

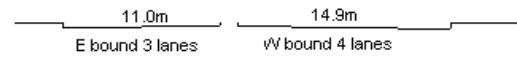
YEAR 2023

CORE STATION 1032

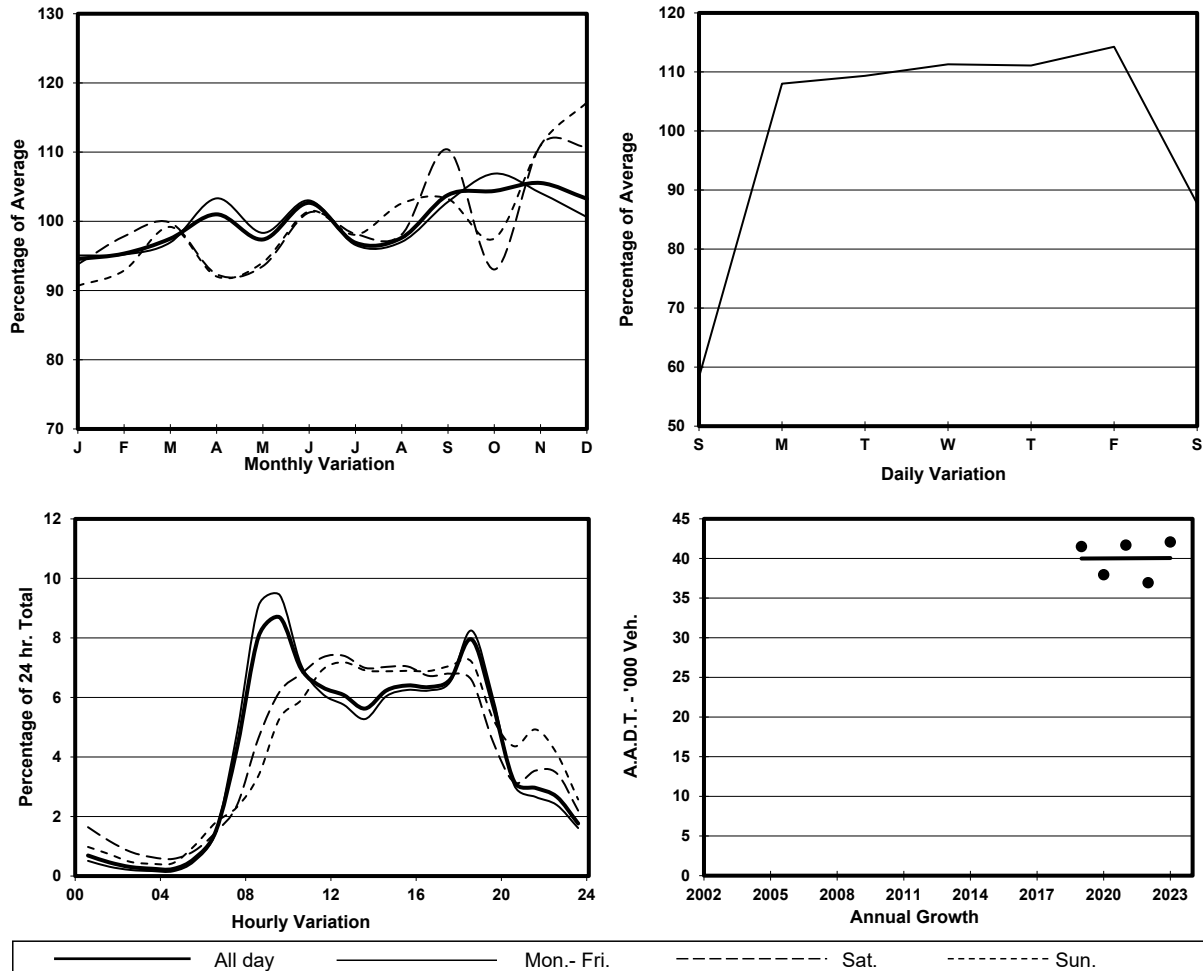
ROAD NETWORK MAJOR

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



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	18570	21220	16740	10340
R 12 / 24 - %	77.7	78.9	73.4	72.1
R 16 / 24 - %	93.9	94.7	89.3	94
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1610	2020	960	510
T - % (AM)	-	7.6	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	1470	1740	1130	780
T - % (PM)	-	4.7	-	-
Prop.of commercial vehicles - 16 hr.	-	5.4	-	-
WEST BOUND				
A.A.D.T.	23500	26560	21120	14600
R 12 / 24 - %	81.2	82.6	78	73.4
R 16 / 24 - %	94.4	95.3	91.6	89.9
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2050	2510	1390	810
T - % (AM)	-	2.9	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	1870	2200	1470	1030
T - % (PM)	-	4.1	-	-
Prop.of commercial vehicles - 16 hr.	-	3.8	-	-

