

YEAR 2014

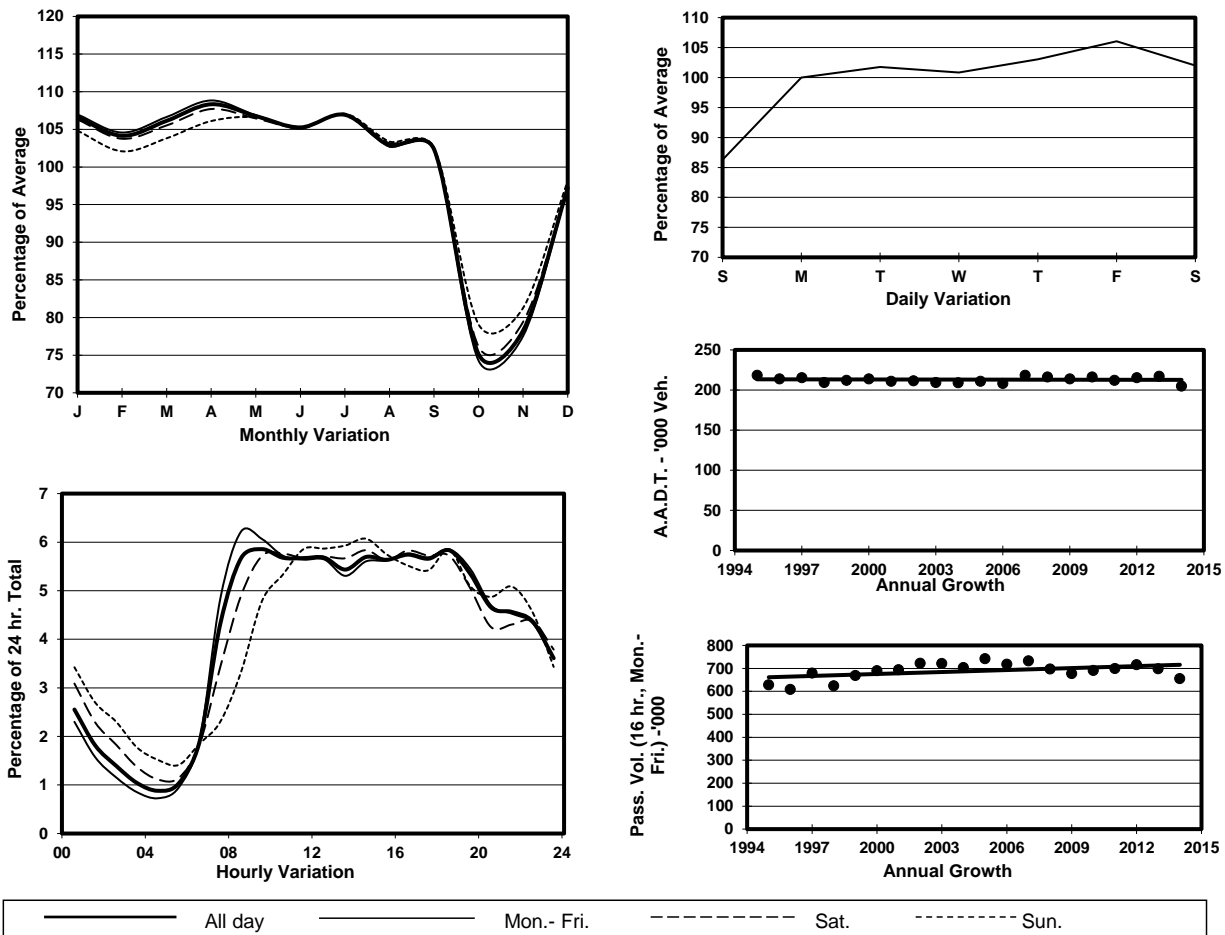
Location

Screenline G-G(East end of Causeway Bay)

Stations on Cordon/Screenline

1002, 1107, 2204 and 2214

1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	101920	104520	103910	92140
R 12 / 24 - %	64.4	65.7	62	59.8
R 16 / 24 - %	84.7	86.1	81.1	80.6
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	5400	6010	5070	4160
T - % (AM)	-	13.8	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1800-1900
One-way flow at PM peak hour	5990	6180	6150	5270
T - % (PM)	-	10.7	-	-
Prop.of commercial vehicles - 16 hr.	-	11.5	-	-
WEST BOUND				
A.A.D.T.	103070	106900	105770	86500
R 12 / 24 - %	69.3	70.1	69.1	64.3
R 16 / 24 - %	86.9	87.7	86	82.7
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	6600	7140	6910	4390
T - % (AM)	-	12.8	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	6100	6350	6120	5180
T - % (PM)	-	9.8	-	-
Prop.of commercial vehicles - 16 hr.	-	11.9	-	-

3. OTHER INFORMATION AND COMMENT

Traffic was diverted due to closure of some main roads in urban area from 28 September to 15 December 2014.

