

YEAR 2021

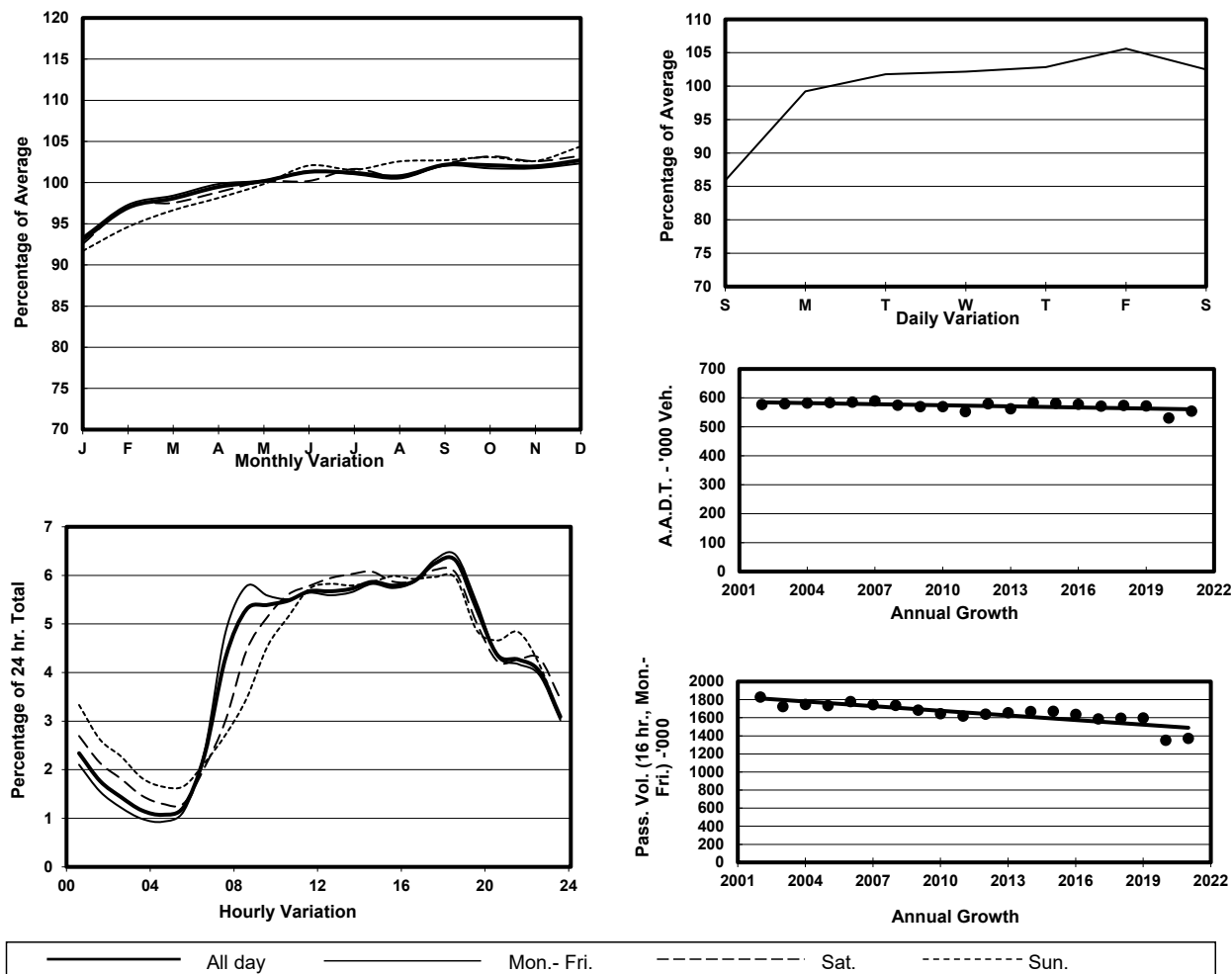
Location

Screenline C-C(Kowloon Peninsula South of Dundas Street)

Stations on Cordon/Screenline

3001, 3006, 3014, 3024, 3025, 3026, 3103, 4205, 4209, 4210, 4211, 4212, 4213, 4214, 4215, 4220, 4401, 4403 and 4404