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	39.2	36.0	2.5	0.0	10.0	2.1	1.9	0.2	2.1
	Ocp	1.0	1.3	2.2	7.2	0.0	1.2	1.5	17.4	1.0	19.6
0800-0900	Pro	1.8	50.9	32.0	0.3	0.0	9.6	2.0	1.8	0.0	1.7
	Ocp	1.1	1.3	2.1	5.0	0.0	1.5	1.3	11.0	0.0	51.8
0900-1000 Peak hour	Pro	2.3	50.0	30.5	0.6	0.0	12.1	2.3	0.8	0.0	1.4
	Ocp	1.0	1.3	2.0	1.0	0.0	1.6	1.5	4.1	0.0	15.7
1000-1100	Pro	1.9	47.3	29.4	1.3	0.0	16.1	2.7	0.7	0.0	0.4
	Ocp	1.0	1.4	2.1	1.7	0.0	1.4	1.3	1.2	0.0	15.7
1100-1200	Pro	1.5	49.3	26.0	0.8	0.0	18.3	2.0	1.5	0.0	0.5
	Ocp	1.0	1.5	2.0	1.3	0.0	1.4	1.7	2.5	0.0	13.6
1200-1300	Pro	1.4	48.9	25.9	1.0	0.0	18.2	2.9	1.4	0.1	0.4
	Ocp	1.3	1.5	2.2	3.0	0.0	1.4	1.2	2.4	1.0	21.1
1300-1400	Pro	2.4	44.9	29.3	1.0	0.0	18.7	1.9	1.1	0.0	0.6
	Ocp	1.1	1.4	2.2	2.7	0.0	1.7	1.3	5.4	0.0	13.5
1400-1500	Pro	3.5	46.2	27.1	1.5	0.0	16.1	3.3	1.8	0.1	0.5
	Ocp	1.0	1.5	2.1	2.4	0.0	1.6	1.5	2.7	1.0	12.8
1500-1600	Pro	1.2	47.0	22.9	2.5	0.0	18.8	3.5	3.5	0.1	0.5
	Ocp	1.0	1.4	2.0	7.3	0.0	1.6	1.3	9.6	1.0	15.9
1600-1700	Pro	4.2	46.8	24.0	1.7	0.0	17.5	2.7	2.1	0.1	0.9
	Ocp	1.1	1.4	2.1	2.4	0.0	1.5	1.2	3.3	1.0	9.5
1700-1800	Pro	5.1	51.1	26.1	1.5	0.0	12.1	1.4	1.5	0.0	1.3
	Ocp	1.0	1.4	2.1	5.7	0.0	1.4	1.1	3.3	0.0	20.9
1800-1900	Pro	3.9	62.2	23.4	0.3	0.0	5.8	0.6	2.1	0.0	1.7
	Ocp	1.1	1.4	2.2	1.3	0.0	1.5	1.0	13.4	0.0	40.9
1900-2000	Pro	2.7	67.3	23.2	0.4	0.0	3.4	0.8	1.0	0.1	1.1
	Ocp	1.0	1.4	2.1	1.7	0.0	1.1	1.0	7.8	1.0	23.2
2000-2100	Pro	2.7	62.1	28.0	0.0	0.0	4.6	0.8	0.5	0.0	1.3
	Ocp	1.1	1.3	2.0	0.0	0.0	1.2	1.3	1.0	0.0	7.5
2100-2200	Pro	2.6	55.9	34.2	0.0	0.0	5.3	0.9	0.0	0.1	1.0
	Ocp	1.0	1.5	2.1	0.0	0.0	1.3	1.7	0.0	1.0	8.6
2200-2300	Pro	2.7	52.5	37.1	0.0	0.0	5.1	1.5	0.3	0.0	0.7
	Ocp	1.3	1.4	2.0	0.0	0.0	1.1	1.2	1.0	0.0	4.0
16 hours	Pro	2.8	51.4	28.0	1.0	0.0	12.3	2.0	1.5	0.1	1.1
	Ocp	1.1	1.4	2.1	4.0	0.0	1.5	1.3	7.4	1.0	25.1

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