

YEAR 2018

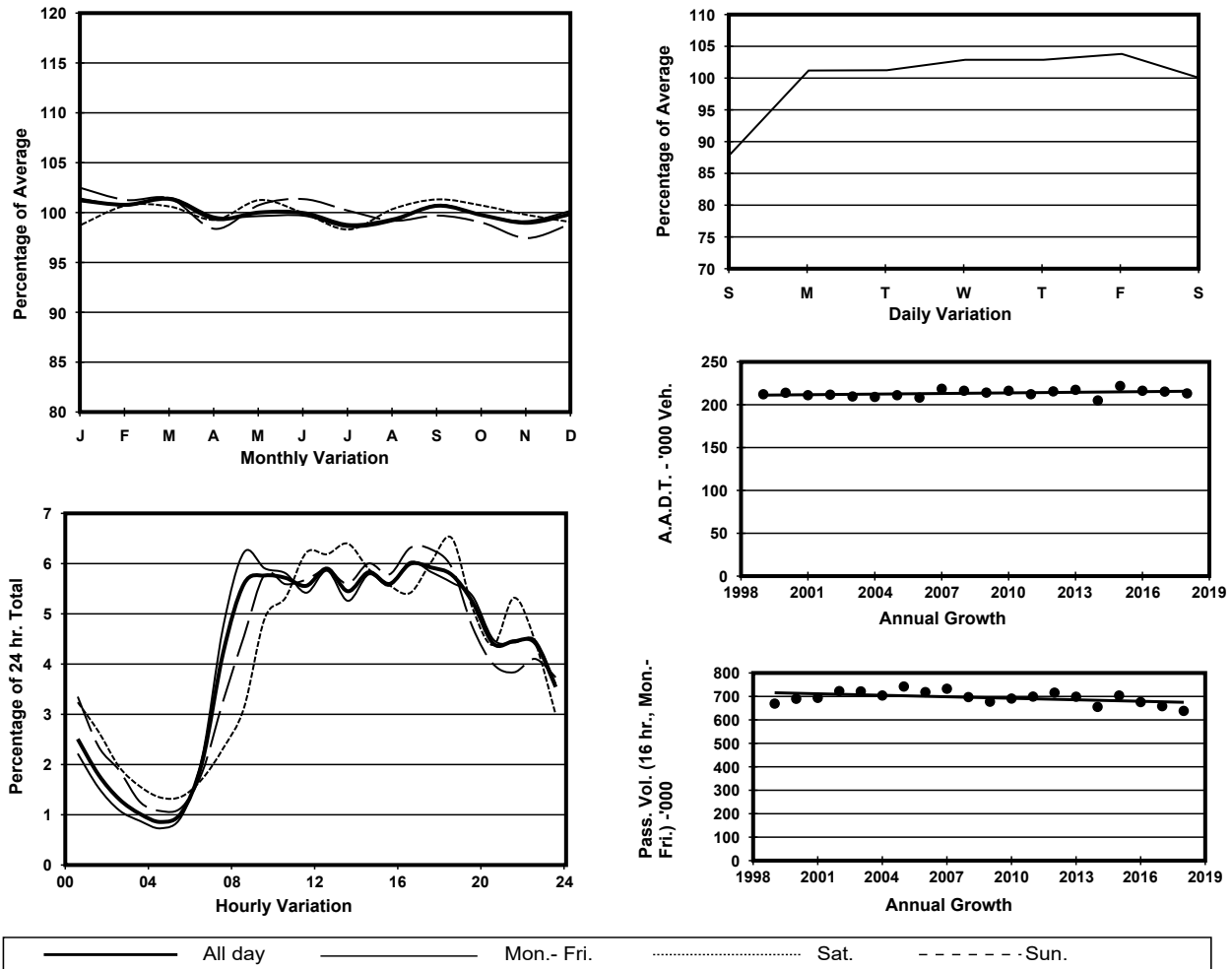
Location

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.	105240	107640	106360	96970
R 12 / 24 - %	65.8	66.4	64.6	63.9
R 16 / 24 - %	85.3	86.5	81.3	83
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	5670	6560	6420	4500
T - % (AM)	-	10.5	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1700-1800
One-way flow at PM peak hour	6510	6660	7130	5710
T - % (PM)	-	10.7	-	-
Prop.of commercial vehicles - 16 hr.	-	10.1	-	-
WEST BOUND				
A.A.D.T.	107970	112120	108180	91940
R 12 / 24 - %	68.8	69.6	68.7	63.9
R 16 / 24 - %	86.4	87.1	85.3	83.3
AM Peak Hour	0900-1000	0900-1000	0800-0900	0900-1000
One-way flow at AM peak hour	6620	7180	6020	4780
T - % (AM)	-	8.9	-	-
PM Peak Hour	1800-1900	1600-1700	1700-1800	1800-1900
One-way flow at PM peak hour	6450	6600	6710	6610
T - % (PM)	-	10.2	-	-
Prop.of commercial vehicles - 16 hr.	-	9.3	-	-

