

YEAR 2019

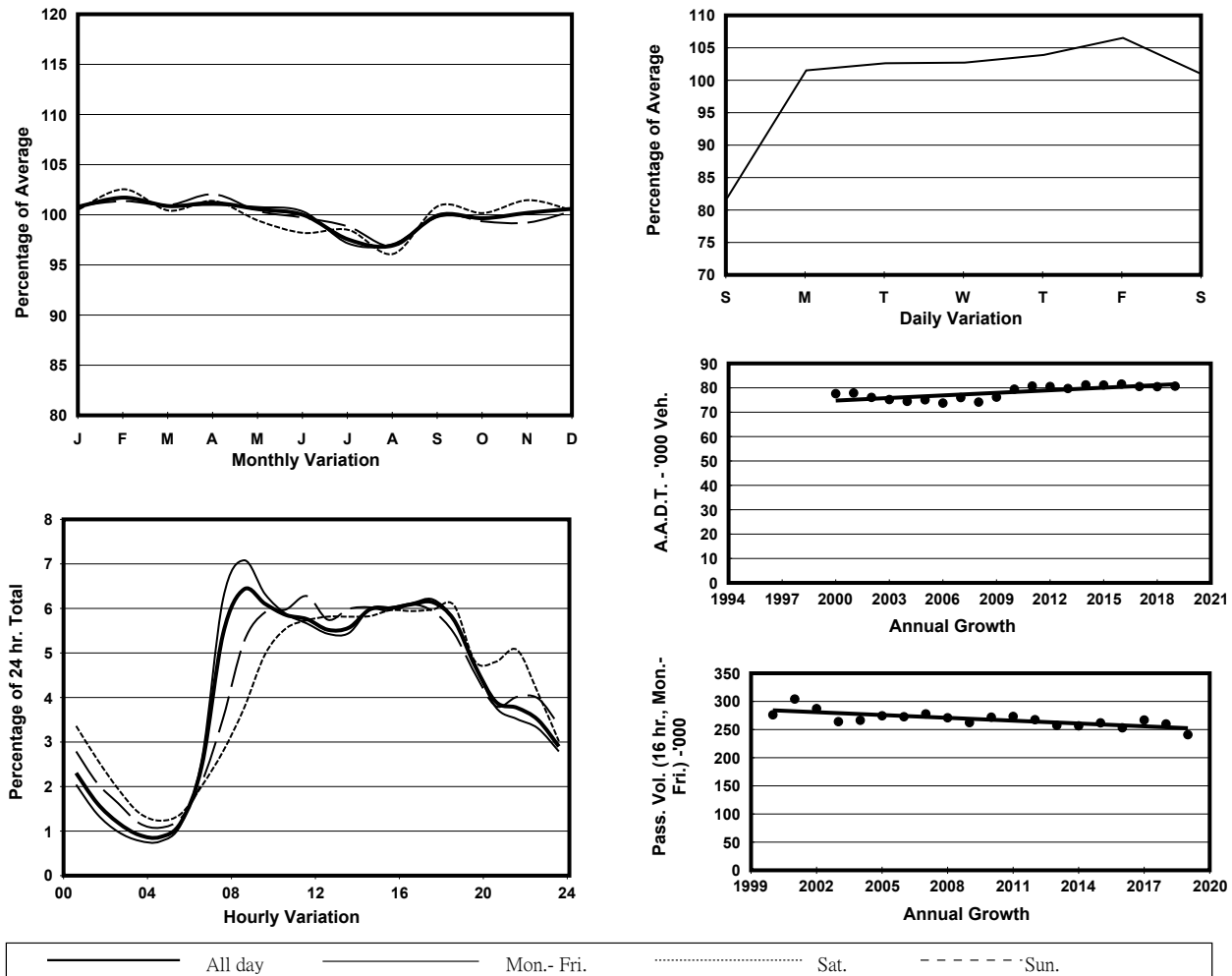
Location

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.	39850	41600	40470	33240
R 12 / 24 - %	68.7	70.4	65.9	61.8
R 16 / 24 - %	86.1	87.2	83.5	82.1
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2440	2710	2240	1450
T - % (AM)	-	11.2	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1700-1800
One-way flow at PM peak hour	2430	2560	2430	1980
T - % (PM)	-	12.4	-	-
Prop.of commercial vehicles - 16 hr.	-	12.5	-	-
NORTH BOUND				
A.A.D.T.	40830	42670	41690	33550
R 12 / 24 - %	72.5	73.8	70.3	66.6
R 16 / 24 - %	86.9	87.7	85.4	83.9
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2830	3260	2610	1860
T - % (AM)	-	8.7	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1800-1900
One-way flow at PM peak hour	2730	2930	2650	2090
T - % (PM)	-	11.4	-	-
Prop.of commercial vehicles - 16 hr.	-	11.8	-	-

