

YEAR 2020

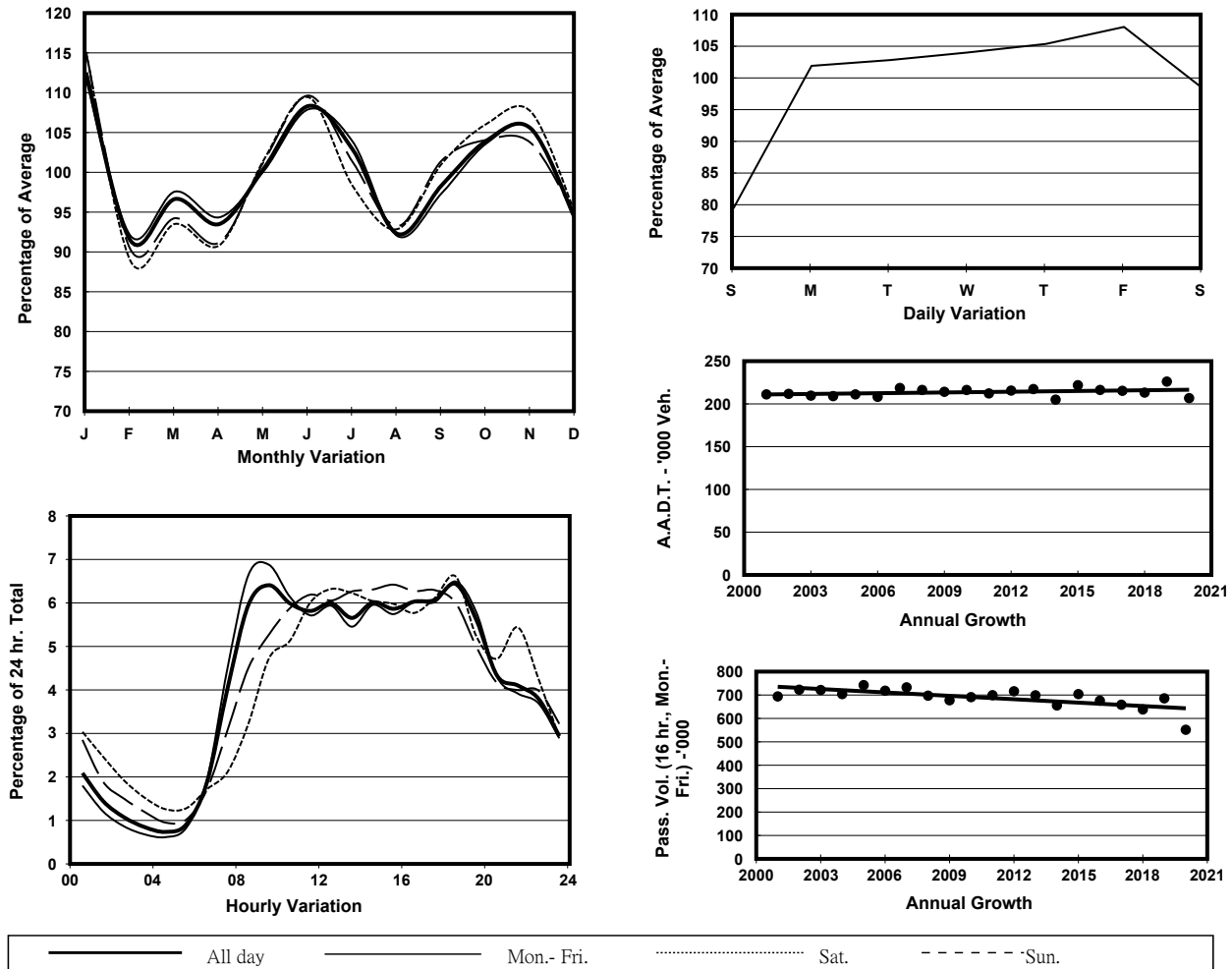
Location

Screenline G-G(East end of Causeway Bay)

Stations on Cordon/Screenline

1002, 1032, 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.	97580	102800	97420	78930
R 12 / 24 - %	69.3	70.7	66.8	63.6
R 16 / 24 - %	88.4	89.6	85.4	84.3
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	5980	6830	4780	3420
T - % (AM)	-	7.6	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	6350	6820	6360	4890
T - % (PM)	-	6.9	-	-
Prop.of commercial vehicles - 16 hr.	-	7.9	-	-
WEST BOUND				
A.A.D.T.	109160	115310	108070	87660
R 12 / 24 - %	71.1	72.2	70.1	64.9
R 16 / 24 - %	87.9	88.8	85.9	83.6
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	7270	8170	6060	4460
T - % (AM)	-	8.1	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	6960	7330	6780	6150
T - % (PM)	-	6.5	-	-
Prop.of commercial vehicles - 16 hr.	-	8.6	-	-

