

YEAR 2015

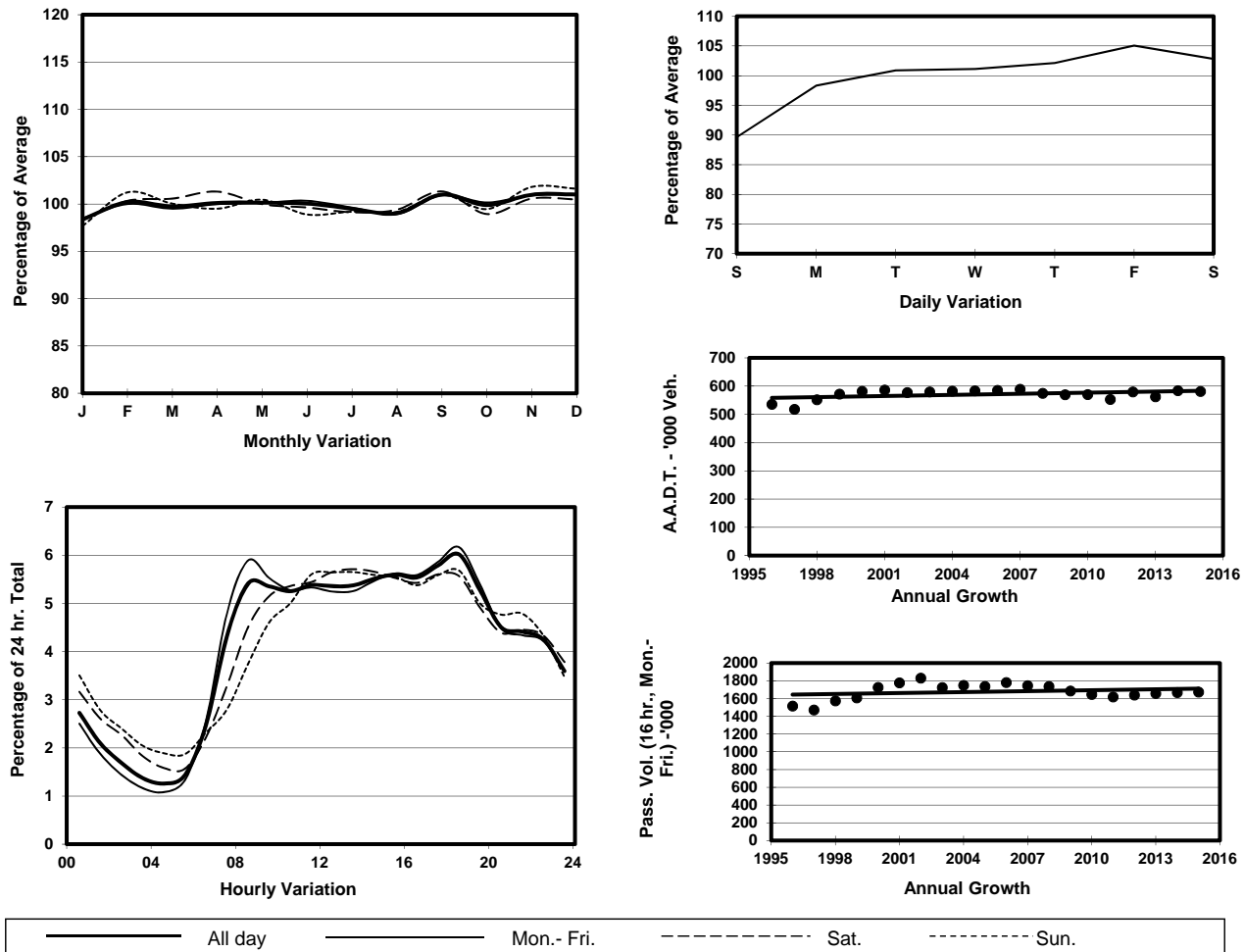
Location

Screenline C-C(Kowloon Peninsula South of Dundas Street)

Stations on Cordon/Screenline

3001, 3006, 3014, 3024, 3025, 3026, 3103, 4205, 4209, 4210, 4211, 4212, 4213, 4214, 4215, 4220, 4401, 4403 and 4404

