

YEAR 2021

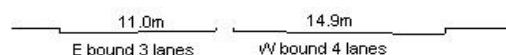
CORE STATION 1032

ROAD NETWORK MAJOR

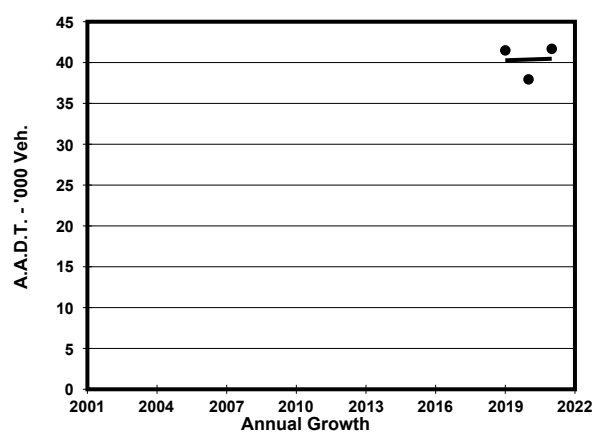
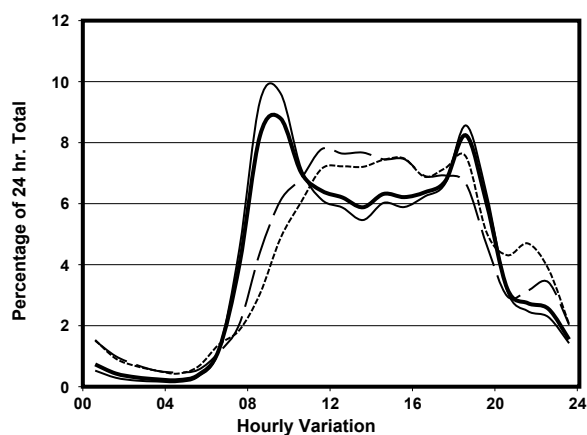
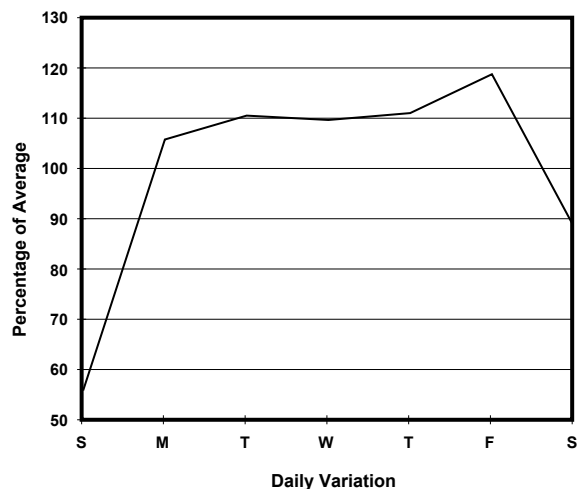
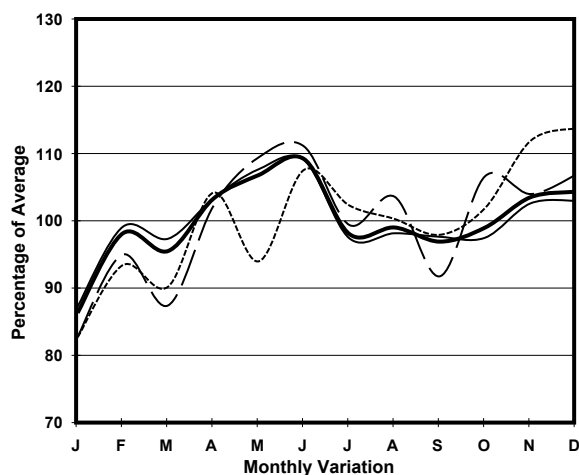
ROAD TYPE URBAN TRUNK ROAD

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.
EAST BOUND				
A.A.D.T.	19680	22520	17530	10900
R 12 / 24 - %	78.7	79.8	75.3	72.4
R 16 / 24 - %	94.4	95.3	90.6	92.1
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1730	2190	960	510
T - % (AM)	-	7.1	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	1620	1920	1240	840
T - % (PM)	-	3.4	-	-
Prop.of commercial vehicles - 16 hr.	-	5	-	-
WEST BOUND				
A.A.D.T.	22000	24920	20100	12860
R 12 / 24 - %	82	83	80.1	75.2
R 16 / 24 - %	95.4	96.1	93.4	91.6
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1930	2440	1340	650
T - % (AM)	-	2.3	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	1820	2140	1370	950
T - % (PM)	-	4.5	-	-
Prop.of commercial vehicles - 16 hr.	-	3.4	-	-

