

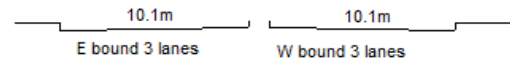
YEAR 2022

CORE STATION 1031

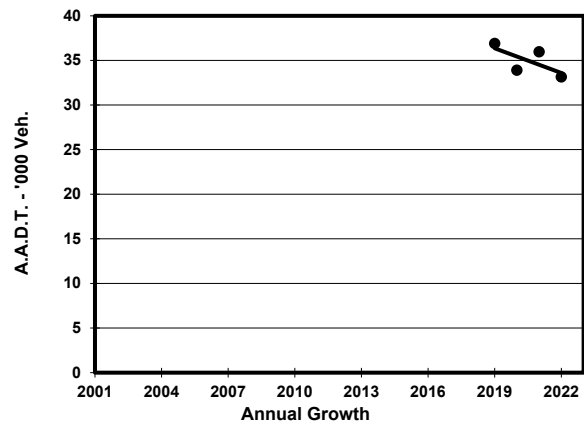
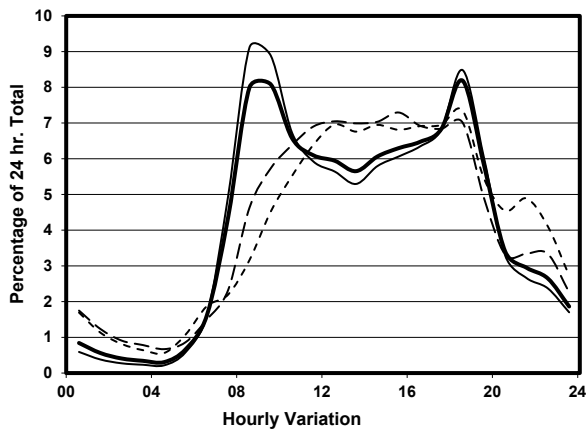
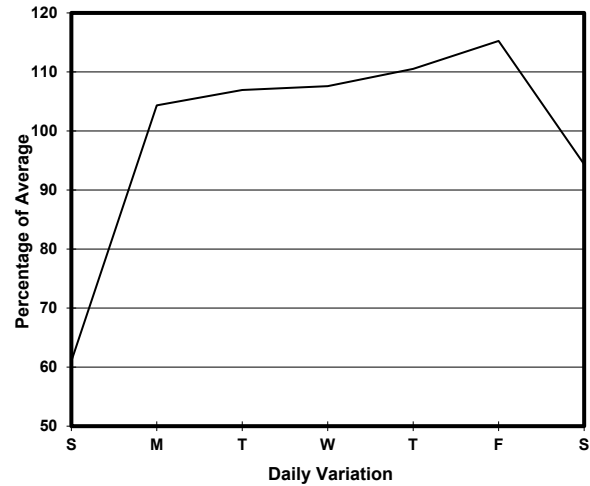
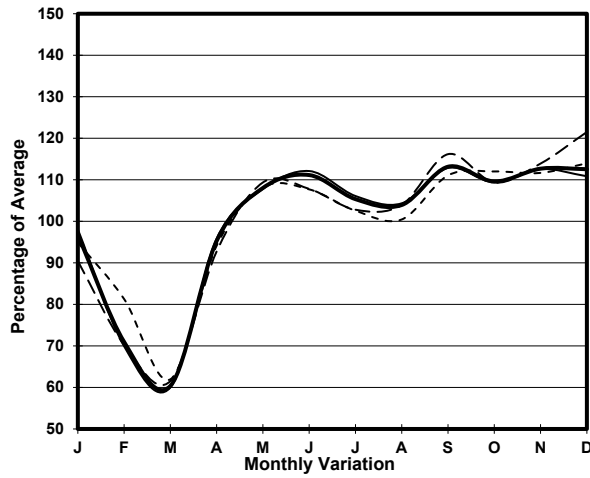
ROAD NETWORK MAJOR

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



— All day - - - - - Mon.- Fri. - - - - - Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	19500	21840	18680	11560
R 12 / 24 - %	78.6	80.1	74.7	71
R 16 / 24 - %	93.2	94.1	89.5	90.8
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1660	2050	1100	520
T - % (AM)	-	5.2	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	1510	1740	1280	900
T - % (PM)	-	4.4	-	-
Prop.of commercial vehicles - 16 hr.	-	6.4	-	-
WEST BOUND				
A.A.D.T.	13640	15020	13340	9120
R 12 / 24 - %	78.5	80.1	75.7	69.8
R 16 / 24 - %	93.7	94.9	90.8	87.8
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1070	1340	740	410
T - % (AM)	-	3.4	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	1200	1390	1010	650
T - % (PM)	-	4.6	-	-
Prop.of commercial vehicles - 16 hr.	-	4.4	-	-

