

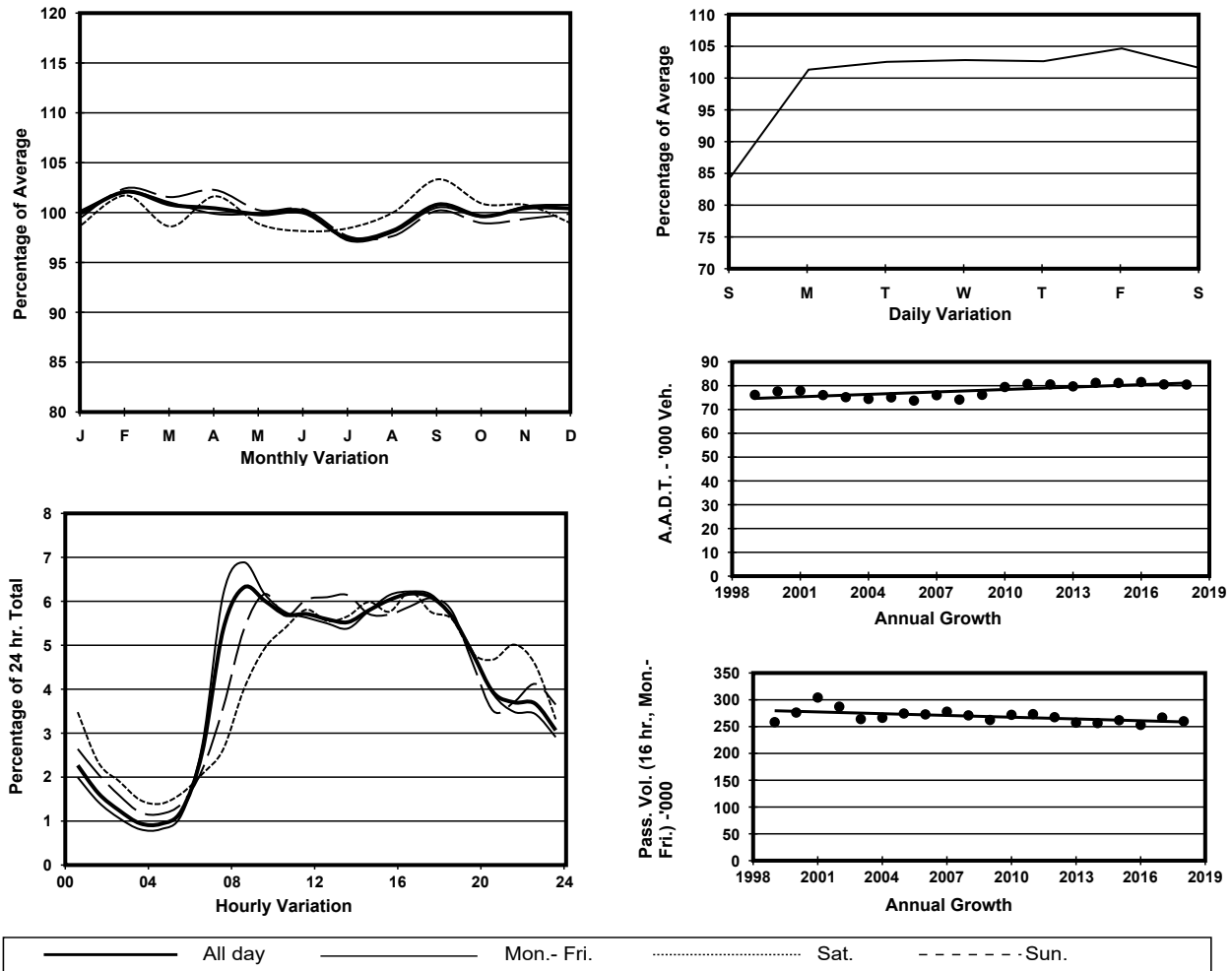
YEAR 2018

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.	39870	41250	40800	34400
R 12 / 24 - %	68	69.6	66.3	60.7
R 16 / 24 - %	85.6	86.8	83.6	81.2
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2400	2590	2390	1590
T - % (AM)	-	11.6	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	2430	2540	2480	1930
T - % (PM)	-	11.5	-	-
Prop.of commercial vehicles - 16 hr.	-	12.5	-	-
NORTH BOUND				
A.A.D.T.	40600	42170	41620	34120
R 12 / 24 - %	71.9	73.2	70.1	66
R 16 / 24 - %	86.5	87.3	84.7	83.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2770	3150	2690	1790
T - % (AM)	-	9.8	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1600-1700
One-way flow at PM peak hour	2660	2830	2630	2330
T - % (PM)	-	9.8	-	-
Prop.of commercial vehicles - 16 hr.	-	12.3	-	-

