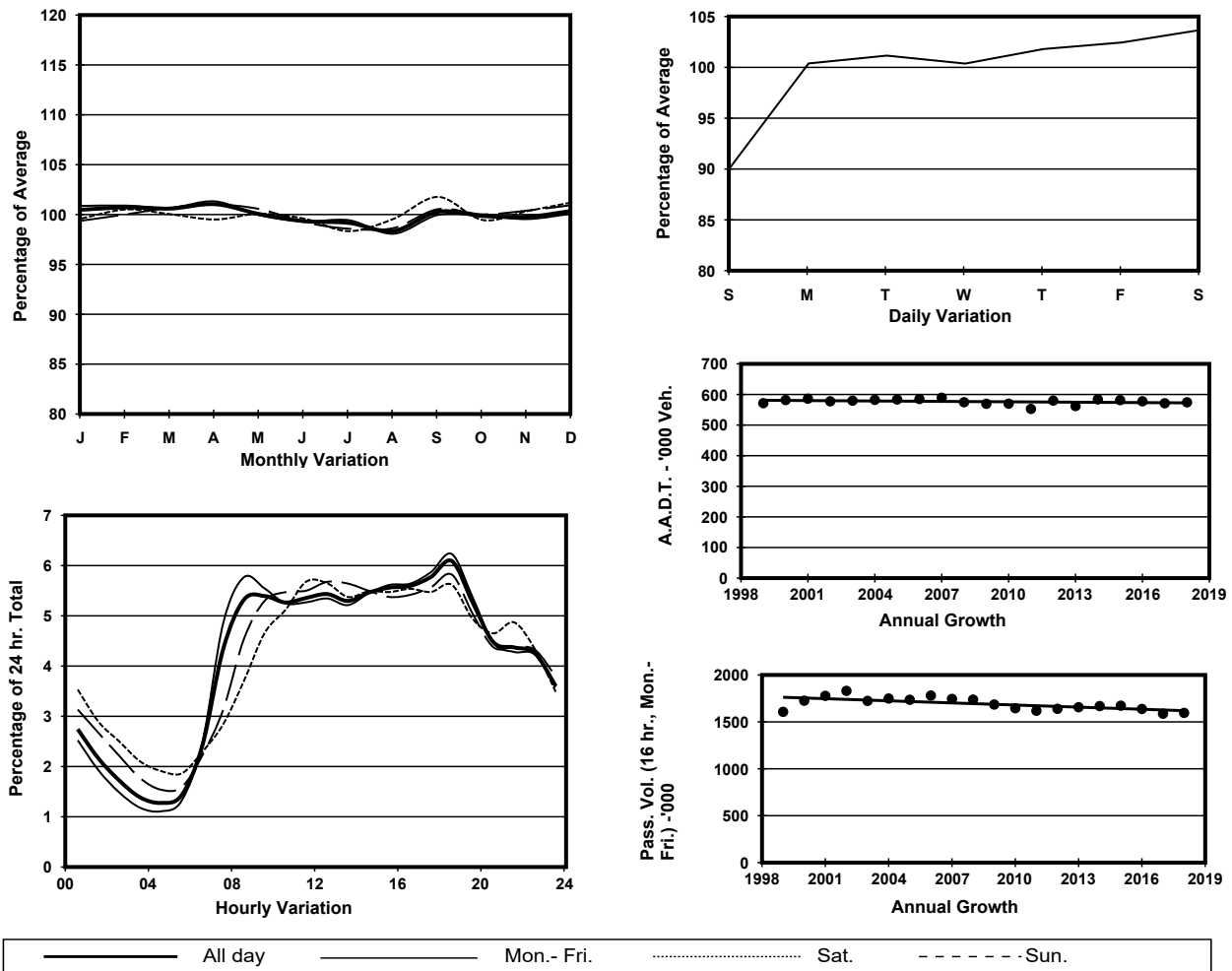


YEAR 2018

Location Screenline C-C(Kowloon Peninsula South of Dundas Street)

Stations on Cordon/Screenline 3001, 3006, 3014, 3024, 3025, 3026, 3103, 4205, 4209, 4210, 4211, 4212, 4213, 4214, 4215, 4220, 4401, 4403 and 4404

## 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.	294640	298560	306930	273690
R 12 / 24 - %	65.9	67.1	63.8	62.1
R 16 / 24 - %	83.2	84.3	81.1	79.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	17300	18940	17960	13970
T - % (AM)	-	11.4	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	17780	18300	18340	15300
T - % (PM)	-	6.7	-	-
Prop.of commercial vehicles - 16 hr.	-	9.9	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	279700	285810	291840	247190
R 12 / 24 - %	63.8	65	62.1	59
R 16 / 24 - %	83.4	84.5	81	79.5
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	13700	14770	13780	10320
T - % (AM)	-	11.3	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	17200	18100	16630	14400
T - % (PM)	-	8.3	-	-
Prop.of commercial vehicles - 16 hr.	-	10.3	-	-