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	6.9	40.8	25.2	1.7	0.0	17.7	3.7	2.3	0.1	1.7
	Ocp	1.1	1.2	2.0	6.8	0.0	1.4	1.5	17.6	2.0	11.5
0800-0900 Peak hour	Pro	3.7	49.4	23.8	0.4	0.0	13.5	3.3	3.1	0.0	2.8
	Ocp	1.1	1.3	2.0	2.3	0.0	1.4	1.3	15.3	0.0	30.3
0900-1000	Pro	1.7	52.3	25.3	0.9	0.0	15.7	2.1	0.6	0.0	1.3
	Ocp	1.1	1.3	1.8	1.3	0.0	1.4	1.3	1.0	0.0	7.0
1000-1100	Pro	2.9	46.9	21.9	0.9	0.0	21.2	4.8	0.5	0.1	0.8
	Ocp	1.0	1.3	1.8	4.5	0.0	1.3	1.3	6.7	1.0	5.9
1100-1200	Pro	3.4	44.7	19.9	1.4	0.0	25.3	3.2	1.3	0.1	0.7
	Ocp	1.0	1.4	1.8	1.8	0.0	1.3	1.1	3.1	1.0	6.9
1200-1300	Pro	2.1	47.9	18.2	2.1	0.0	21.9	4.9	2.5	0.0	0.4
	Ocp	1.1	1.4	1.9	1.7	0.0	1.3	1.3	5.2	0.0	11.9
1300-1400	Pro	3.2	47.9	22.5	0.9	0.0	19.9	3.0	2.2	0.2	0.2
	Ocp	1.1	1.4	1.9	1.8	0.0	1.4	1.2	3.7	1.0	27.5
1400-1500	Pro	2.0	46.9	22.3	0.5	0.0	23.0	3.4	1.4	0.0	0.5
	Ocp	1.1	1.4	2.1	4.0	0.0	1.5	1.2	8.0	0.0	9.0
1500-1600	Pro	3.6	48.0	23.3	1.1	0.0	19.7	2.6	1.1	0.0	0.6
	Ocp	1.1	1.5	1.9	8.7	0.0	1.5	1.0	3.0	0.0	11.2
1600-1700	Pro	6.1	47.5	22.7	1.3	0.0	18.9	1.1	1.3	0.1	1.2
	Ocp	1.0	1.5	1.9	2.3	0.0	1.5	1.3	3.4	1.0	7.5
1700-1800	Pro	6.2	49.5	19.1	1.5	0.0	16.6	2.3	3.6	0.0	1.2
	Ocp	1.1	1.5	2.1	1.8	0.0	1.4	1.2	7.9	0.0	17.4
1800-1900	Pro	5.4	61.2	22.5	0.5	0.0	5.9	0.5	2.7	0.0	1.3
	Ocp	1.1	1.7	2.1	3.3	0.0	1.3	1.7	10.1	0.0	47.9
1900-2000	Pro	2.2	64.4	21.6	0.2	0.0	7.5	1.0	2.2	0.0	1.1
	Ocp	1.1	1.5	2.0	1.0	0.0	1.3	1.2	10.4	0.0	26.3
2000-2100	Pro	2.6	60.4	31.0	0.3	0.0	4.0	0.3	0.7	0.0	0.6
	Ocp	1.1	1.6	1.9	1.0	0.0	1.4	1.0	1.0	0.0	3.3
2100-2200	Pro	6.2	52.6	29.2	0.0	0.0	8.6	1.6	1.2	0.0	0.6
	Ocp	1.1	1.5	1.8	0.0	0.0	1.1	1.3	1.0	0.0	1.0
2200-2300	Pro	6.1	55.7	26.6	0.0	0.0	5.7	3.0	1.3	0.0	1.6
	Ocp	1.2	1.4	1.9	0.0	0.0	1.2	1.4	1.0	0.0	1.0
16 hours	Pro	3.8	50.5	23.0	0.9	0.0	16.1	2.7	1.8	0.1	1.1
	Ocp	1.1	1.4	1.9	3.1	0.0	1.4	1.3	8.7	1.2	18.8

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