

YEAR 2022

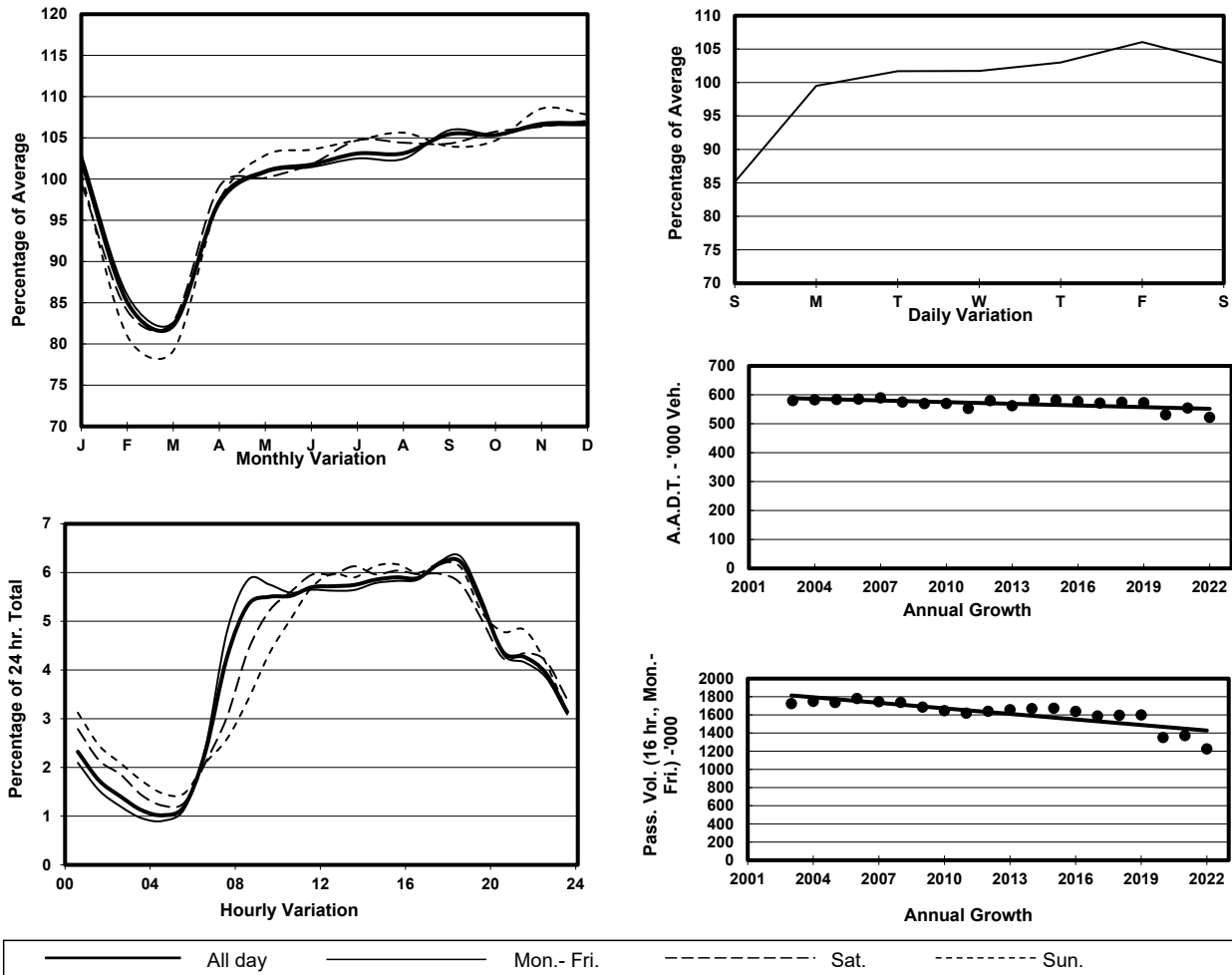
Location

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.
<b>SOUTH BOUND</b>				
A.A.D.T.	265310	273670	276900	227160
R 12 / 24 - %	69.5	70.6	67.7	65.3
R 16 / 24 - %	86.3	87.1	84.5	83.2
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	15510	17400	15580	10370
T - % (AM)	-	9.7	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	16070	16710	16150	14130
T - % (PM)	-	5.8	-	-
Prop.of commercial vehicles - 16 hr.	-	8.3	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	256550	265170	265100	219560
R 12 / 24 - %	66.1	67.2	64.3	61.7
R 16 / 24 - %	85.2	86.2	83	81.7
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	13200	14300	12670	9010
T - % (AM)	-	10.6	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1700-1800
One-way flow at PM peak hour	16370	17370	16300	13510
T - % (PM)	-	7.2	-	-
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 Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	5.4	37.9	21.6	3.2	2.4	16.3	5.5	2.4	0.1	5.3
	Ocp	1.1	1.3	1.9	7.6	8.5	1.3	1.2	11.9	11.1	26.0
0800-0900	Pro	4.0	48.2	17.6	1.4	2.2	16.6	3.4	2.1	0.1	4.6
	Ocp	1.1	1.3	1.9	4.3	8.7	1.4	1.3	13.8	17.8	30.3
0900-1000	Pro	2.7	40.7	21.9	0.9	1.8	22.0	4.1	1.1	0.1	4.7
	Ocp	1.0	1.3	1.8	2.9	7.6	1.5	1.4	5.8	12.0	18.3
1000-1100	Pro	2.7	37.3	23.3	0.7	1.4	25.4	4.6	0.8	0.1	3.8
	Ocp	1.0	1.4	1.8	1.9	6.8	1.4	1.3	5.8	12.7	17.1
