

YEAR 2019

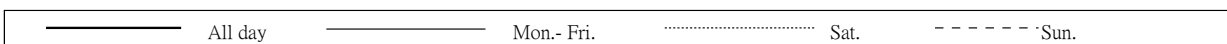
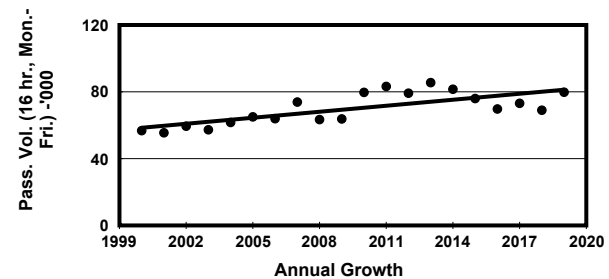
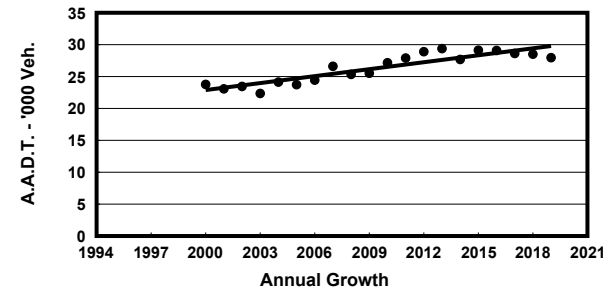
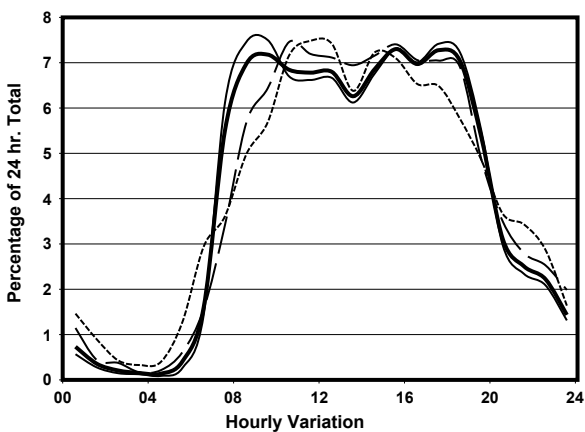
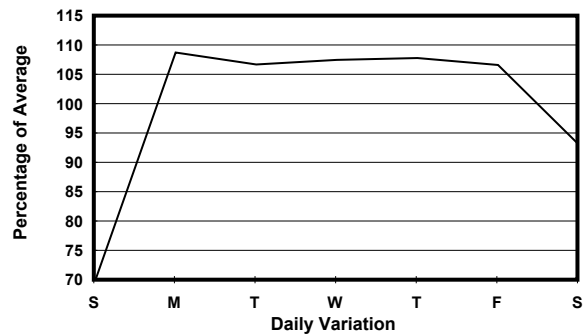
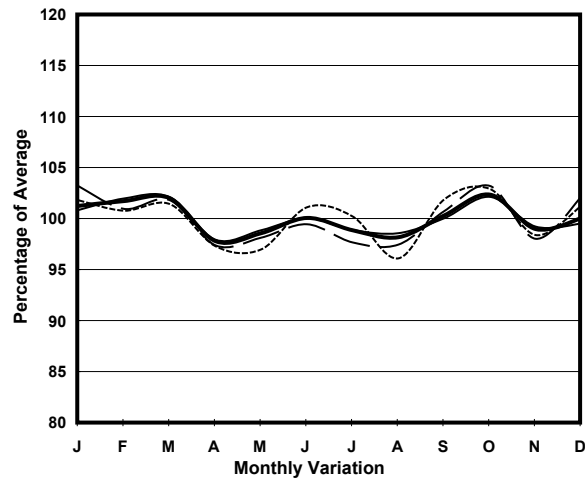
Location

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.
<b>UP BOUND</b>				
A.A.D.T.	13800	15020	13370	9780
R 12 / 24 - %	83.2	84.4	80.6	77.9
R 16 / 24 - %	95.5	96.2	94.7	91.6
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1030	1170	860	620
T - % (AM)	-	3.1	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	1110	1240	990	700
T - % (PM)	-	7.1	-	-
Prop.of commercial vehicles - 16 hr.	-	6	-	-
<b>DOWN BOUND</b>				
A.A.D.T.	14160	15520	13080	10060
R 12 / 24 - %	80.4	81.5	79	73.8
R 16 / 24 - %	94.4	95.4	92.3	89.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0800-0900
One-way flow at AM peak hour	1000	1160	850	530
T - % (AM)	-	5	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	1010	1150	890	630
T - % (PM)	-	3.3	-	-
Prop.of commercial vehicles - 16 hr.	-	6.4	-	-

