

YEAR 2021

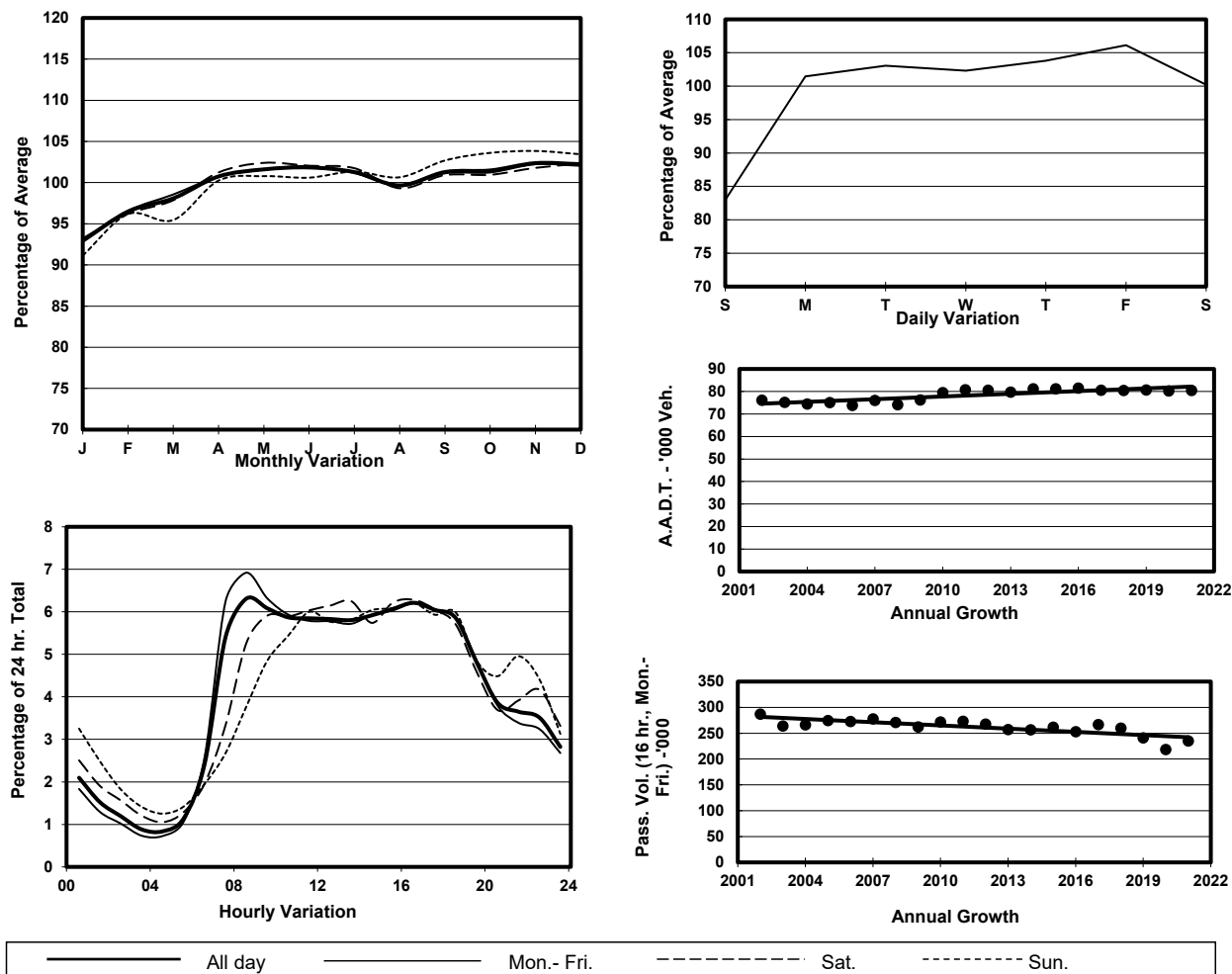
Location

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.	39920	41560	40440	33720
R 12 / 24 - %	69.4	71	67.2	62.3
R 16 / 24 - %	86.8	87.9	84.6	82.4
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	2430	2690	2200	1480
T - % (AM)	-	15.1	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1800-1900
One-way flow at PM peak hour	2430	2520	2620	1990
T - % (PM)	-	11.8	-	-
Prop.of commercial vehicles - 16 hr.	-	10.8	-	-
NORTH BOUND				
A.A.D.T.	40490	42340	40800	33570
R 12 / 24 - %	73	74.5	70.5	66.9
R 16 / 24 - %	87.4	88.2	85.8	84.2
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2750	3150	2600	1780
T - % (AM)	-	9.8	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1600-1700
One-way flow at PM peak hour	2640	2780	2620	2210
T - % (PM)	-	9.1	-	-
Prop.of commercial vehicles - 16 hr.	-	11.9	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor	Private	Taxi	Private	PLB	Goods veh.		Non	Fr. Bus	
		Cycle	Car		LB		Light	M & H	Fr. Bus	SD	DD
0700-0800	Pro	5.6	34.8	26.6	2.8	1.5	15.8	3.7	3.5	0.1	5.6
	Ocp	1.1	1.2	1.9	7.4	11.4	1.5	1.3	13.5	20.8	41.4
0800-0900 Peak Hour	Pro	4.3	47.4	18.7	2.5	1.4	14.5	4.1	2.8	0.1	4.3
	Ocp	1.1	1.3	2.0	4.4	15.0	1.4	1.3	10.0	12.0	41.9
0900-1000	Pro	3.6	35.8	19.4	2.5	1.6	22.8	6.8	1.4	0.2	5.9
	Ocp	1.0	1.4	2.0	2.2	12.6	1.5	1.2	1.9	10.5	20.0
1000-1100	Pro	3.6	33.6	20.1	1.9	1.6	27.2	6.6	1.2	0.1	4.1
	Ocp	1.0	1.3	1.9	2.0	13.5	1.4	1.3	7.1	14.4	20.9
