.5	0.0	18.7	1.2	1.9	0.0	1.0
	Ocp	1.1	1.3	2.1	2.0	0.0	1.4	1.4	1.8	0.0	7.9
1800-1900	Pro	3.9	61.1	20.3	0.4	0.0	9.6	1.3	2.2	0.0	1.1
	Ocp	1.0	1.4	2.2	2.0	0.0	1.3	1.3	19.5	0.0	31.5
1900-2000	Pro	2.1	70.9	19.6	0.0	0.0	4.2	0.4	1.8	0.0	0.9
	Ocp	1.1	1.3	2.2	0.0	0.0	1.2	1.3	15.6	0.0	9.7
2000-2100	Pro	5.0	57.0	30.4	0.3	0.0	4.0	0.9	0.9	0.1	1.4
	Ocp	1.1	1.5	2.0	1.0	0.0	1.2	1.0	1.0	1.0	2.2
2100-2200	Pro	3.7	48.1	39.1	0.4	0.0	6.1	0.8	0.8	0.0	0.9
	Ocp	1.0	1.3	2.1	2.0	0.0	1.2	1.0	1.0	0.0	1.0
2200-2300	Pro	4.4	51.8	37.6	0.0	0.0	4.0	0.8	0.0	0.1	1.2
	Ocp	1.2	1.4	2.0	0.0	0.0	1.5	1.5	0.0	1.0	1.0
16 hours	Pro	3.0	53.9	21.7	1.0	0.0	15.4	2.5	1.3	0.1	1.2
	Ocp	1.1	1.3	2.0	3.7	0.0	1.5	1.4	11.2	1.0	12.4

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