

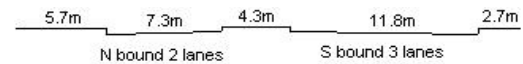
YEAR 2021

CORE STATION 1009

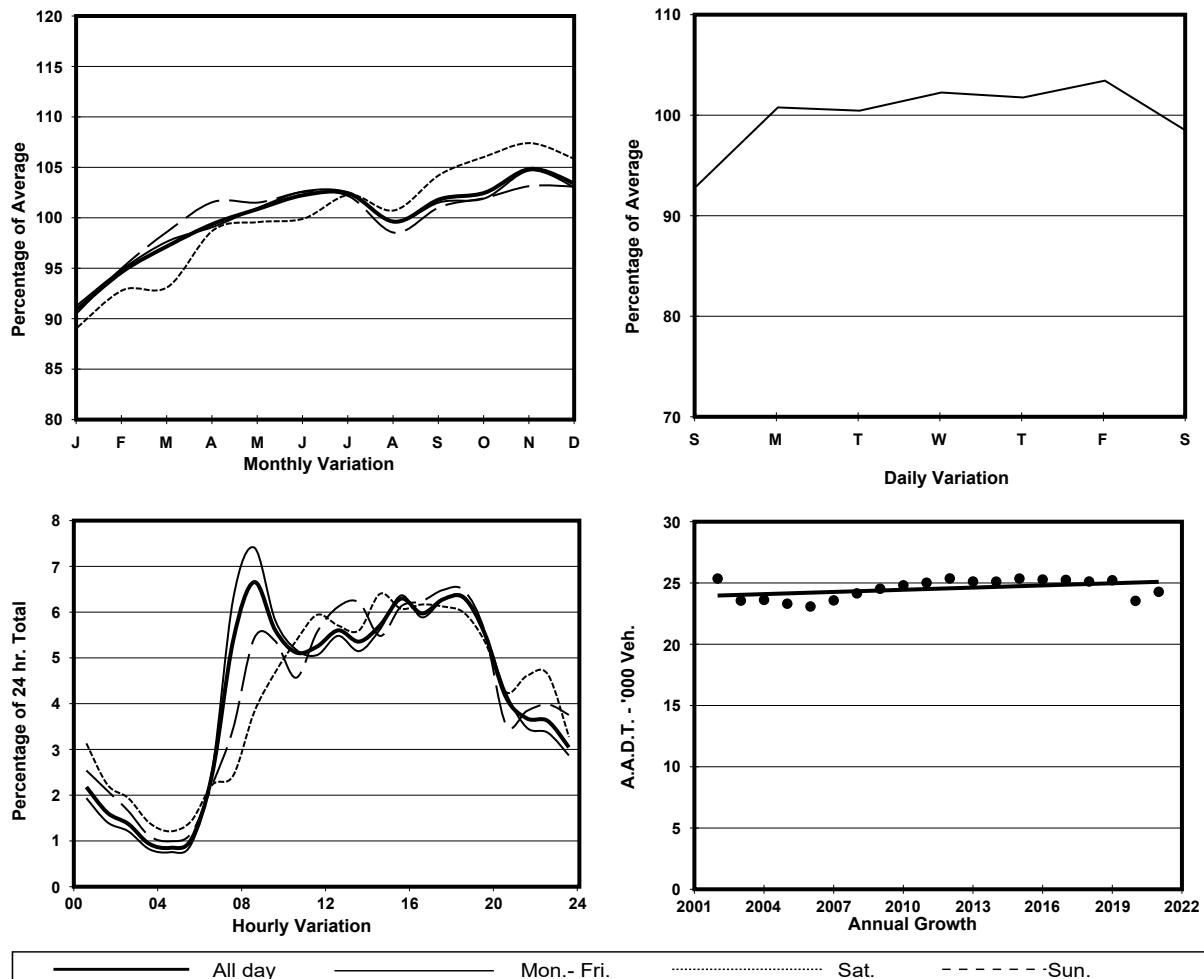
ROAD NETWORK MAJOR

ROAD TYPE PRIMARY DISTRIBUTOR

LINK CHAI WAN RD (from ISLAND EASTERN CORRIDOR
APPROACH to TAI TAM RD)