1100-1200	Pro	3.2	39.7	22.7	1.3	1.5	22.9	3.8	1.1	0.1	3.6
	Ocp	1.0	1.4	1.8	2.1	6.1	1.4	1.3	4.6	13.4	18.9
1200-1300	Pro	3.7	40.7	22.2	1.5	1.6	21.1	4.4	1.3	0.1	3.4
	Ocp	1.1	1.4	1.9	4.0	7.5	1.4	1.3	5.2	14.6	19.8
1300-1400	Pro	3.4	40.9	21.9	1.9	1.6	21.0	4.1	1.7	0.1	3.4
	Ocp	1.1	1.4	1.9	6.1	8.3	1.4	1.3	8.9	15.1	23.1
1400-1500	Pro	3.5	43.4	21.7	0.9	1.2	21.0	3.7	1.0	0.1	3.5
	Ocp	1.0	1.4	1.9	2.0	6.9	1.4	1.3	3.2	13.1	19.6
1500-1600	Pro	3.6	43.1	21.7	1.0	1.3	21.3	3.4	0.9	0.1	3.8
	Ocp	1.1	1.4	1.9	2.9	7.2	1.4	1.2	6.4	12.1	20.6
1600-1700	Pro	3.8	46.2	18.9	1.2	1.5	19.7	3.4	1.3	0.1	3.9
	Ocp	1.1	1.4	1.9	2.9	8.4	1.4	1.2	5.0	14.2	22.9
1700-1800	Pro	5.5	48.5	20.8	1.0	1.6	15.0	2.1	1.2	0.1	4.3
	Ocp	1.1	1.4	1.9	2.5	10.2	1.4	1.2	5.4	17.8	30.3
1800-1900 Peak Hour	Pro	6.5	57.3	19.0	0.3	1.5	9.0	1.1	1.1	0.1	4.2
	Ocp	1.1	1.4	1.9	2.3	12.0	1.4	1.3	16.7	18.6	37.3
1900-2000	Pro	5.0	55.7	24.1	0.3	1.9	7.1	1.1	0.7	0.1	4.0
	Ocp	1.1	1.3	1.9	3.2	10.9	1.4	1.2	12.1	11.4	25.2
2000-2100	Pro	5.2	51.6	27.8	0.2	1.7	6.6	1.2	0.9	0.1	4.7
	Ocp	1.1	1.4	1.8	2.8	8.5	1.4	1.3	7.6	7.0	20.8
2100-2200	Pro	5.3	48.0	30.8	0.3	1.8	6.6	1.4	0.8	0.1	5.0
	Ocp	1.1	1.4	1.8	3.1	7.4	1.3	1.2	7.5	5.0	21.2
2200-2300	Pro	4.7	50.7	29.5	0.2	1.4	6.5	1.5	0.5	0.1	4.7
	Ocp	1.1	1.4	1.8	2.8	7.0	1.3	1.2	3.5	5.6	21.5
16 hours	Pro	4.2	45.6	22.4	1.0	1.6	16.6	3.1	1.2	0.1	4.1
	Ocp	1.1	1.4	1.9	4.1	8.4	1.4	1.3	8.4	12.7	23.7

**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