

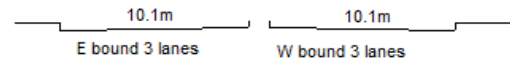
YEAR 2023

CORE STATION 1031

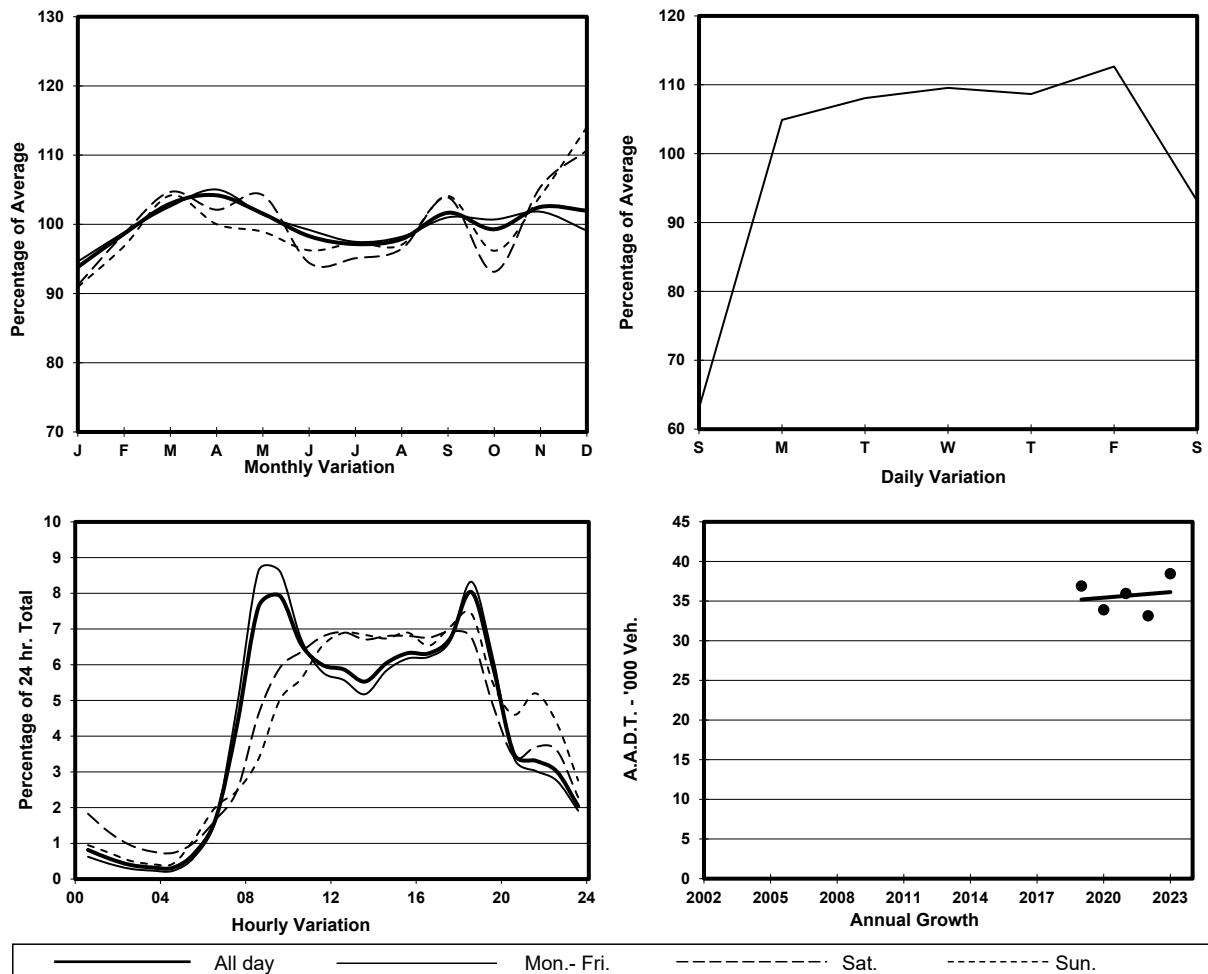
ROAD NETWORK MAJOR

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



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	22160	24760	20980	13720
R 12 / 24 - %	77.1	78.3	72.9	72.7
R 16 / 24 - %	93.1	93.7	88.8	93.6
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1830	2230	1240	680
T - % (AM)	-	8.3	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	1690	1940	1410	1050
T - % (PM)	-	4.7	-	-
Prop.of commercial vehicles - 16 hr.	-	6.2	-	-
WEST BOUND				
A.A.D.T.	16290	17980	15640	10950
R 12 / 24 - %	77.6	79.1	75.2	69.8
R 16 / 24 - %	93.2	94.3	90.3	87.9
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1240	1550	930	550
T - % (AM)	-	1.5	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	1390	1620	1180	780
T - % (PM)	-	3.9	-	-
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	5.7	38.9	27.7	2.8	0.0	16.6	3.7	2.2	0.2	2.1
	Ocp	1.0	1.3	2.1	6.4	0.0	1.3	1.4	17.4	1.0	19.5
0800-0900 Peak hour	Pro	1.9	53.7	25.5	0.4	0.0	11.7	2.5	1.9	0.0	2.4
	Ocp	1.1	1.3	2.1	1.8	0.0	1.4	1.4	10.1	0.0	39.4
0900-1000	Pro	2.6	50.0	23.3	0.6	0.0	17.1	3.5	1.0	0.0	1.8
	Ocp	1.1	1.3	2.0	1.0	0.0	1.5	1.5	6.7	0.0	14.0
1000-1100	Pro	2.7	47.7	23.5	1.4	0.0	19.7	3.7	0.7	0.0	0.6
	Ocp	1.1	1.4	2.1	1.5	0.0	1.3	1.3	3.2	0.0	7.3