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	3.8	33.9	30.0	4.1	1.6	10.8	1.7	6.6	0.3	7.1
	Ocp	1.0	1.3	2.0	8.4	10.0	1.3	1.4	17.0	22.0	35.6
0800-0900 Peak Hour	Pro	2.6	48.9	21.3	1.7	0.5	15.5	1.3	2.9	0.1	5.2
	Ocp	1.0	1.4	2.0	6.1	10.6	1.3	1.4	13.2	22.5	47.2
0900-1000	Pro	2.2	47.7	22.3	1.1	0.8	15.2	2.7	2.1	0.1	5.8
	Ocp	1.0	1.4	2.0	3.1	8.3	1.5	1.3	12.5	13.4	26.6
1000-1100	Pro	1.7	38.3	25.9	1.4	0.5	22.4	3.5	1.2	0.1	5.1
	Ocp	1.1	1.5	2.0	3.0	7.0	1.6	1.4	8.4	9.7	20.2
1100-1200	Pro	1.9	42.2	24.7	1.6	0.6	19.9	2.4	1.9	0.1	4.7
	Ocp	1.0	1.4	1.9	2.8	5.4	1.5	1.5	5.0	13.1	20.7
1200-1300	Pro	2.9	41.0	27.6	1.7	0.5	17.9	2.4	2.0	0.1	4.0
	Ocp	1.0	1.4	2.0	5.1	9.7	1.4	1.4	8.2	15.4	23.3
1300-1400	Pro	2.4	40.3	26.7	1.4	0.3	19.7	2.0	2.5	0.2	4.5
	Ocp	1.1	1.4	2.0	3.3	10.5	1.5	1.3	7.6	12.7	21.8
1400-1500	Pro	3.2	40.8	26.4	1.0	0.4	19.1	2.4	2.3	0.1	4.3
	Ocp	1.0	1.4	2.0	2.1	9.5	1.4	1.3	6.4	10.6	23.5
1500-1600	Pro	2.1	45.8	21.3	2.2	0.4	18.2	2.1	3.1	0.2	4.6
	Ocp	1.0	1.4	2.0	5.7	6.5	1.5	1.5	8.5	21.8	21.9
1600-1700	Pro	2.9	48.9	20.6	2.6	0.5	14.1	1.9	3.5	0.1	5.0
	Ocp	1.1	1.6	1.7	3.9	8.2	1.4	1.3	8.2	18.0	24.2
1700-1800	Pro	4.9	47.7	24.4	1.3	0.5	11.0	0.8	3.2	0.1	6.0
	Ocp	1.0	1.4	2.0	4.5	11.0	1.4	1.7	10.2	14.7	31.2
1800-1900	Pro	5.3	50.5	26.0	0.5	0.7	7.6	0.7	2.5	0.1	6.1
	Ocp	1.1	1.4	2.1	2.8	11.2	1.4	1.5	12.8	15.1	40.1
1900-2000	Pro	4.1	53.7	27.1	0.1	0.5	5.4	0.5	2.1	0.2	6.3
	Ocp	1.1	1.4	2.0	1.0	8.5	1.4	1.3	14.2	11.2	34.2
2000-2100	Pro	3.0	44.3	38.7	0.1	0.7	4.4	0.7	1.7	0.2	6.2
	Ocp	1.1	1.4	1.8	1.0	5.8	1.4	1.2	13.8	6.5	23.6
2100-2200	Pro	3.1	41.1	43.5	0.3	0.9	4.2	0.6	0.7	0.2	5.6
	Ocp	1.2	1.4	2.1	1.6	10.2	1.5	1.3	4.9	4.3	26.7
2200-2300	Pro	3.5	45.9	40.2	0.1	0.7	3.0	0.6	0.4	0.2	5.3
	Ocp	1.1	1.5	1.9	1.0	7.4	1.3	1.5	5.8	6.1	25.3
16 hours	Pro	3.1	44.6	27.3	1.4	0.6	13.4	1.7	2.4	0.2	5.3
	Ocp	1.1	1.4	2.0	4.8	8.8	1.4	1.4	10.9	14.0	28.6

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