1100-1200	Pro	4.3	32.4	23.4	2.8	1.4	26.6	4.3	1.4	0.1	3.3
	Ocp	1.0	1.3	1.8	2.4	14.8	1.5	1.3	5.7	5.8	26.1
1200-1300	Pro	4.2	35.2	19.3	2.4	1.5	24.9	4.9	4.1	0.1	3.5
	Ocp	1.0	1.4	1.9	2.1	13.6	1.4	1.2	6.2	14.2	28.8
1300-1400	Pro	2.8	33.8	18.0	2.6	1.9	28.7	5.7	3.1	0.1	3.3
	Ocp	1.1	1.4	1.9	3.3	10.8	1.4	1.2	8.1	23.7	35.7
1400-1500	Pro	3.3	32.5	23.4	1.6	1.8	26.1	6.1	1.6	0.1	3.6
	Ocp	1.1	1.4	1.8	2.6	11.0	1.4	1.3	4.2	5.0	30.3
1500-1600	Pro	2.9	34.6	24.0	1.7	1.6	24.2	4.8	1.2	0.3	4.8
	Ocp	1.1	1.5	1.7	2.7	12.2	1.5	1.3	6.6	6.9	27.0
1600-1700	Pro	3.5	36.2	20.9	2.8	1.6	19.0	8.5	2.1	0.1	5.4
	Ocp	1.1	1.3	1.5	3.1	13.8	1.4	1.2	5.3	9.1	27.3
1700-1800	Pro	7.4	46.4	18.0	2.1	1.7	15.2	1.9	1.7	0.1	5.5
	Ocp	1.1	1.4	1.9	1.7	10.3	1.3	1.2	1.6	19.2	36.4
1800-1900	Pro	6.1	53.7	17.3	1.1	1.6	12.4	1.4	1.4	0.1	4.9
	Ocp	1.1	1.4	1.9	2.4	12.9	1.5	1.3	9.4	10.2	45.3
1900-2000	Pro	5.4	58.1	19.1	0.2	1.8	6.7	1.0	1.5	0.1	6.1
	Ocp	1.1	1.3	1.8	1.5	7.6	1.2	1.4	4.3	21.0	31.7
2000-2100	Pro	6.5	48.3	26.5	0.1	1.6	6.9	1.8	0.2	0.1	7.8
	Ocp	1.1	1.4	1.7	2.0	7.2	1.4	1.3	8.5	9.0	19.4
2100-2200	Pro	5.6	48.1	27.2	0.5	2.0	7.3	1.4	0.6	0.2	7.2
	Ocp	1.0	1.3	1.7	1.3	7.3	1.2	1.1	1.0	2.8	19.2
2200-2300	Pro	5.5	41.6	33.0	0.2	1.7	8.2	1.5	0.3	0.2	7.8
	Ocp	1.1	1.4	1.7	2.0	6.1	1.3	1.2	15.5	1.9	18.9
16 hours	Pro	4.5	40.2	21.6	1.9	1.6	18.8	4.3	1.9	0.1	5.0
	Ocp	1.1	1.4	1.8	3.2	11.5	1.4	1.3	7.2	10.6	29.6

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