

YEAR 2014

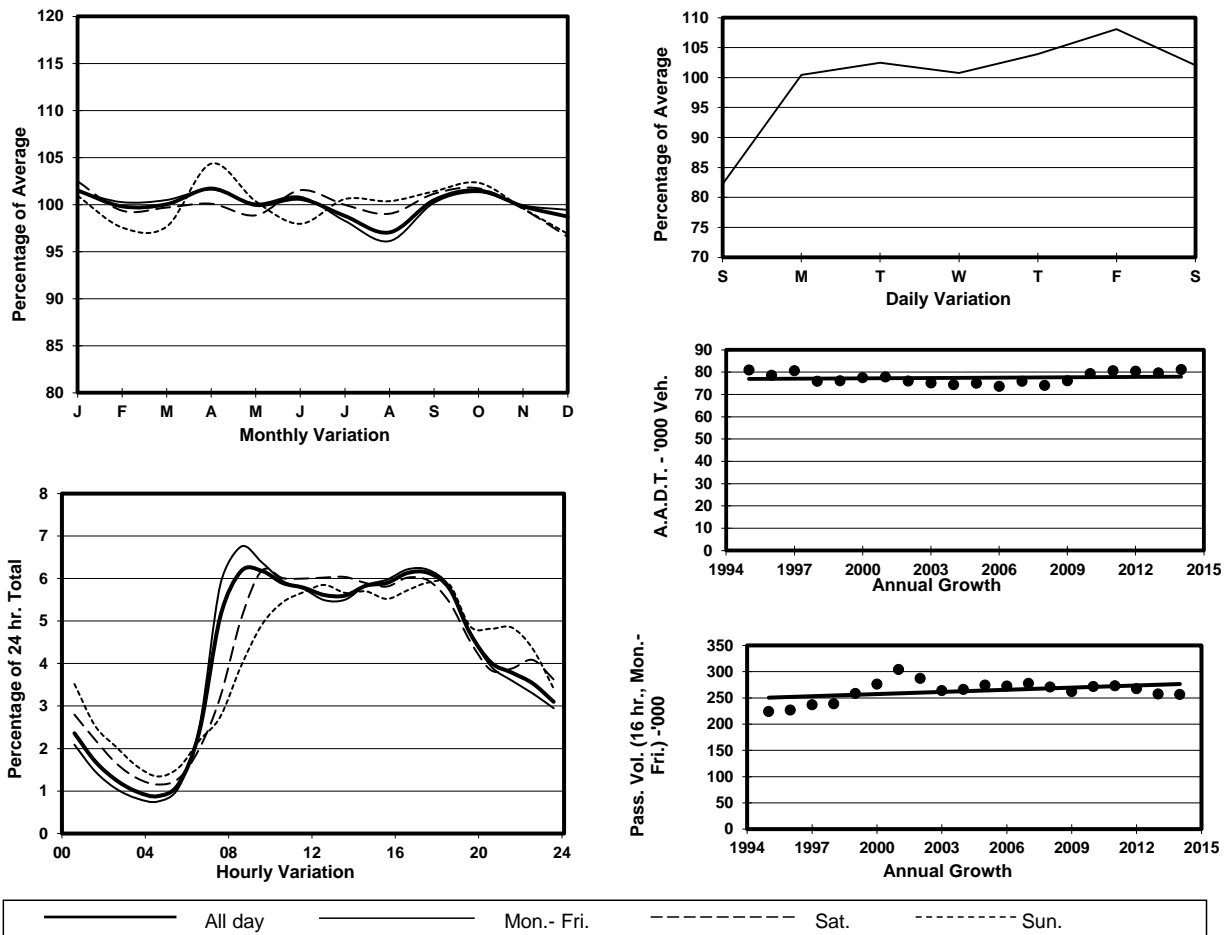
Location

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.
SOUTH BOUND				
A.A.D.T.	40360	41990	41540	33720
R 12 / 24 - %	68.2	69.9	65.6	60.6
R 16 / 24 - %	85.7	87	83.1	80.7
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	2520	2770	2440	1510
T - % (AM)	-	16.8	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	2480	2600	2550	1980
T - % (PM)	-	12	-	-
Prop.of commercial vehicles - 16 hr.	-	13.7	-	-
NORTH BOUND				
A.A.D.T.	40840	42550	42100	33820
R 12 / 24 - %	72	73.5	69.6	65.3
R 16 / 24 - %	86.6	87.6	84.8	83
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2730	3110	2740	1810
T - % (AM)	-	11.9	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	2660	2830	2580	2090
T - % (PM)	-	13.6	-	-
Prop.of commercial vehicles - 16 hr.	-	12.9	-	-

