

YEAR 2008

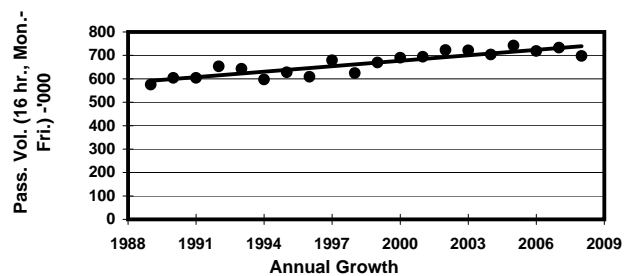
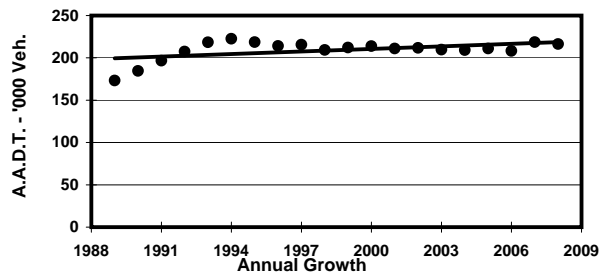
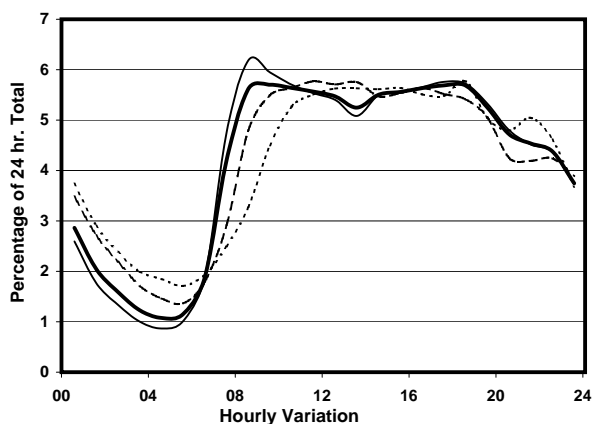
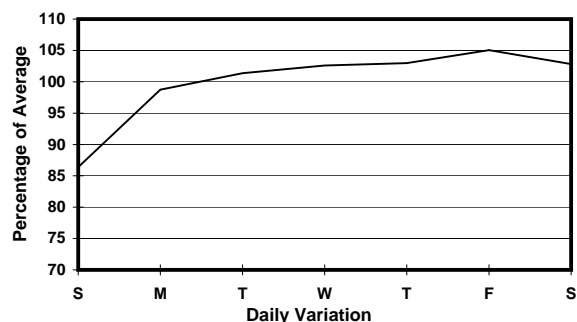
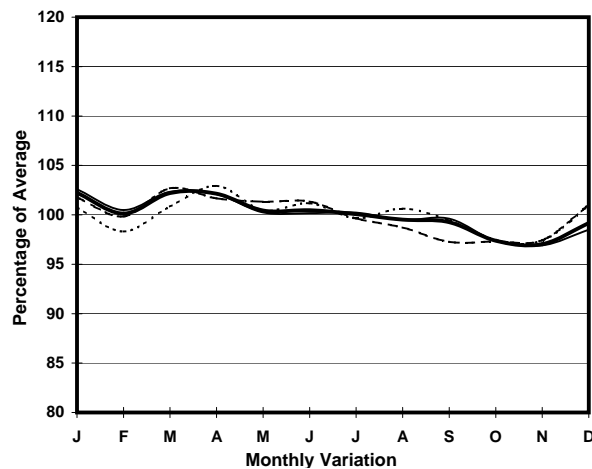
Location

Screenline G-G(East end of Causeway Bay)

Stations on Cordon/Screenline

1002, 1107, 2204 and 2214

1. TRAFFIC FLOW VARIATION AND GROWTH



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

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter

EAST BOUND

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
A.A.D.T.	106570	109350	110490	94100
R 12 / 24 - %	63.8	65.1	61.7	58.5
R 16 / 24 - %	83.8	85.4	80.3	78.9
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	5640	6460	5510	3870
T - % (AM)	-	13.3	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	6250	6450	6420	5430
T - % (PM)	-	11.3	-	-
Prop.of commercial vehicles - 16 hr.	-	11.1	-	-

