

YEAR 2015

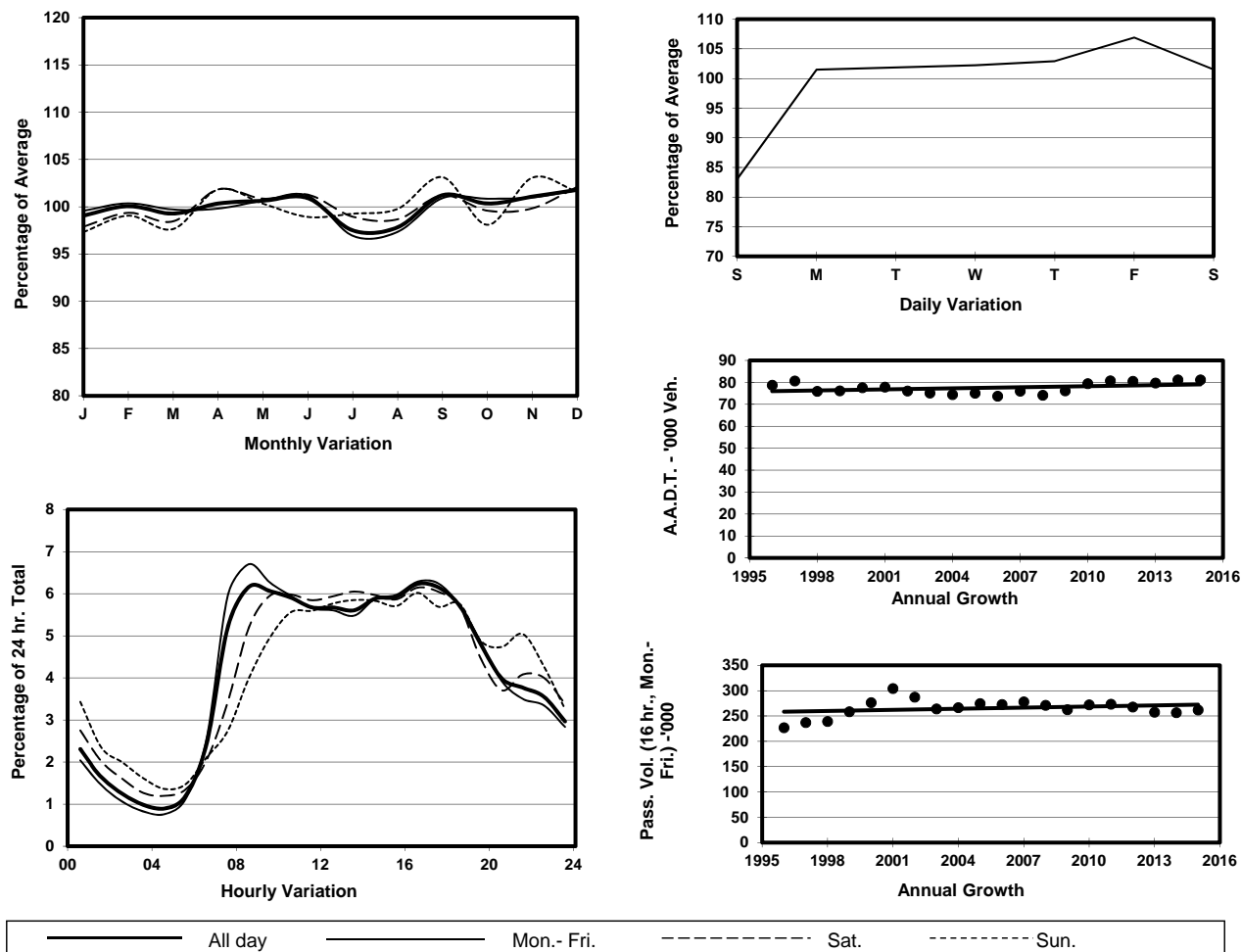
Location

Screenline I-I(Boundary between Shau Kei Wan & Chai Wan)

Stations on Cordon/Screenline

1009 and 2215

## 1. TRAFFIC FLOW VARIATION AND GROWTH



## 2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
<b>SOUTH BOUND</b>				
A.A.D.T.	40220	41810	41170	33900
R 12 / 24 - %	68.3	69.9	66	61
R 16 / 24 - %	85.8	87	83.5	81.4
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	2450	2690	2360	1540
T - % (AM)	-	16	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	2490	2590	2590	2050
T - % (PM)	-	12.9	-	-
Prop.of commercial vehicles - 16 hr.	-	12.9	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	40930	42620	41880	34160
R 12 / 24 - %	72.1	73.5	70.2	65.9
R 16 / 24 - %	86.8	87.6	85.3	83.5
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2710	3060	2580	1840
T - % (AM)	-	11.2	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1800-1900
One-way flow at PM peak hour	2680	2860	2630	2090
T - % (PM)	-	11.1	-	-
Prop.of commercial vehicles - 16 hr.	-	12.1	-	-