1100-1200	Pro	2.0	47.3	21.2	1.0	0.0	21.7	4.6	1.3	0.0	0.8
	Ocp	1.1	1.4	2.0	1.3	0.0	1.4	1.6	3.0	0.0	7.0
1200-1300	Pro	1.3	44.4	25.1	1.5	0.0	22.3	3.9	0.9	0.1	0.5
	Ocp	1.3	1.3	2.1	2.6	0.0	1.3	1.2	1.6	1.0	11.1
1300-1400	Pro	2.3	45.3	23.4	0.7	0.0	23.4	3.1	1.2	0.0	0.6
	Ocp	1.1	1.4	2.2	2.0	0.0	1.6	1.2	9.9	0.0	10.2
1400-1500	Pro	3.2	44.5	24.3	2.0	0.0	20.0	3.8	1.6	0.0	0.6
	Ocp	1.0	1.4	2.0	2.4	0.0	1.6	1.4	1.0	0.0	10.3
1500-1600	Pro	1.5	48.4	21.3	2.3	0.0	19.8	4.2	2.0	0.0	0.5
	Ocp	1.0	1.4	2.1	8.6	0.0	1.5	1.2	14.5	0.0	11.4
1600-1700	Pro	4.3	45.7	21.3	2.7	0.0	19.6	3.2	2.1	0.0	1.0
	Ocp	1.0	1.3	2.1	2.4	0.0	1.5	1.3	4.3	0.0	6.1
1700-1800	Pro	6.4	50.2	23.0	1.6	0.0	14.3	1.6	1.6	0.0	1.2
	Ocp	1.0	1.3	2.1	5.7	0.0	1.3	1.1	2.1	0.0	21.4
1800-1900	Pro	4.9	61.1	22.2	0.4	0.0	7.0	0.6	2.2	0.0	1.7
	Ocp	1.1	1.4	2.2	3.0	0.0	1.5	1.0	12.7	0.0	43.6
1900-2000	Pro	3.0	67.7	21.9	0.2	0.0	4.3	0.6	1.3	0.0	1.0
	Ocp	1.1	1.4	2.1	1.0	0.0	1.2	1.0	5.3	0.0	26.3
2000-2100	Pro	2.9	56.7	29.8	0.0	0.0	6.4	1.8	1.2	0.0	1.2
	Ocp	1.2	1.3	2.0	0.0	0.0	1.1	1.2	1.0	0.0	7.3
2100-2200	Pro	3.1	53.8	34.3	0.0	0.0	6.3	1.3	0.3	0.0	0.9
	Ocp	1.0	1.5	2.0	0.0	0.0	1.3	1.3	4.0	0.0	10.7
2200-2300	Pro	3.2	55.1	31.5	0.6	0.0	5.0	2.5	1.3	0.0	0.8
	Ocp	1.2	1.3	2.0	1.0	0.0	1.1	1.0	1.5	0.0	3.7
16 hours	Pro	3.2	50.8	24.2	1.1	0.0	15.2	2.8	1.5	0.1	1.2
	Ocp	1.1	1.3	2.1	3.7	0.0	1.4	1.3	7.6	1.0	22.5

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