

YEAR 2015

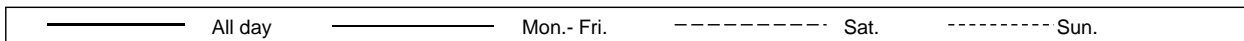
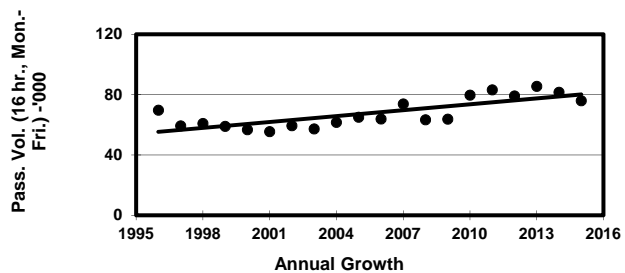
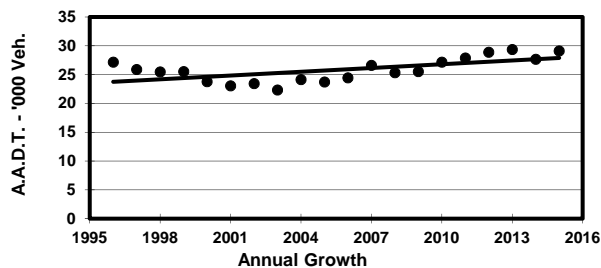
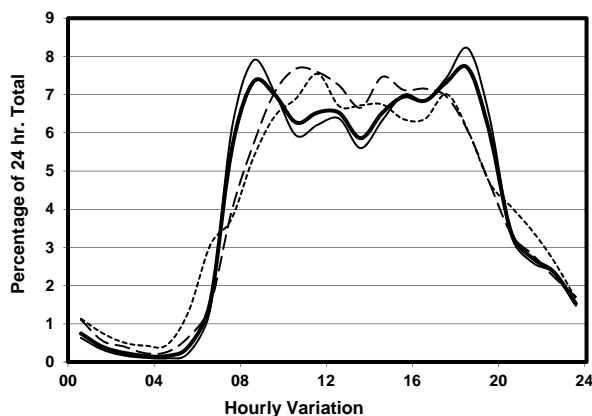
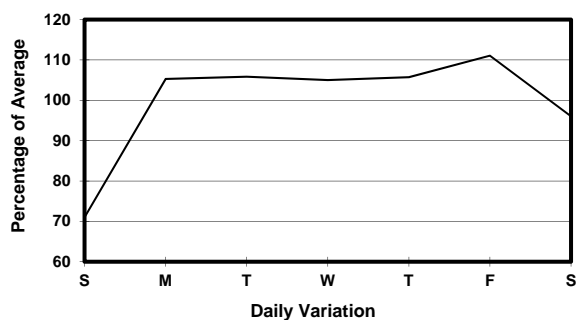
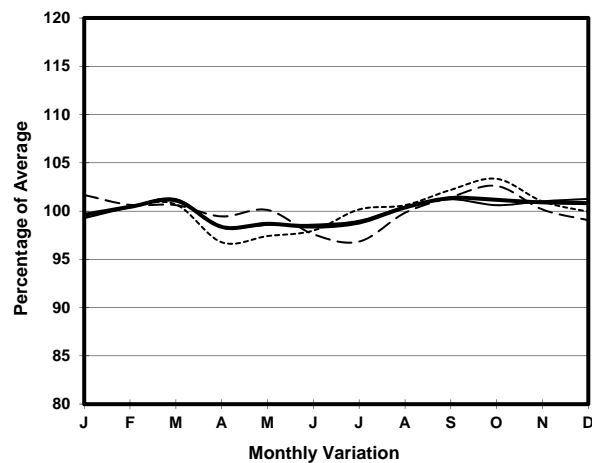
Location

Screenline H-H(Boundary Between the Peak and the rest of Hong Kong Island)

Stations on Cordon/Screenline

2203 and 2205

1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
UP BOUND				
A.A.D.T.	14180	15370	13870	10100
R 12 / 24 - %	81.9	82.8	80.6	76.2
R 16 / 24 - %	95.3	96	94.1	91.1
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1100	1280	990	680
T - % (AM)	-	5.5	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	1070	1180	990	750
T - % (PM)	-	5.3	-	-
Prop.of commercial vehicles - 16 hr.	-	5	-	-
DOWN BOUND				
A.A.D.T.	14950	16160	14590	10870
R 12 / 24 - %	79	79.2	80.5	75.6
R 16 / 24 - %	94.4	95.2	93.2	90.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1050	1210	1020	670
T - % (AM)	-	9.9	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1700-1800
One-way flow at PM peak hour	1200	1420	1050	720
T - % (PM)	-	5.3	-	-
Prop.of commercial vehicles - 16 hr.	-	6	-	-