## 3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor	Private	Taxi	Private	PLB	Goods veh.		Non	Fr. Bus	
		Cycle	Car		LB		Light	M & H	Fr. Bus	SD	DD
0700-0800	Pro	5.2	29.4	24.6	2.6	3.1	18.9	5.0	4.4	0.1	6.7
	Ocp	1.1	1.4	1.8	5.3	11.4	1.6	1.3	17.5	17.4	47.5
0800-0900 Peak Hour	Pro	4.2	42.6	19.5	1.8	2.6	16.7	4.8	3.0	0.1	4.8
	Ocp	1.0	1.4	1.9	3.2	12.5	1.5	1.3	15.0	23.0	50.9
0900-1000	Pro	3.5	33.8	18.5	2.3	2.2	25.8	5.2	3.0	0.1	5.6
	Ocp	1.0	1.3	1.8	1.9	10.0	1.6	1.4	5.5	7.8	20.8
1000-1100	Pro	3.2	30.2	19.4	1.6	2.4	29.2	8.1	0.7	0.1	5.2
	Ocp	1.0	1.3	1.8	2.5	9.6	1.5	1.3	3.2	8.4	18.5
1100-1200	Pro	2.7	29.6	20.3	2.4	2.1	31.0	5.7	1.8	0.1	4.3
	Ocp	1.1	1.4	1.9	2.0	10.8	1.5	1.3	7.7	10.6	24.8
1200-1300	Pro	2.1	32.7	20.5	2.6	2.3	27.5	4.9	3.2	0.1	3.9
	Ocp	1.0	1.5	1.8	2.6	10.9	1.5	1.6	7.6	21.5	26.1
1300-1400	Pro	2.8	29.6	18.0	1.8	3.3	28.9	7.3	3.7	0.1	4.4
	Ocp	1.2	1.4	1.8	3.1	8.4	1.5	1.4	3.6	7.1	26.4
1400-1500	Pro	2.6	31.4	19.8	2.7	3.0	28.3	5.7	2.0	0.1	4.3
	Ocp	1.1	1.4	1.7	2.2	9.4	1.4	1.3	3.6	8.0	18.9
1500-1600	Pro	4.1	30.6	21.0	3.3	2.3	26.8	4.3	2.6	0.1	4.9
	Ocp	1.0	1.4	1.8	3.9	12.1	1.5	1.3	18.0	12.8	24.7
1600-1700	Pro	2.5	29.5	22.1	2.3	2.3	26.6	4.7	5.1	0.1	4.8
	Ocp	1.1	1.3	1.7	4.0	10.7	1.5	1.2	9.2	19.0	29.3
1700-1800	Pro	4.1	35.2	24.7	3.2	2.8	17.8	3.4	2.8	0.1	5.9
	Ocp	1.0	1.4	1.6	1.8	12.5	1.6	1.2	5.0	1.0	36.8
1800-1900	Pro	7.4	45.3	20.4	1.2	2.5	14.3	1.4	2.0	0.1	5.4
	Ocp	1.1	1.5	2.1	2.7	12.2	1.4	1.4	11.6	29.7	46.9
1900-2000	Pro	4.1	48.0	24.3	0.8	3.0	9.9	1.3	2.6	0.1	6.0
	Ocp	1.1	1.3	1.9	1.4	9.4	1.5	1.6	6.4	13.9	35.4
2000-2100	Pro	4.8	40.3	30.1	0.5	3.2	9.9	1.2	1.4	0.3	8.3
	Ocp	1.1	1.4	1.6	1.2	8.8	1.5	1.4	1.0	2.6	18.6
2100-2200	Pro	5.6	43.6	32.8	0.3	2.4	6.1	0.8	0.6	0.2	7.6
	Ocp	1.2	1.5	1.7	2.4	9.4	1.6	1.4	1.0	4.9	22.4
2200-2300	Pro	5.5	38.2	38.3	0.2	3.0	5.4	0.3	0.5	0.3	8.3
	Ocp	1.1	1.4	1.7	1.0	7.3	1.3	1.0	1.0	6.5	23.1
16 hours	Pro	3.9	35.1	22.5	2.0	2.6	21.3	4.3	2.6	0.1	5.5
	Ocp	1.1	1.4	1.8	2.9	10.5	1.5	1.4	9.2	11.2	30.2

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 except for one way traffic