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	5.8	33.6	23.5	2.5	2.0	17.0	4.1	5.1	0.2	6.3
	Ocp	1.1	1.3	2.1	7.6	9.4	1.5	1.4	14.9	15.8	37.7
0800-0900 Peak Hour	Pro	4.5	49.0	17.8	2.4	1.3	15.3	3.4	2.2	0.1	4.0
	Ocp	1.1	1.4	2.1	3.6	11.3	1.5	1.1	11.7	34.1	48.0
0900-1000	Pro	3.0	35.9	18.7	2.2	1.4	24.9	5.8	2.9	0.1	5.1
	Ocp	1.0	1.3	2.0	1.9	11.9	1.5	1.3	2.9	12.9	22.5
1000-1100	Pro	3.1	37.6	17.5	2.2	1.4	25.3	6.1	1.7	0.1	5.2
	Ocp	1.0	1.4	1.9	2.6	10.9	1.4	1.3	8.8	19.2	18.9
1100-1200	Pro	4.4	34.9	19.2	2.4	1.7	24.1	6.5	2.3	0.1	4.3
	Ocp	1.1	1.3	1.9	2.1	11.8	1.4	1.2	5.0	12.5	21.1
1200-1300	Pro	3.2	36.6	19.3	2.3	1.9	25.1	5.6	2.1	0.1	3.8
	Ocp	1.1	1.4	1.8	3.5	13.8	1.4	1.3	4.3	11.4	20.2
1300-1400	Pro	2.6	35.0	19.4	2.6	2.0	27.6	5.3	1.5	0.1	4.0
	Ocp	1.0	1.4	1.8	2.3	12.3	1.5	1.2	4.4	1.0	26.8
1400-1500	Pro	3.1	33.3	19.2	1.6	2.3	27.6	6.5	1.5	0.2	4.8
	Ocp	1.0	1.4	1.8	3.0	13.6	1.5	1.2	5.4	11.7	21.3
1500-1600	Pro	2.7	36.5	19.9	3.1	1.5	22.3	5.3	4.2	0.1	4.3
	Ocp	1.1	1.5	1.8	4.4	12.5	1.5	1.2	10.6	1.0	22.3
1600-1700	Pro	3.1	34.9	20.3	3.0	2.1	23.2	4.8	4.0	0.1	4.6
	Ocp	1.1	1.4	1.7	3.3	13.2	1.5	1.1	5.3	5.1	28.5
1700-1800	Pro	6.4	46.9	16.0	4.0	1.9	14.1	1.9	3.2	0.1	5.4
	Ocp	1.1	1.3	1.9	2.3	12.3	1.4	1.1	4.5	12.3	33.5
1800-1900	Pro	7.3	55.0	14.1	0.8	2.0	11.9	1.5	2.2	0.1	5.2
	Ocp	1.1	1.4	2.0	1.2	11.7	1.3	1.5	13.3	20.8	42.5
1900-2000	Pro	5.5	56.6	19.3	0.2	1.7	6.4	1.5	2.0	0.1	6.6
	Ocp	1.2	1.3	1.9	1.0	9.5	1.4	1.3	9.2	12.1	34.5
2000-2100	Pro	4.3	47.7	25.9	0.1	2.3	7.1	1.8	1.4	0.3	9.0
	Ocp	1.1	1.3	1.7	3.0	11.0	1.6	1.4	2.8	2.7	17.2
2100-2200	Pro	3.5	46.9	30.0	0.6	1.2	6.4	2.1	0.9	0.3	8.1
	Ocp	1.1	1.5	2.0	2.0	7.7	1.3	1.4	4.0	5.8	18.0
2200-2300	Pro	4.1	45.7	30.4	0.1	1.7	7.0	1.7	0.2	0.2	8.9
	Ocp	1.1	1.4	1.8	3.0	6.8	1.4	1.3	1.0	4.9	19.0
16 hours	Pro	4.2	41.1	20.0	2.0	1.8	18.8	4.2	2.5	0.1	5.3
	Ocp	1.1	1.4	1.9	3.3	11.6	1.5	1.2	8.1	11.5	27.4

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