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	5.9	39.9	34.8	1.8	0.0	11.2	2.8	2.2	0.1	1.4
	Ocp	1.1	1.3	2.0	10.7	0.0	1.4	1.4	11.6	1.0	17.7
0800-0900	Pro	3.2	52.1	32.3	0.3	0.0	8.6	1.4	0.8	0.0	1.3
	Ocp	1.0	1.3	2.0	3.5	0.0	1.5	1.4	17.1	0.0	37.5
0900-1000 Peak hour	Pro	1.9	52.6	27.7	0.8	0.0	12.9	2.1	0.8	0.1	1.1
	Ocp	1.3	1.3	1.9	2.6	0.0	1.5	1.3	6.4	1.0	13.1
1000-1100	Pro	2.4	48.2	30.1	0.5	0.0	14.7	2.5	0.6	0.1	1.1
	Ocp	1.1	1.4	1.9	2.0	0.0	1.5	1.3	2.0	1.0	5.9
1100-1200	Pro	1.5	48.4	28.2	1.5	0.0	16.8	2.4	0.9	0.0	0.4
	Ocp	1.0	1.3	1.9	2.0	0.0	1.5	1.3	3.3	0.0	11.8
1200-1300	Pro	1.5	53.8	24.4	1.4	0.0	13.5	3.1	1.9	0.1	0.4
	Ocp	1.1	1.3	2.0	3.3	0.0	1.5	1.4	4.0	1.0	15.8
1300-1400	Pro	1.3	51.3	22.0	1.7	0.0	17.2	3.5	2.5	0.0	0.4
	Ocp	1.0	1.4	2.1	5.5	0.0	1.5	1.5	14.2	0.0	14.5
1400-1500	Pro	1.8	52.5	22.2	0.5	0.0	18.6	3.1	0.8	0.0	0.5
	Ocp	1.0	1.4	2.1	1.5	0.0	1.6	1.3	5.0	0.0	7.6
1500-1600	Pro	2.6	48.7	23.1	2.1	0.0	18.2	2.6	2.1	0.0	0.7
	Ocp	1.1	1.4	1.9	2.6	0.0	1.6	1.5	8.5	0.0	9.8
1600-1700	Pro	2.0	59.0	18.1	1.5	0.0	15.2	1.7	1.6	0.0	1.0
	Ocp	1.0	1.4	2.0	1.8	0.0	1.6	1.2	10.3	0.0	9.1
1700-1800	Pro	3.9	57.2	19.9	0.3	0.0	14.6	0.9	2.0	0.0	1.2
	Ocp	1.1	1.3	2.1	2.5	0.0	1.4	1.3	4.2	0.0	10.8
1800-1900	Pro	3.7	59.5	24.1	0.2	0.0	8.5	1.2	1.4	0.0	1.4
	Ocp	1.1	1.5	2.2	2.5	0.0	1.4	1.4	18.8	0.0	35.3
1900-2000	Pro	2.3	69.9	21.5	0.0	0.0	3.9	0.2	1.3	0.1	0.9
	Ocp	1.1	1.3	2.2	0.0	0.0	1.4	1.5	17.5	1.0	21.8
2000-2100	Pro	4.1	63.2	26.8	0.2	0.0	3.4	0.5	0.5	0.1	1.0
	Ocp	1.1	1.5	2.0	1.0	0.0	1.3	1.0	1.0	1.0	5.0
2100-2200	Pro	3.6	47.7	43.5	0.4	0.0	2.9	0.7	0.4	0.0	1.0
	Ocp	1.0	1.4	2.1	2.0	0.0	1.4	1.0	1.0	0.0	1.0
2200-2300	Pro	4.0	54.2	37.3	0.0	0.0	2.6	1.0	0.0	0.1	0.8
	Ocp	1.1	1.4	2.0	0.0	0.0	1.4	1.7	0.0	1.0	1.0
16 hours	Pro	2.6	53.8	26.3	0.8	0.0	12.2	1.9	1.3	0.1	0.9
	Ocp	1.1	1.4	2.0	3.6	0.0	1.5	1.4	10.0	1.0	18.0

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