

YEAR 2022

CORE STATION 1032

ROAD NETWORK MAJOR

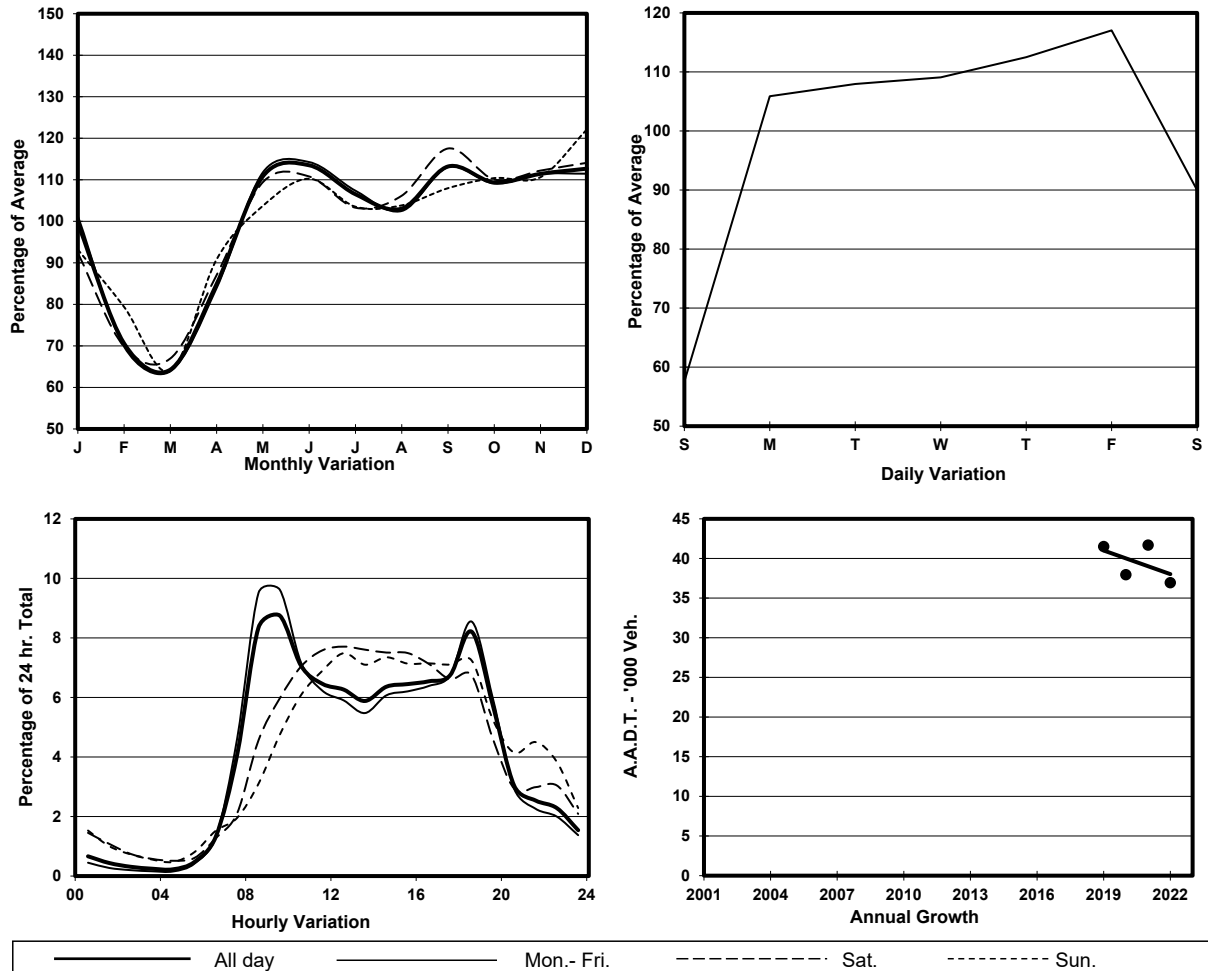
ROAD TYPE URBAN TRUNK ROAD

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

11.0m 14.9m

E bound 3 lanes W bound 4 lanes

1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	17620	20020	16290	9920
R 12 / 24 - %	79.6	80.9	76.3	72.2
R 16 / 24 - %	94.3	95.1	90.5	91.9
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1520	1910	890	430
T - % (AM)	-	4	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	1490	1770	1200	760
T - % (PM)	-	2.4	-	-
Prop.of commercial vehicles - 16 hr.	-	5.4	-	-
WEST BOUND				
A.A.D.T.	19310	21770	17730	11780
R 12 / 24 - %	82.6	84	79.7	74.3
R 16 / 24 - %	95.2	96.1	92.7	90.4
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1710	2190	1140	610
T - % (AM)	-	2.3	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	1540	1800	1220	820
T - % (PM)	-	5	-	-
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	6.1	38.9	33.2	2.2	0.0	13.0	2.6	2.8	0.0	1.2
	Ocp	1.1	1.2	2.0	6.0	0.0	1.4	1.6	17.5	0.0	19.3
0800-0900	Pro	3.3	47.4	31.7	0.5	0.0	11.2	2.2	1.9	0.0	1.8
	Ocp	1.1	1.3	2.0	4.8	0.0	1.4	1.2	12.8	0.0	41.6
0900-1000 Peak hour	Pro	1.8	51.4	31.0	0.7	0.0	11.9	1.8	0.9	0.1	0.6
	Ocp	1.1	1.3	1.8	1.6	0.0	1.4	1.4	1.1	1.0	16.7
1000-1100	Pro	2.6	47.7	29.6	1.2	0.0	14.2	3.5	0.9	0.0	0.4
	Ocp	1.0	1.4	1.8	3.4	0.0	1.4	1.3	3.6	0.0	20.3
