

YEAR 2009

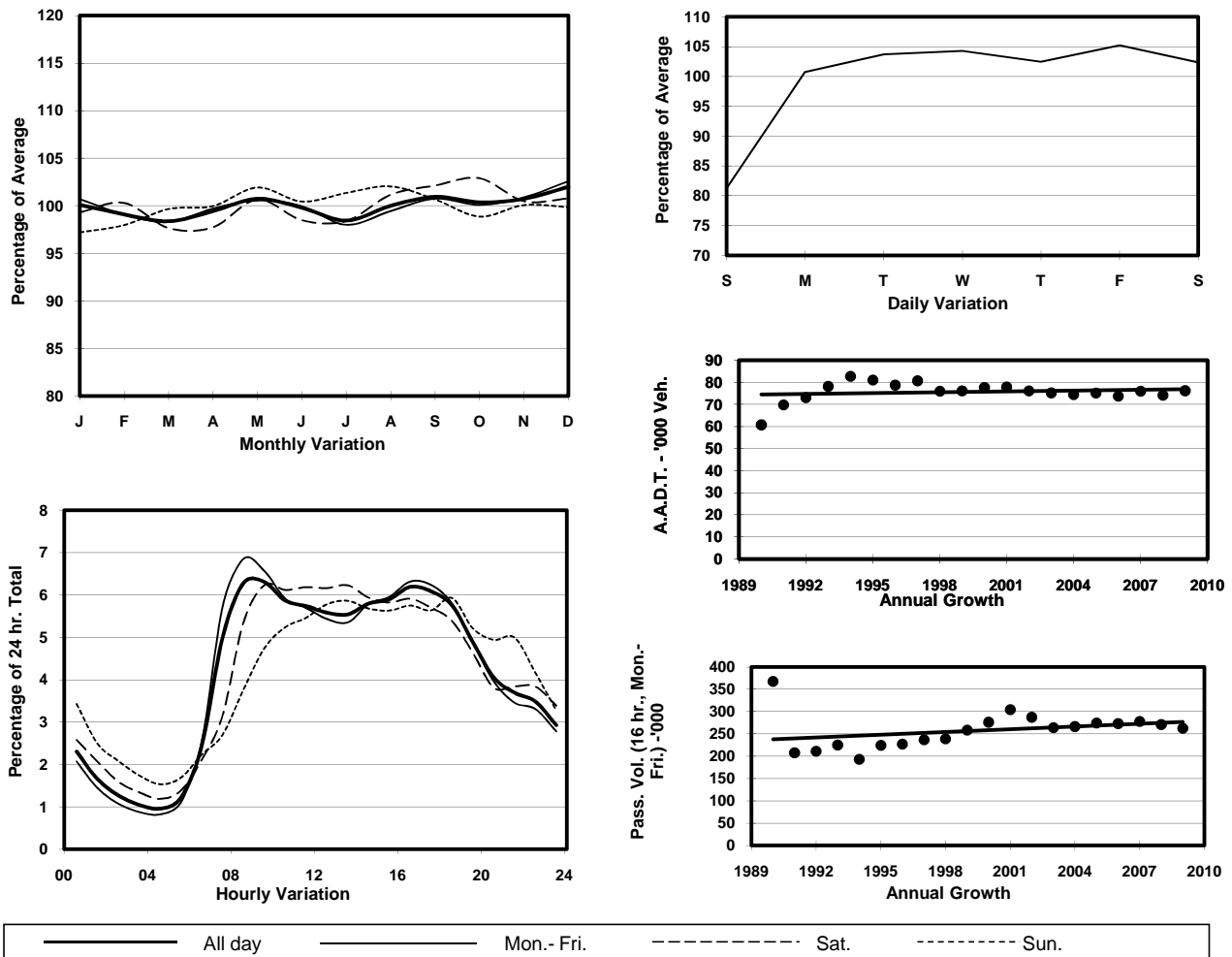
Location

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.	38150	39730	39590	31540
R 12 / 24 - %	68.2	69.9	66.1	60
R 16 / 24 - %	85.6	86.9	83.5	80.6
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	2440	2710	2340	1370
T - % (AM)	-	15.1	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	2370	2510	2350	1850
T - % (PM)	-	14.2	-	-
Prop.of commercial vehicles - 16 hr.	-	13.9	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	38030	39750	39240	30930
R 12 / 24 - %	71.9	73.4	70.3	64.5
R 16 / 24 - %	86.7	87.7	85.2	82.4
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2560	2940	2580	1590
T - % (AM)	-	9.7	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1800-1900
One-way flow at PM peak hour	2440	2640	2310	1910
T - % (PM)	-	14.7	-	-
Prop.of commercial vehicles - 16 hr.	-	13.4	-	-