WEST BOUND

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
A.A.D.T.	109750	113250	113480	94150
R 12 / 24 - %	67.2	68.4	65.5	62.2
R 16 / 24 - %	85	86.2	82.4	80.7
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	6690	7320	6790	4590
T - % (AM)	-	11	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1800-1900
One-way flow at PM peak hour	6230	6500	6210	5590
T - % (PM)	-	11.6	-	-
Prop.of commercial vehicles - 16 hr.	-	10.2	-	-

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	3.2	20.5	38.3	3.4	2.6	10.8	2.9	9.0	0.6	8.7
	Ocp	1.1	1.4	1.9	7.0	10.6	1.4	1.5	20.9	17.2	35.1
0800-0900 Peak Hour	Pro	2.9	43.8	31.0	1.4	1.3	7.6	2.1	3.8	0.2	5.8
	Ocp	1.1	1.4	1.9	6.8	13.2	1.6	1.5	14.3	21.2	52.2
0900-1000	Pro	2.3	38.1	32.3	0.8	1.3	15.0	2.8	1.7	0.3	5.4
	Ocp	1.1	1.4	1.9	1.9	9.8	1.7	1.4	9.5	12.0	26.2
1000-1100	Pro	2.6	32.3	32.1	0.7	1.4	20.1	3.8	1.4	0.3	5.3
	Ocp	1.1	1.4	1.8	2.5	6.0	1.6	1.4	6.9	11.6	21.4
1100-1200	Pro	2.6	28.5	32.0	1.5	1.2	23.5	3.5	1.9	0.3	4.9
	Ocp	1.1	1.5	1.9	3.1	6.3	1.5	1.4	5.9	12.9	20.1
1200-1300	Pro	2.2	34.4	33.0	1.3	1.1	18.4	2.3	2.4	0.3	4.7
	Ocp	1.1	1.5	1.9	4.2	6.8	1.7	1.6	12.7	14.0	19.7
1300-1400	Pro	2.3	32.4	31.3	0.9	1.1	21.0	3.5	2.0	0.3	5.0
	Ocp	1.0	1.5	1.9	4.1	6.3	1.7	1.5	9.7	12.3	20.6
1400-1500	Pro	3.0	34.6	30.7	1.2	1.3	18.0	3.3	2.8	0.3	4.7
	Ocp	1.1	1.5	1.9	2.0	5.6	1.7	1.5	10.4	9.7	19.4
1500-1600	Pro	2.8	35.3	30.8	2.0	1.2	17.8	2.6	2.8	0.3	4.5
	Ocp	1.0	1.5	2.0	5.6	8.0	1.6	1.4	15.6	12.3	21.2
1600-1700	Pro	2.9	33.7	32.3	2.0	0.9	16.7	2.5	3.2	0.3	5.5
	Ocp	1.1	1.5	1.8	2.7	8.6	1.6	1.5	7.7	13.7	24.0
1700-1800	Pro	4.4	37.3	31.1	1.5	1.3	13.7	1.5	2.9	0.3	6.0
	Ocp	1.1	1.5	1.9	3.5	8.2	1.6	1.4	8.9	14.0	30.4
1800-1900	Pro	4.7	46.4	28.7	0.7	1.3	8.9	1.0	1.8	0.3	6.2
	Ocp	1.1	1.5	2.1	5.3	12.1	1.5	1.5	15.2	18.0	46.2
1900-2000	Pro	2.7	46.9	35.1	0.5	1.5	4.7	0.9	1.4	0.3	6.0
	Ocp	1.1	1.5	2.1	1.9	11.5	1.6	1.7	5.7	13.6	37.2
2000-2100	Pro	3.0	39.8	43.7	0.1	1.9	3.7	0.6	0.9	0.4	6.0
	Ocp	1.1	1.5	2.0	1.3	9.8	1.5	1.7	5.0	7.6	25.7
2100-2200	Pro	2.7	35.5	47.4	0.2	2.5	4.0	0.6	0.6	0.3	6.2
	Ocp	1.1	1.5	1.9	2.2	7.7	1.7	1.5	7.0	6.9	27.0
2200-2300	Pro	2.5	34.6	49.8	0.2	2.5	3.5	0.4	0.5	0.3	5.7
	Ocp	1.1	1.6	1.9	1.5	7.2	1.4	1.6	4.3	5.8	25.6
16 hours	Pro	2.9	36.1	34.5	1.2	1.5	13.2	2.2	2.4	0.3	5.6
	Ocp	1.1	1.5	1.9	4.3	8.7	1.6	1.5	12.6	12.9	29.3

Legend

- Pro.** Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)
Ocp. Average occupancy of vehicles
M & H Medium and Heavy