

YEAR 2023

CORE STATION 1026

ROAD NETWORK MAJOR

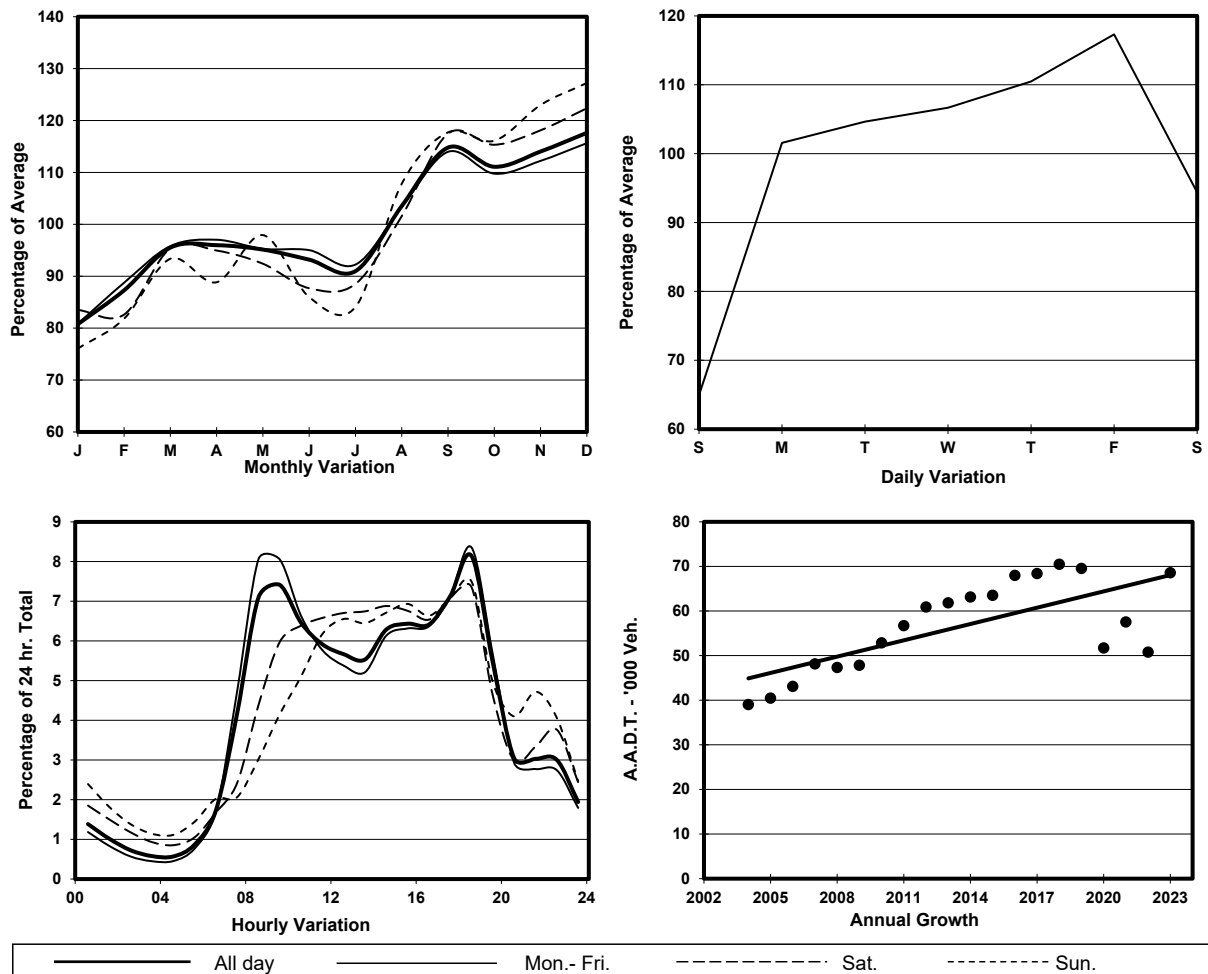
ROAD TYPE URBAN TRUNK ROAD

LINK WESTERN HARBOUR CROSSING (from TOLL PLAZA to SOUTH PORTAL)