## 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	5.0	24.5	30.1	1.9	4.7	14.3	5.5	6.5	0.1	7.5
	Ocp	1.1	1.4	1.8	7.4	12.9	1.6	1.5	22.0	6.4	45.8
0800-0900 Peak Hour	Pro	4.4	40.3	25.7	1.7	2.6	14.3	2.6	3.8	0.1	4.5
	Ocp	1.2	1.4	1.8	3.2	13.9	1.7	1.7	10.7	19.9	54.8
0900-1000	Pro	3.1	34.0	20.3	1.4	2.8	25.4	5.3	1.6	0.1	6.0
	Ocp	1.1	1.4	1.8	2.2	12.4	1.7	1.4	3.7	9.9	25.1
1000-1100	Pro	2.8	25.9	24.4	2.1	2.7	28.9	6.3	1.4	0.1	5.4
	Ocp	1.1	1.4	1.8	2.9	8.4	1.6	1.6	3.3	1.0	18.5
1100-1200	Pro	3.3	23.8	19.5	2.4	3.1	34.2	7.1	1.6	0.1	4.8
	Ocp	1.1	1.4	1.6	2.5	9.0	1.7	1.7	4.5	6.8	23.0
1200-1300	Pro	3.4	27.5	20.1	3.0	3.4	27.0	6.0	4.7	0.1	4.7
	Ocp	1.0	1.5	1.7	2.5	9.2	1.7	1.7	10.6	5.1	25.4
1300-1400	Pro	3.1	26.8	20.7	2.4	4.0	29.4	6.2	2.9	0.2	4.5
	Ocp	1.1	1.5	1.8	1.9	9.5	1.6	1.4	10.0	10.1	26.2
1400-1500	Pro	3.1	28.9	18.8	2.8	3.1	28.4	6.6	3.5	0.1	4.6
	Ocp	1.0	1.5	1.8	3.3	7.1	1.5	1.3	3.9	3.4	19.7
1500-1600	Pro	2.7	28.9	18.8	2.8	3.0	27.7	8.3	2.9	0.1	4.8
	Ocp	1.1	1.5	1.9	3.7	12.4	1.8	1.3	17.2	2.9	20.3
1600-1700	Pro	3.2	27.9	23.4	2.4	2.7	25.7	4.6	4.4	0.1	5.7
	Ocp	1.1	1.5	1.8	3.4	13.0	1.7	1.6	9.1	2.0	24.4
1700-1800	Pro	5.1	37.2	18.0	1.5	2.3	22.5	4.1	3.7	0.1	5.5
	Ocp	1.1	1.5	1.8	2.0	11.8	1.7	1.4	6.2	9.0	31.7
1800-1900	Pro	4.6	47.2	21.4	0.6	3.5	12.7	2.0	2.2	0.1	5.7
	Ocp	1.1	1.4	2.0	4.6	13.8	1.7	1.6	7.9	32.0	48.2
1900-2000	Pro	4.1	48.9	20.2	0.9	3.4	12.0	2.2	1.9	0.2	6.3
	Ocp	1.1	1.5	2.0	2.0	10.8	1.8	1.7	1.9	7.8	33.3
2000-2100	Pro	4.0	43.4	26.8	0.4	3.7	7.6	2.0	1.7	0.5	9.8
	Ocp	1.2	1.5	1.9	1.0	10.9	1.4	1.4	2.5	1.0	20.8
2100-2200	Pro	6.4	40.4	28.5	0.2	3.9	7.7	1.9	0.6	0.3	10.1
	Ocp	1.1	1.3	1.8	1.0	8.1	1.5	1.2	1.0	3.9	20.4
2200-2300	Pro	5.6	37.5	36.2	0.6	4.2	5.2	0.9	0.7	0.0	9.2
	Ocp	1.2	1.5	1.8	1.8	8.8	1.6	2.0	1.0	0.0	21.0
16 hours	Pro	3.9	33.4	22.7	1.8	3.2	21.3	4.7	2.9	0.1	5.9
	Ocp	1.1	1.4	1.8	3.1	10.9	1.6	1.5	10.0	6.1	29.1

**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