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	3.9	34.6	27.5	4.2	2.1	10.2	2.8	7.4	0.4	6.9
	Ocp	1.1	1.4	1.9	6.1	9.1	1.3	1.2	17.1	16.7	39.4
0800-0900 Peak Hour	Pro	3.0	49.9	21.3	1.5	1.2	10.0	2.6	4.2	0.2	6.3
	Ocp	1.0	1.4	2.1	5.0	12.6	1.4	1.1	12.2	21.0	49.3
0900-1000	Pro	3.0	42.9	23.1	1.0	0.9	16.1	4.3	1.7	0.3	6.8
	Ocp	1.0	1.4	2.0	1.7	9.1	1.5	1.2	12.6	12.5	23.9
1000-1100	Pro	2.4	33.7	26.4	0.7	1.1	22.3	5.0	1.7	0.3	6.3
	Ocp	1.0	1.3	2.0	1.9	6.2	1.5	1.3	8.7	9.9	18.7
1100-1200	Pro	2.4	34.6	27.1	0.9	0.9	22.6	4.4	1.9	0.2	5.0
	Ocp	1.0	1.3	1.9	2.4	5.9	1.5	1.3	7.9	13.9	20.0
1200-1300	Pro	1.9	44.0	23.9	1.6	0.6	17.1	3.7	2.5	0.1	4.5
	Ocp	1.0	1.4	2.0	6.5	9.3	1.4	1.3	11.7	17.4	22.5
1300-1400	Pro	2.2	37.1	25.0	1.7	0.8	20.1	5.4	2.3	0.2	5.2
	Ocp	1.1	1.4	1.9	2.8	7.1	1.5	1.3	9.6	12.2	21.6
1400-1500	Pro	2.2	40.9	24.0	1.1	0.8	19.6	4.5	1.8	0.2	4.8
	Ocp	1.0	1.4	2.0	2.4	9.3	1.5	1.3	6.1	12.5	22.0
1500-1600	Pro	2.3	42.5	23.6	1.7	0.8	18.1	3.3	2.4	0.2	5.0
	Ocp	1.0	1.5	1.9	8.0	8.7	1.5	1.3	15.5	15.8	23.5
1600-1700	Pro	1.7	40.7	25.4	1.7	0.9	17.7	3.2	2.9	0.2	5.6
	Ocp	1.1	1.5	1.9	5.2	7.4	1.5	1.3	14.8	13.4	24.8
1700-1800	Pro	4.2	44.0	23.9	1.6	0.9	13.7	2.3	2.8	0.2	6.4
	Ocp	1.1	1.4	2.0	3.5	11.7	1.5	1.3	6.5	19.8	31.0
1800-1900	Pro	3.6	50.1	25.9	0.5	1.1	8.6	1.1	2.5	0.2	6.3
	Ocp	1.1	1.4	1.9	2.1	14.3	1.5	1.4	11.9	21.8	42.4
1900-2000	Pro	3.0	53.8	26.1	0.4	1.0	5.5	0.6	2.9	0.2	6.5
	Ocp	1.1	1.4	2.1	1.8	9.8	1.4	1.6	11.2	15.0	33.2
2000-2100	Pro	2.2	43.2	37.8	0.3	1.5	4.9	0.7	2.6	0.2	6.5
	Ocp	1.1	1.5	1.9	1.8	9.2	1.3	1.3	5.3	8.6	25.4
2100-2200	Pro	2.3	39.6	44.2	0.1	1.2	4.5	0.6	0.7	0.3	6.5
	Ocp	1.1	1.5	1.9	2.0	8.4	1.4	1.2	5.9	5.9	22.5
2200-2300	Pro	2.2	37.1	48.4	0.1	1.5	3.4	0.3	0.5	0.3	6.3
	Ocp	1.1	1.5	1.9	1.7	8.8	1.3	1.3	1.0	5.3	23.1
16 hours	Pro	2.7	42.0	27.7	1.2	1.1	13.8	2.9	2.6	0.2	5.9
	Ocp	1.1	1.4	1.9	4.5	9.3	1.5	1.3	11.5	14.0	28.4

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