## 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	2.3	47.3	38.4	2.8	1.4	2.0	0.3	4.8	0.0	0.7
	Ocp	1.1	1.6	2.2	4.9	11.2	2.8	1.0	9.9	0.0	33.9
0800-0900	Pro	2.0	62.0	24.8	0.8	1.4	3.2	1.5	3.6	0.0	0.7
	Ocp	1.1	1.4	2.3	8.3	7.1	1.7	1.1	8.3	0.0	35.3
0900-1000 Peak Hour	Pro	1.4	54.4	30.7	0.3	1.4	7.2	1.6	2.3	0.0	0.6
	Ocp	1.3	1.5	2.0	2.0	8.7	1.8	1.3	11.1	0.0	24.6
1000-1100	Pro	1.9	60.1	17.8	0.2	0.9	12.9	3.3	2.1	0.0	0.8
	Ocp	1.1	1.6	2.0	1.0	10.0	1.8	1.2	15.3	0.0	22.9
1100-1200	Pro	3.8	59.4	19.1	0.4	0.8	10.3	1.7	3.6	0.0	0.8
	Ocp	1.1	1.5	2.0	1.0	7.2	1.5	1.4	12.6	0.0	27.6
1200-1300	Pro	1.4	58.5	20.4	0.2	0.9	12.3	0.7	4.5	0.0	1.1
	Ocp	1.0	1.6	2.0	4.0	8.2	1.6	1.0	9.3	0.0	32.2
1300-1400	Pro	1.3	58.7	23.3	0.0	1.3	8.4	1.0	4.8	0.0	1.2
	Ocp	1.0	1.5	2.1	0.0	11.0	1.6	1.8	15.3	0.0	45.3
1400-1500	Pro	3.3	57.6	19.0	0.2	1.6	8.7	1.4	7.1	0.0	0.9
	Ocp	1.0	1.6	2.0	4.0	8.3	1.5	1.5	15.8	0.0	41.7
1500-1600	Pro	2.2	54.1	22.3	1.4	1.0	7.9	1.7	8.5	0.0	0.9
	Ocp	1.1	1.7	2.2	5.0	10.2	2.0	1.0	20.7	0.0	50.4
1600-1700	Pro	1.6	59.8	19.8	1.3	1.0	7.9	0.5	7.2	0.0	1.0
	Ocp	1.4	1.5	2.6	1.8	12.7	2.0	1.5	13.9	0.0	49.2
1700-1800	Pro	2.0	64.9	23.2	0.0	0.7	3.7	0.2	4.1	0.0	1.0
	Ocp	1.1	1.8	2.8	0.0	15.2	1.8	2.0	16.0	0.0	55.5
1800-1900	Pro	1.7	68.5	23.1	0.4	1.4	1.8	0.0	2.5	0.0	0.6
	Ocp	1.1	1.4	2.3	1.0	14.5	1.3	0.0	18.5	0.0	53.6
1900-2000	Pro	0.6	72.1	22.4	0.0	1.5	1.0	0.0	1.5	0.0	1.0
	Ocp	1.0	1.5	2.2	0.0	10.3	1.2	0.0	14.0	0.0	43.2
2000-2100	Pro	1.3	55.5	30.7	0.0	2.6	3.0	0.0	4.5	0.0	2.4
	Ocp	1.3	1.4	2.5	0.0	7.8	1.7	0.0	11.5	0.0	37.9
2100-2200	Pro	0.0	63.0	28.5	0.5	2.5	1.6	0.0	1.8	0.0	2.0
	Ocp	0.0	1.4	2.0	2.0	6.5	1.7	0.0	12.0	0.0	27.9
2200-2300	Pro	2.9	58.9	26.5	2.5	3.4	2.6	0.0	1.7	0.0	1.5
	Ocp	1.2	1.4	2.1	2.5	4.5	1.5	0.0	5.7	0.0	17.9
16 hours	Pro	1.9	59.7	23.8	0.6	1.3	6.4	1.0	4.3	0.0	1.0
	Ocp	1.1	1.5	2.2	4.0	9.6	1.7	1.3	14.3	0.0	38.8

**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