1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	301980	306780	313570	278210
R 12 / 24 - %	66.3	67.4	64.4	62.4
R 16 / 24 - %	83.4	84.4	81.4	79.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	18050	20020	17650	13980
T - % (AM)	-	11.8	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	17870	18420	17690	15970
T - % (PM)	-	7.5	-	-
Prop.of commercial vehicles - 16 hr.	-	10.7	-	-
NORTH BOUND				
A.A.D.T.	279510	286840	287210	246270
R 12 / 24 - %	63.4	64.6	61.3	59.1
R 16 / 24 - %	83.4	84.5	80.6	79.8
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	13630	14960	13310	10180
T - % (AM)	-	12.3	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1600-1700
One-way flow at PM peak hour	17130	18190	16420	14090
T - % (PM)	-	9.5	-	-
Prop.of commercial vehicles - 16 hr.	-	10.7	-	-

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	4.8	29.5	27.8	3.0	4.3	14.4	5.0	5.3	0.1	5.7
	Ocp	1.1	1.4	2.0	6.5	10.5	1.4	1.2	16.8	15.7	28.0
0800-0900	Pro	3.7	42.5	21.9	1.3	3.7	14.9	3.7	3.4	0.1	4.9
	Ocp	1.1	1.4	2.0	6.1	11.8	1.6	1.3	21.3	13.8	35.0
0900-1000	Pro	2.7	37.5	24.1	0.7	3.1	20.0	4.3	2.5	0.1	5.1
	Ocp	1.1	1.3	1.9	3.4	8.7	1.5	1.3	10.4	12.3	20.6
1000-1100	Pro	2.4	31.9	26.4	0.8	2.4	24.3	5.2	1.9	0.1	4.6
	Ocp	1.1	1.4	1.8	2.3	8.0	1.5	1.4	12.8	11.3	18.2
1100-1200	Pro	2.6	33.0	27.0	1.1	2.7	22.4	4.5	2.2	0.1	4.2
	Ocp	1.1	1.4	1.9	3.3	7.8	1.5	1.4	12.4	9.5	19.5
1200-1300	Pro	2.7	34.3	25.9	1.7	2.6	21.1	4.6	2.8	0.1	4.3
	Ocp	1.1	1.5	1.9	5.2	7.8	1.5	1.3	12.7	10.5	18.2
1300-1400	Pro	2.4	33.9	25.3	1.0	2.7	23.5	4.7	2.3	0.1	4.2
	Ocp	1.1	1.5	2.1	3.3	8.9	1.5	1.3	8.4	10.9	21.1
1400-1500	Pro	2.7	37.2	23.7	0.9	2.2	22.7	4.7	1.8	0.1	4.1
	Ocp	1.1	1.4	2.0	2.6	9.3	1.5	1.3	10.9	11.3	21.6
1500-1600	Pro	2.6	37.2	23.9	1.8	2.4	20.8	4.6	2.4	0.1	4.1
	Ocp	1.1	1.4	2.1	4.5	8.9	1.5	1.3	13.1	12.0	23.0
1600-1700	Pro	3.1	40.4	22.7	1.5	2.5	18.8	3.8	2.8	0.1	4.3
	Ocp	1.1	1.5	1.9	4.7	10.3	1.5	1.3	9.7	16.9	26.0
1700-1800	Pro	4.3	43.9	23.3	1.1	3.0	14.8	2.1	2.3	0.1	5.0
	Ocp	1.1	1.4	2.0	3.3	11.1	1.5	1.4	9.6	18.7	30.5
1800-1900 Peak Hour	Pro	4.7	49.0	23.6	0.4	3.6	10.2	1.3	2.6	0.1	4.5
	Ocp	1.1	1.4	2.1	3.7	12.3	1.5	1.3	17.6	17.3	39.0
1900-2000	Pro	3.4	52.1	25.6	0.2	3.5	6.9	1.0	2.4	0.1	4.9
	Ocp	1.1	1.5	2.1	1.7	11.0	1.6	1.4	16.5	11.8	31.0
2000-2100	Pro	2.9	45.1	31.8	0.3	4.6	6.3	1.1	2.6	0.1	5.3
	Ocp	1.1	1.4	2.0	2.2	8.9	1.5	1.4	11.6	9.9	23.0
2100-2200	Pro	3.1	42.3	36.3	0.3	3.9	5.8	1.1	1.8	0.1	5.4
	Ocp	1.1	1.6	2.0	1.6	9.2	1.4	1.2	10.5	8.1	22.7
2200-2300	Pro	3.1	41.9	37.7	0.2	4.1	4.7	1.1	1.3	0.1	5.8
	Ocp	1.2	1.7	1.9	2.5	8.7	1.6	1.2	8.8	9.7	24.7
16 hours	Pro	3.2	39.6	26.3	1.0	3.2	16.0	3.4	2.5	0.1	4.7
	Ocp	1.1	1.4	2.0	4.4	9.8	1.5	1.3	13.5	12.7	25.6

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