10.0m 10.0m

N bound 3 lanes S bound 3 lanes

1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	33550	37270	31870	21550
R 12 / 24 - %	80	81.8	76.1	70.2
R 16 / 24 - %	91.8	92.7	89.5	87.7
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	3270	3960	2560	990
T - % (AM)	-	7.7	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2300	2490	2220	1730
T - % (PM)	-	5.3	-	-
Prop.of commercial vehicles - 16 hr.	-	9.1	-	-
NORTH BOUND				
A.A.D.T.	35010	38510	34330	23290
R 12 / 24 - %	73.5	74.7	71.7	66.7
R 16 / 24 - %	90.6	91.8	87.6	84.9
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1820	2150	1400	880
T - % (AM)	-	9.4	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	3280	3840	2760	1630
T - % (PM)	-	9.7	-	-
Prop.of commercial vehicles - 16 hr.	-	7.7	-	-

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	2.8	41.0	19.7	2.2	1.0	17.7	4.0	4.3	0.0	7.2
	Ocp	1.1	1.4	2.1	8.6	16.3	1.5	1.7	23.6	0.0	64.6
0800-0900	Pro	1.8	51.8	19.7	0.4	0.4	12.8	2.5	3.9	0.0	6.7
	Ocp	1.0	1.4	1.8	7.8	17.7	1.7	1.4	34.4	0.0	77.2
0900-1000	Pro	1.9	51.5	22.2	0.1	0.2	16.4	3.1	1.2	0.0	3.4
	Ocp	1.1	1.3	1.6	2.5	13.3	1.6	1.4	21.8	0.0	58.5
1000-1100	Pro	1.5	50.8	20.9	0.4	0.2	18.9	3.1	0.7	0.0	3.5
	Ocp	1.1	1.5	2.3	6.3	12.5	1.7	1.5	19.1	0.0	40.3
1100-1200	Pro	1.2	51.6	23.3	0.5	0.1	14.9	3.9	0.9	0.0	3.7
	Ocp	1.0	1.4	2.2	4.2	14.0	1.7	1.3	20.0	0.0	41.5
1200-1300	Pro	2.0	52.5	23.4	0.6	0.2	12.7	3.4	1.6	0.0	3.4
	Ocp	1.1	1.5	2.5	5.8	13.0	1.7	1.2	21.4	0.0	38.8
1300-1400	Pro	1.2	47.8	24.1	0.5	0.1	18.5	2.3	1.6	0.0	3.9
	Ocp	1.2	1.5	2.4	2.0	14.0	1.5	1.3	10.7	0.0	39.6
1400-1500	Pro	2.2	50.5	23.2	0.7	0.1	15.7	3.3	1.1	0.0	3.2
	Ocp	1.3	1.6	2.3	6.4	13.0	1.5	1.4	15.4	0.0	34.9
1500-1600	Pro	1.2	53.3	21.5	0.8	0.1	15.4	3.0	1.7	0.0	3.0
	Ocp	1.2	1.6	2.4	8.2	7.0	1.6	1.3	11.1	0.0	36.0
1600-1700	Pro	2.0	61.2	16.5	0.4	0.1	12.5	2.0	1.2	0.0	4.0
	Ocp	1.0	1.6	2.3	6.5	20.0	1.7	1.3	9.1	0.0	40.2
1700-1800	Pro	3.9	57.4	18.1	0.2	0.4	13.2	1.3	1.2	0.0	4.4
	Ocp	1.1	1.5	2.4	4.0	15.3	1.7	1.3	13.8	0.0	57.4
1800-1900 Peak hour	Pro	2.0	65.2	18.3	0.1	0.7	5.7	0.5	2.6	0.0	5.1
	Ocp	1.2	1.5	2.4	4.0	16.1	1.5	1.7	29.5	0.0	83.1
1900-2000	Pro	1.4	73.2	16.0	0.0	0.3	2.4	0.4	1.6	0.0	4.6
	Ocp	1.3	1.3	2.3	0.0	18.5	1.3	1.0	18.0	0.0	52.5
2000-2100	Pro	1.6	67.0	19.9	0.0	0.2	3.3	0.2	0.9	0.0	6.9
	Ocp	1.1	1.4	2.5	0.0	17.0	1.8	1.0	9.4	0.0	39.9
2100-2200	Pro	3.0	58.7	26.4	0.0	0.0	4.0	0.4	0.6	0.0	7.0
	Ocp	1.2	1.4	2.3	0.0	0.0	1.4	1.0	5.3	0.0	42.4
2200-2300	Pro	2.5	57.2	30.2	0.2	0.0	2.8	0.9	0.6	0.1	5.6
	Ocp	1.2	1.5	2.4	2.0	0.0	1.5	1.4	12.3	5.0	43.0
16 hours	Pro	2.0	55.7	20.9	0.4	0.3	12.3	2.2	1.7	0.1	4.5
	Ocp	1.1	1.5	2.2	6.4	15.7	1.6	1.4	22.1	5.0	54.0

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