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	5.0	34.8	25.6	2.5	1.1	15.7	3.2	3.0	0.1	8.8
	Ocp	1.0	1.3	1.8	4.8	6.7	1.3	1.4	10.7	12.6	30.1
0800-0900	Pro	4.0	47.9	24.2	1.1	0.7	11.3	1.9	2.1	0.1	6.7
	Ocp	1.1	1.3	1.9	3.3	8.5	1.5	1.3	10.5	11.1	33.9
0900-1000 Peak Hour	Pro	2.7	47.8	24.4	0.8	0.4	16.1	2.7	0.6	0.1	4.4
	Ocp	1.1	1.4	1.8	2.2	7.1	1.5	1.3	7.2	8.5	23.8
1000-1100	Pro	3.2	44.7	24.9	1.0	0.4	18.7	2.5	0.3	0.1	4.2
	Ocp	1.1	1.3	1.7	2.1	5.4	1.6	1.3	11.7	8.7	19.0
1100-1200	Pro	4.2	45.3	22.8	0.9	0.4	19.1	2.0	0.8	0.1	4.4
	Ocp	1.1	1.4	1.8	2.0	5.8	1.5	1.3	4.6	11.1	17.5
1200-1300	Pro	3.3	48.7	20.3	0.9	0.4	19.0	2.4	0.9	0.1	4.1
	Ocp	1.1	1.4	1.8	2.6	6.1	1.5	1.3	7.5	13.1	19.7
1300-1400	Pro	4.2	47.7	21.0	1.5	0.4	16.7	2.5	1.2	0.1	4.7
	Ocp	1.1	1.4	1.8	4.6	8.3	1.5	1.4	9.3	17.5	22.5
1400-1500	Pro	4.0	47.2	21.5	0.9	0.4	18.6	2.7	0.6	0.1	4.1
	Ocp	1.1	1.5	1.9	2.6	7.5	1.5	1.3	2.0	10.7	21.3
1500-1600	Pro	3.2	49.4	21.9	1.3	0.5	16.3	2.1	0.8	0.1	4.4
	Ocp	1.1	1.5	1.8	2.7	6.4	1.5	1.4	9.3	4.4	22.0
1600-1700	Pro	2.5	49.8	25.3	0.6	0.4	14.1	1.3	1.1	0.1	4.7
	Ocp	1.1	1.4	1.8	3.0	7.4	1.5	1.4	3.4	19.2	23.1
1700-1800	Pro	5.4	55.5	19.8	0.6	0.4	11.3	0.6	0.9	0.1	5.4
	Ocp	1.1	1.5	1.8	3.6	12.2	1.5	1.4	4.1	11.7	28.9
1800-1900	Pro	5.1	60.1	20.7	0.2	0.4	6.7	0.5	0.9	0.1	5.2
	Ocp	1.1	1.4	1.9	1.7	10.5	1.4	1.5	12.8	17.3	36.4
1900-2000	Pro	4.1	59.8	23.9	0.1	0.5	4.8	0.5	0.8	0.1	5.4
	Ocp	1.1	1.5	1.8	1.8	5.8	1.3	1.4	4.4	10.9	27.9
2000-2100	Pro	5.9	53.3	28.7	0.4	0.7	3.8	0.6	0.4	0.2	6.1
	Ocp	1.1	1.4	1.7	1.9	8.8	1.5	1.4	2.8	5.4	19.7
2100-2200	Pro	6.1	46.3	32.6	0.4	0.7	5.9	0.8	0.3	0.1	6.9
	Ocp	1.1	1.5	1.7	2.4	6.9	1.5	1.3	3.8	3.0	17.0
2200-2300	Pro	5.0	45.3	33.5	0.2	0.8	5.5	1.2	0.1	0.1	8.4
	Ocp	1.1	1.4	1.8	1.0	6.0	1.3	1.3	6.0	5.6	14.0
16 hours	Pro	4.1	49.3	23.9	0.8	0.5	13.2	1.8	0.9	0.1	5.3
	Ocp	1.1	1.4	1.8	3.1	7.5	1.5	1.4	7.9	10.0	24.4

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