1100-1200	Pro	3.5	45.8	23.8	1.4	0.0	21.1	2.7	1.3	0.0	0.4
	Ocp	1.0	1.4	1.9	2.0	0.0	1.3	1.1	2.9	0.0	17.2
1200-1300	Pro	2.0	48.4	22.3	2.1	0.0	18.7	3.4	2.8	0.0	0.3
	Ocp	1.1	1.4	1.9	1.7	0.0	1.4	1.3	4.1	0.0	26.1
1300-1400	Pro	3.7	47.4	25.7	1.1	0.0	16.7	2.6	2.4	0.0	0.3
	Ocp	1.1	1.4	2.0	2.8	0.0	1.5	1.1	4.4	0.0	26.9
1400-1500	Pro	1.8	50.3	21.4	0.5	0.0	21.1	3.0	1.7	0.0	0.3
	Ocp	1.1	1.4	2.0	4.0	0.0	1.5	1.3	6.5	0.0	28.3
1500-1600	Pro	3.7	46.7	26.3	1.1	0.0	16.7	2.5	2.3	0.0	0.7
	Ocp	1.0	1.5	1.9	7.6	0.0	1.5	1.1	2.8	0.0	13.8
1600-1700	Pro	3.9	52.0	23.0	0.9	0.0	16.2	0.8	1.9	0.0	1.3
	Ocp	1.0	1.5	1.8	2.7	0.0	1.6	1.4	5.8	0.0	7.6
1700-1800	Pro	5.5	51.8	22.7	1.1	0.0	12.1	1.5	3.9	0.0	1.5
	Ocp	1.1	1.5	2.0	1.9	0.0	1.5	1.2	8.0	0.0	17.9
1800-1900	Pro	4.7	61.5	25.2	0.3	0.0	4.5	0.5	1.8	0.1	1.5
	Ocp	1.1	1.6	2.1	4.0	0.0	1.4	1.5	11.4	1.0	50.9
1900-2000	Pro	2.4	67.0	21.1	0.2	0.0	5.3	0.9	1.8	0.1	1.2
	Ocp	1.1	1.5	2.1	1.0	0.0	1.3	1.2	8.8	1.0	34.7
2000-2100	Pro	2.1	66.0	27.2	0.3	0.0	3.0	0.3	0.3	0.0	0.8
	Ocp	1.1	1.6	2.0	1.0	0.0	1.5	1.0	1.0	0.0	5.5
2100-2200	Pro	4.7	55.2	30.3	0.0	0.0	6.9	1.1	0.7	0.0	1.0
	Ocp	1.1	1.6	1.9	0.0	0.0	1.1	1.7	1.0	0.0	1.0
2200-2300	Pro	6.0	54.5	30.1	0.0	0.0	6.4	1.1	0.8	0.0	1.1
	Ocp	1.3	1.5	2.0	0.0	0.0	1.2	1.7	1.0	0.0	1.0
16 hours	Pro	3.4	51.4	26.8	0.9	0.0	12.9	2.0	1.8	0.1	0.9
	Ocp	1.1	1.4	1.9	3.4	0.0	1.4	1.3	7.4	1.0	26.8

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