1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	281900	289070	293970	249430
R 12 / 24 - %	69.1	70.4	67.2	64.1
R 16 / 24 - %	85.6	86.8	83.9	80.9
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	16550	18110	16860	12390
T - % (AM)	-	10.9	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	17350	18040	17600	14630
T - % (PM)	-	5.6	-	-
Prop.of commercial vehicles - 16 hr.	-	8.1	-	-
NORTH BOUND				
A.A.D.T.	272350	282720	278220	229280
R 12 / 24 - %	66.1	67.1	64.7	61.6
R 16 / 24 - %	85.6	86.5	83.6	82
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	13330	14930	12570	9330
T - % (AM)	-	10.3	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1600-1700
One-way flow at PM peak hour	17600	18670	17980	14420
T - % (PM)	-	6.4	-	-
Prop.of commercial vehicles - 16 hr.	-	8.7	-	-

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	6.0	35.0	22.2	3.7	3.2	16.3	5.2	2.8	0.1	5.6
	Ocp	1.1	1.3	2.0	6.6	9.7	1.4	1.2	12.5	15.2	28.0
0800-0900	Pro	4.5	48.8	17.3	1.3	2.4	14.8	3.8	2.1	0.1	4.8
	Ocp	1.1	1.3	1.9	4.8	10.3	1.5	1.3	15.1	15.4	34.8
0900-1000	Pro	3.7	42.7	20.4	0.9	2.1	20.8	4.0	0.9	0.1	4.4
	Ocp	1.0	1.3	1.8	2.5	6.8	1.5	1.3	3.4	13.0	19.4
1000-1100	Pro	2.8	38.2	23.0	0.9	1.8	23.6	4.8	0.7	0.1	4.1
	Ocp	1.1	1.3	1.7	2.4	7.2	1.4	1.3	4.1	9.6	18.8
1100-1200	Pro	3.4	39.0	23.1	1.0	1.8	22.7	4.3	0.9	0.1	3.7
	Ocp	1.0	1.4	1.8	3.1	7.3	1.4	1.3	4.1	11.8	18.9
1200-1300	Pro	3.5	42.2	22.2	1.9	1.7	20.0	3.7	1.2	0.1	3.5
	Ocp	1.1	1.4	1.9	4.7	7.2	1.4	1.3	7.3	14.7	21.3
1300-1400	Pro	3.6	42.3	19.7	2.1	2.0	21.5	4.0	1.5	0.1	3.4
	Ocp	1.1	1.4	1.9	5.7	9.0	1.4	1.3	9.0	14.3	23.6
1400-1500	Pro	3.3	44.0	20.5	1.1	1.4	21.3	3.9	0.9	0.1	3.6
	Ocp	1.0	1.4	1.9	2.2	8.2	1.4	1.3	3.6	16.1	21.6
1500-1600	Pro	3.4	46.2	19.8	1.0	1.6	20.2	3.2	0.8	0.1	3.8
	Ocp	1.1	1.4	1.9	2.8	8.2	1.5	1.3	4.8	13.7	21.9
1600-1700	Pro	4.3	47.0	19.3	1.0	1.6	18.5	3.1	0.9	0.1	4.2
	Ocp	1.1	1.4	1.8	3.3	9.3	1.4	1.3	3.7	13.2	23.1
1700-1800	Pro	6.0	49.6	19.0	0.9	2.1	14.8	2.0	1.0	0.1	4.5
	Ocp	1.1	1.4	1.8	2.7	10.4	1.4	1.2	3.7	15.0	30.7
1800-1900 Peak Hour	Pro	6.9	58.2	18.2	0.2	2.2	8.4	0.8	1.0	0.1	4.1
	Ocp	1.1	1.4	1.9	2.2	12.7	1.4	1.2	23.4	19.0	40.4
1900-2000	Pro	5.7	57.8	21.0	0.2	2.0	7.1	0.9	0.9	0.1	4.5
	Ocp	1.1	1.4	1.8	3.6	11.8	1.3	1.4	11.1	13.0	29.0
2000-2100	Pro	5.0	51.3	28.3	0.1	2.3	6.4	1.1	0.6	0.1	4.8
	Ocp	1.1	1.4	1.8	1.6	8.9	1.3	1.2	6.7	10.2	20.7
2100-2200	Pro	5.2	47.3	32.3	0.1	2.4	6.3	1.0	0.4	0.1	4.9
	Ocp	1.1	1.4	1.8	1.7	9.2	1.4	1.3	4.2	7.3	22.0
2200-2300	Pro	4.5	48.5	31.8	0.2	2.2	5.7	1.4	0.4	0.1	5.3
	Ocp	1.1	1.4	1.8	2.0	7.7	1.4	1.3	1.9	7.6	23.2
16 hours	Pro	4.5	46.2	21.9	1.1	2.0	16.0	3.0	1.1	0.1	4.3
	Ocp	1.1	1.4	1.8	4.2	9.2	1.4	1.3	9.0	13.2	25.4

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