## 3. OTHER INFORMATION AND COMMENT

**4. Vehicle classification and occupancy - Monday to Friday**

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	4.4	31.3	25.1	3.1	3.6	16.4	4.7	5.3	0.1	6.0
	Ocp	1.1	1.3	2.1	7.3	9.4	1.3	1.2	14.7	22.0	27.9
0800-0900	Pro	3.8	46.6	21.0	1.2	2.8	13.2	3.1	3.2	0.1	4.9
	Ocp	1.1	1.3	2.0	5.3	10.4	1.5	1.4	19.6	19.1	34.5
0900-1000	Pro	2.7	40.8	22.2	1.0	2.4	19.3	3.9	2.5	0.1	5.2
	Ocp	1.1	1.3	2.0	2.6	9.3	1.5	1.4	11.9	18.7	19.7
1000-1100	Pro	2.4	34.0	24.4	0.7	2.5	25.1	3.8	2.2	0.1	4.8
	Ocp	1.0	1.3	2.0	2.5	7.7	1.4	1.4	12.9	14.7	17.3
1100-1200	Pro	2.6	34.8	24.0	1.2	2.4	24.6	3.8	2.2	0.1	4.3
	Ocp	1.1	1.3	2.0	2.8	7.2	1.4	1.3	12.5	19.2	19.9
1200-1300	Pro	2.4	39.5	23.6	1.9	2.4	19.8	3.4	2.8	0.1	4.1
	Ocp	1.0	1.4	2.0	5.0	7.4	1.4	1.4	12.6	15.7	18.7
1300-1400	Pro	2.8	36.6	24.3	1.3	2.3	21.6	4.6	2.1	0.1	4.3
	Ocp	1.0	1.4	2.0	3.1	8.5	1.5	1.3	12.7	17.4	20.3
1400-1500	Pro	2.5	39.0	23.0	0.9	2.1	22.6	3.8	2.0	0.1	4.0
	Ocp	1.1	1.4	2.0	2.1	7.6	1.5	1.3	10.6	16.1	20.5
1500-1600	Pro	2.5	42.1	22.1	1.7	1.9	20.1	3.3	2.4	0.1	3.9
	Ocp	1.1	1.4	2.0	5.3	9.0	1.4	1.3	12.2	19.0	21.8
1600-1700	Pro	2.9	42.5	21.2	1.6	2.2	18.9	3.1	3.2	0.1	4.4
	Ocp	1.1	1.4	2.0	3.7	9.8	1.4	1.3	10.5	17.4	25.1
1700-1800	Pro	4.5	46.2	21.3	1.7	2.5	14.5	1.6	2.8	0.1	4.8
	Ocp	1.1	1.4	2.1	2.9	10.6	1.5	1.3	11.0	24.2	30.9
1800-1900 Peak Hour	Pro	5.0	53.7	20.8	0.4	2.7	10.0	0.9	2.3	0.1	4.1
	Ocp	1.1	1.3	2.1	3.7	12.6	1.5	1.3	19.3	25.4	42.9
1900-2000	Pro	3.7	54.7	23.4	0.2	3.1	6.7	0.8	2.9	0.1	4.5
	Ocp	1.1	1.4	2.0	2.3	10.5	1.3	1.2	20.9	16.1	32.0
2000-2100	Pro	3.0	48.1	30.2	0.2	3.5	6.3	1.2	2.3	0.1	5.2
	Ocp	1.1	1.4	1.9	1.4	8.8	1.4	1.3	14.1	9.7	24.7
2100-2200	Pro	3.3	45.1	33.8	0.3	3.2	5.9	1.3	2.0	0.1	5.0
	Ocp	1.2	1.4	1.9	2.4	9.3	1.4	1.4	10.3	8.3	24.7
2200-2300	Pro	3.0	43.4	37.4	0.2	3.7	4.6	1.0	1.2	0.1	5.5
	Ocp	1.1	1.4	1.9	2.1	8.7	1.3	1.2	9.5	9.5	26.7
16 hours	Pro	3.2	42.5	24.4	1.1	2.7	15.9	2.8	2.6	0.1	4.6
	Ocp	1.1	1.4	2.0	4.2	9.3	1.4	1.3	13.9	17.3	25.8

**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