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	2.1	46.6	38.5	2.1	2.4	2.1	0.3	5.4	0.0	0.5
	Ocp	1.0	1.7	2.3	5.9	10.9	1.7	1.0	11.3	0.0	54.6
0800-0900	Pro	0.9	65.8	21.9	0.0	1.5	2.7	1.6	5.1	0.0	0.5
	Ocp	1.0	1.7	2.4	0.0	10.1	1.9	1.3	13.2	0.0	40.3
0900-1000	Pro	0.7	67.6	20.4	0.3	1.2	7.9	1.0	0.5	0.0	0.3
	Ocp	1.0	1.6	2.0	3.0	11.0	2.1	1.3	4.3	0.0	30.2
1000-1100	Pro	1.9	60.1	20.0	0.0	1.2	11.8	2.1	2.5	0.0	0.4
	Ocp	1.1	1.6	1.9	0.0	8.9	1.8	1.5	9.9	0.0	26.0
1100-1200	Pro	1.9	64.3	18.1	0.9	0.4	8.7	1.5	3.5	0.0	0.6
	Ocp	1.2	1.5	1.9	3.8	10.5	1.6	1.4	18.3	0.0	21.0
1200-1300	Pro	1.3	59.5	21.1	2.4	1.0	9.9	1.4	2.8	0.0	0.6
	Ocp	1.3	1.5	1.9	6.1	10.6	1.8	1.8	20.3	0.0	21.5
1300-1400	Pro	0.9	53.9	26.5	0.0	0.7	11.5	2.3	3.5	0.0	0.7
	Ocp	1.2	1.6	1.8	0.0	10.3	1.6	1.2	10.6	0.0	25.8
1400-1500	Pro	0.6	57.6	20.7	0.2	1.4	11.3	2.0	5.7	0.0	0.5
	Ocp	1.0	1.6	2.0	2.0	8.8	1.9	1.2	7.3	0.0	38.9
1500-1600	Pro	0.8	58.1	22.6	1.1	1.1	10.2	1.4	4.2	0.0	0.5
	Ocp	1.0	1.7	2.4	8.0	9.4	1.7	1.6	15.1	0.0	41.6
1600-1700	Pro	1.2	60.1	21.8	1.6	1.8	7.5	1.2	4.4	0.0	0.5
	Ocp	1.0	1.6	2.3	6.3	12.6	1.8	1.5	10.9	0.0	46.5
1700-1800	Pro	1.5	58.4	27.4	0.8	0.8	4.7	0.6	5.5	0.0	0.4
	Ocp	1.1	1.6	2.7	1.3	10.2	1.9	1.7	14.4	0.0	59.4
1800-1900	Pro	2.0	63.9	26.5	0.3	1.2	1.3	0.1	4.3	0.0	0.2
	Ocp	1.2	1.6	2.3	1.5	14.3	2.1	1.0	14.5	0.0	62.7
1900-2000	Pro	0.7	68.4	26.4	0.0	1.1	0.8	0.0	2.3	0.0	0.4
	Ocp	1.3	1.5	2.2	0.0	12.4	1.2	0.0	13.5	0.0	47.0
2000-2100	Pro	0.7	57.4	30.7	0.0	2.1	2.2	0.4	5.5	0.1	1.0
	Ocp	1.0	1.5	2.3	0.0	9.4	1.3	1.0	16.3	1.0	42.3
2100-2200	Pro	0.4	52.4	39.1	0.0	1.3	1.9	0.0	3.9	0.0	1.0
	Ocp	1.0	1.5	2.5	0.0	10.7	1.3	0.0	11.4	0.0	32.5
2200-2300	Pro	2.9	56.4	35.5	0.0	2.9	0.6	0.0	0.6	0.0	1.1
	Ocp	1.0	1.7	2.1	0.0	8.2	3.0	0.0	22.0	0.0	24.4
16 hours	Pro	1.3	60.2	24.9	0.7	1.3	6.3	1.1	3.8	0.1	0.5
	Ocp	1.1	1.6	2.2	5.3	10.7	1.8	1.4	13.1	1.0	37.4

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