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	3.4	27.4	30.0	2.4	3.8	17.2	3.7	5.2	0.2	6.7
	Ocp	1.1	1.4	1.9	6.7	10.3	1.6	1.2	16.9	9.8	45.4
0800-0900 Peak Hour	Pro	3.4	45.7	19.9	2.0	2.4	13.7	5.3	3.5	0.1	4.0
	Ocp	1.1	1.4	2.0	2.9	12.9	1.5	1.3	9.8	26.2	44.3
0900-1000	Pro	2.9	34.7	20.5	2.3	2.4	23.3	5.8	2.6	0.2	5.3
	Ocp	1.0	1.3	1.9	2.7	9.6	1.6	1.2	7.8	11.8	21.7
1000-1100	Pro	2.9	28.5	21.9	1.3	2.7	27.0	8.8	2.0	0.1	4.9
	Ocp	1.0	1.5	1.9	2.0	8.0	1.5	1.3	7.1	5.4	18.5
1100-1200	Pro	2.2	33.6	19.1	1.4	2.3	28.7	6.9	1.4	0.1	4.3
	Ocp	1.0	1.5	1.9	1.7	8.7	1.6	1.3	6.9	9.5	22.3
1200-1300	Pro	2.0	34.1	20.6	2.2	2.0	24.4	7.5	3.2	0.1	3.7
	Ocp	1.0	1.4	1.7	4.1	10.0	1.5	1.2	9.3	13.2	22.0
1300-1400	Pro	1.6	29.2	20.7	2.0	4.1	27.6	7.2	3.3	0.1	4.1
	Ocp	1.0	1.4	1.8	2.3	7.6	1.6	1.3	5.6	7.8	22.6
1400-1500	Pro	2.2	33.8	17.4	1.2	3.0	27.0	8.6	2.2	0.2	4.5
	Ocp	1.0	1.4	1.7	3.1	8.0	1.6	1.3	2.2	8.7	24.5
1500-1600	Pro	2.1	30.4	20.9	2.1	2.8	27.6	6.4	2.5	0.1	5.0
	Ocp	1.0	1.5	1.9	4.8	9.3	1.6	1.3	11.4	13.6	25.1
1600-1700	Pro	3.4	33.1	20.4	1.6	2.6	23.6	6.0	4.7	0.1	4.6
	Ocp	1.1	1.4	1.6	4.9	9.6	1.5	1.3	13.3	14.7	29.5
1700-1800	Pro	4.3	36.7	20.3	2.1	3.3	19.7	3.5	4.1	0.1	6.0
	Ocp	1.0	1.4	1.9	3.2	11.0	1.5	1.5	4.0	1.0	32.9
1800-1900	Pro	4.3	48.5	18.7	1.0	3.0	15.5	2.0	2.2	0.1	4.7
	Ocp	1.0	1.5	2.1	2.7	11.6	1.4	1.6	4.7	16.9	48.2
1900-2000	Pro	6.0	52.2	20.6	0.3	3.5	8.8	1.5	0.7	0.1	6.4
	Ocp	1.1	1.3	2.1	2.0	10.4	1.5	1.6	4.6	12.2	31.9
2000-2100	Pro	3.4	41.9	30.5	0.4	3.2	8.3	1.3	1.3	0.2	9.6
	Ocp	1.1	1.6	1.9	2.7	9.0	1.7	1.5	5.7	3.3	18.4
2100-2200	Pro	2.5	40.7	34.8	0.3	3.1	8.0	1.5	0.3	0.4	8.4
	Ocp	1.2	1.6	2.1	3.5	7.2	1.4	1.2	1.0	1.4	23.3
2200-2300	Pro	3.0	43.7	37.9	0.4	2.3	3.5	1.0	0.0	0.1	8.0
	Ocp	1.1	1.6	1.8	2.4	7.1	1.5	1.3	0.0	1.0	22.0
16 hours	Pro	3.1	36.6	22.5	1.6	2.9	20.1	5.1	2.6	0.1	5.4
	Ocp	1.1	1.4	1.9	3.6	9.5	1.5	1.3	9.0	10.2	28.6

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