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	12190	12420	12060	11510
R 12 / 24 - %	67.3	68.5	66.4	62
R 16 / 24 - %	85.3	86.3	83.6	81.3
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	800	910	680	500
T - % (AM)	-	8	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	710	750	760	650
T - % (PM)	-	8.4	-	-
Prop.of commercial vehicles - 16 hr.	-	10.9	-	-
NORTH BOUND				
A.A.D.T.	12090	12390	11900	11090
R 12 / 24 - %	71.8	73.3	68.7	66.7
R 16 / 24 - %	87.8	88.7	85.3	85.1
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	810	930	660	560
T - % (AM)	-	9	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1600-1700
One-way flow at PM peak hour	900	930	910	850
T - % (PM)	-	8.5	-	-
Prop.of commercial vehicles - 16 hr.	-	10.9	-	-

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	6.0	38.4	29.9	1.9	4.9	4.7	0.8	4.1	0.3	9.0
	Ocp	1.1	1.4	1.8	13.6	11.4	1.9	1.3	16.9	26.3	47.5
0800-0900 Peak hour	Pro	2.7	56.1	19.7	1.4	4.3	7.4	1.0	1.4	0.1	5.9
	Ocp	1.1	1.3	2.1	3.4	15.0	1.7	1.2	10.3	23.0	50.3
0900-1000	Pro	3.0	41.3	24.6	1.4	6.0	12.9	1.4	0.5	0.3	8.6
	Ocp	1.0	1.6	2.2	2.4	12.6	1.7	1.0	5.0	23.0	26.0
1000-1100	Pro	1.6	36.2	26.9	1.4	6.3	16.2	1.9	1.6	0.3	7.5
	Ocp	1.0	1.4	2.1	1.8	13.5	1.4	1.1	8.5	20.6	25.3
1100-1200	Pro	4.7	34.9	28.3	2.5	5.5	13.5	1.7	2.2	0.1	6.7
	Ocp	1.0	1.5	2.0	3.4	14.8	1.8	1.7	7.1	15.0	28.6
1200-1300	Pro	6.2	39.9	24.4	2.3	5.3	9.7	1.8	2.9	0.3	7.3
	Ocp	1.0	1.5	2.1	1.9	13.6	1.5	1.8	9.6	21.3	29.8
1300-1400	Pro	2.9	41.1	23.7	3.7	7.2	11.2	1.1	1.9	0.2	7.0
	Ocp	1.3	1.3	2.2	3.5	10.8	1.8	1.5	16.7	23.7	38.2
1400-1500	Pro	2.6	37.3	28.3	1.6	6.4	13.2	1.9	1.9	0.1	6.7
	Ocp	1.2	1.5	2.0	5.2	11.0	1.6	1.6	8.6	16.5	35.5
1500-1600	Pro	3.3	37.3	28.5	1.8	5.2	13.3	0.3	1.5	0.4	8.4
	Ocp	1.0	1.6	2.0	3.2	12.2	2.0	2.0	13.6	14.4	33.9
1600-1700	Pro	2.7	39.8	22.9	3.3	5.6	12.2	1.2	3.3	0.1	9.1
	Ocp	1.1	1.4	2.0	3.8	13.8	2.1	1.3	9.0	18.0	36.0
1700-1800	Pro	6.1	48.9	21.3	1.8	5.6	7.1	0.3	1.0	0.2	7.8
	Ocp	1.1	1.5	2.0	2.1	10.3	1.6	1.0	3.8	33.0	47.2
1800-1900	Pro	5.1	54.4	21.1	0.7	5.1	5.3	0.2	0.9	0.1	7.2
	Ocp	1.1	1.6	2.0	1.7	12.9	1.4	1.0	9.8	21.0	47.2
1900-2000	Pro	5.0	54.7	21.9	0.0	5.3	3.0	0.0	0.9	0.1	9.1
	Ocp	1.0	1.3	1.8	0.0	7.6	1.2	0.0	3.0	31.0	32.6
2000-2100	Pro	3.7	42.4	34.1	0.0	5.0	3.3	0.0	0.0	0.1	11.3
	Ocp	1.0	1.6	1.8	0.0	7.2	1.4	0.0	0.0	16.0	25.1
2100-2200	Pro	4.4	37.4	36.0	0.0	6.6	4.0	0.0	0.4	0.1	11.1
	Ocp	1.2	1.4	1.7	0.0	7.3	1.6	0.0	1.0	9.0	23.3
2200-2300	Pro	4.0	36.0	38.0	0.0	5.5	3.5	0.0	0.0	0.1	12.8
	Ocp	1.1	1.7	1.7	0.0	6.1	1.4	0.0	0.0	7.0	24.2
16 hours	Pro	4.0	43.1	25.9	1.6	5.6	9.1	0.9	1.6	0.2	8.1
	Ocp	1.1	1.5	2.0	3.9	11.6	1.7	1.4	10.5	21.2	35.0

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