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	5.4	26.6	28.6	3.0	3.3	15.9	3.8	6.3	0.1	7.1
	Ocp	1.0	1.3	2.0	7.2	7.7	1.5	1.2	12.0	27.0	42.0
0800-0900 Peak Hour	Pro	3.5	48.4	16.9	1.8	2.3	16.6	3.1	2.6	0.1	4.7
	Ocp	1.0	1.3	2.0	4.5	10.6	1.4	1.2	11.6	26.8	48.4
0900-1000	Pro	3.1	36.9	17.9	2.3	1.6	24.6	5.5	2.1	0.1	5.9
	Ocp	1.0	1.3	2.1	2.9	10.6	1.6	1.2	13.1	14.8	22.2
1000-1100	Pro	3.4	30.9	17.2	1.6	1.9	31.6	6.4	2.1	0.1	4.8
	Ocp	1.1	1.4	1.9	2.3	10.1	1.5	1.4	9.3	11.3	21.1
1100-1200	Pro	3.6	30.7	17.4	4.0	2.0	27.9	7.4	2.5	0.1	4.4
	Ocp	1.0	1.4	2.1	2.0	9.5	1.4	1.5	7.3	7.1	23.0
1200-1300	Pro	2.6	33.4	15.9	3.6	2.4	27.9	4.8	4.4	0.1	4.8
	Ocp	1.0	1.4	2.0	4.3	9.3	1.5	1.3	10.3	22.3	23.9
1300-1400	Pro	3.8	34.1	16.9	2.6	2.8	26.7	6.4	2.4	0.1	4.4
	Ocp	1.0	1.4	1.9	2.0	10.6	1.4	1.4	5.1	4.6	24.8
1400-1500	Pro	3.5	33.4	18.8	2.3	2.5	26.6	5.9	2.0	0.1	4.8
	Ocp	1.1	1.4	2.0	3.9	9.3	1.5	1.4	4.3	5.9	23.0
1500-1600	Pro	4.7	32.6	20.3	3.6	2.5	23.2	5.0	3.2	0.0	4.8
	Ocp	1.1	1.4	1.7	4.1	8.4	1.5	1.3	18.8	0.0	27.2
1600-1700	Pro	4.3	35.2	20.5	3.4	2.2	22.0	4.0	3.6	0.1	4.6
	Ocp	1.1	1.3	1.6	2.7	8.7	1.4	1.3	8.3	13.0	30.7
1700-1800	Pro	5.2	42.6	18.1	2.8	2.6	17.9	2.3	3.2	0.1	5.1
	Ocp	1.1	1.4	1.7	2.5	12.3	1.4	1.4	5.9	23.5	38.0
1800-1900	Pro	6.7	52.5	15.2	0.9	2.8	12.9	1.0	2.2	0.1	5.6
	Ocp	1.1	1.3	2.1	1.7	11.2	1.4	1.4	8.4	15.7	47.8
1900-2000	Pro	4.0	54.1	20.4	0.5	3.1	8.4	0.9	1.7	0.1	6.8
	Ocp	1.1	1.3	1.8	1.6	9.3	1.5	1.3	5.3	16.0	38.5
2000-2100	Pro	5.0	46.5	27.7	0.4	1.6	7.4	0.9	2.4	0.4	7.7
	Ocp	1.1	1.3	1.9	2.4	8.6	1.4	1.3	2.2	3.9	22.6
2100-2200	Pro	5.0	44.4	30.6	0.3	2.3	7.6	1.0	0.7	0.1	8.0
	Ocp	1.1	1.4	1.7	3.0	4.7	1.4	1.4	1.0	12.7	23.1
2200-2300	Pro	3.0	49.6	27.5	0.3	2.2	7.3	1.0	0.3	0.2	8.5
	Ocp	1.1	1.3	1.7	1.5	7.9	1.4	1.7	1.0	8.6	22.4
16 hours	Pro	4.2	38.8	20.0	2.3	2.4	19.9	3.9	2.8	0.1	5.6
	Ocp	1.1	1.4	1.9	3.4	9.5	1.5	1.3	9.4	13.6	30.7

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