

YEAR 2022

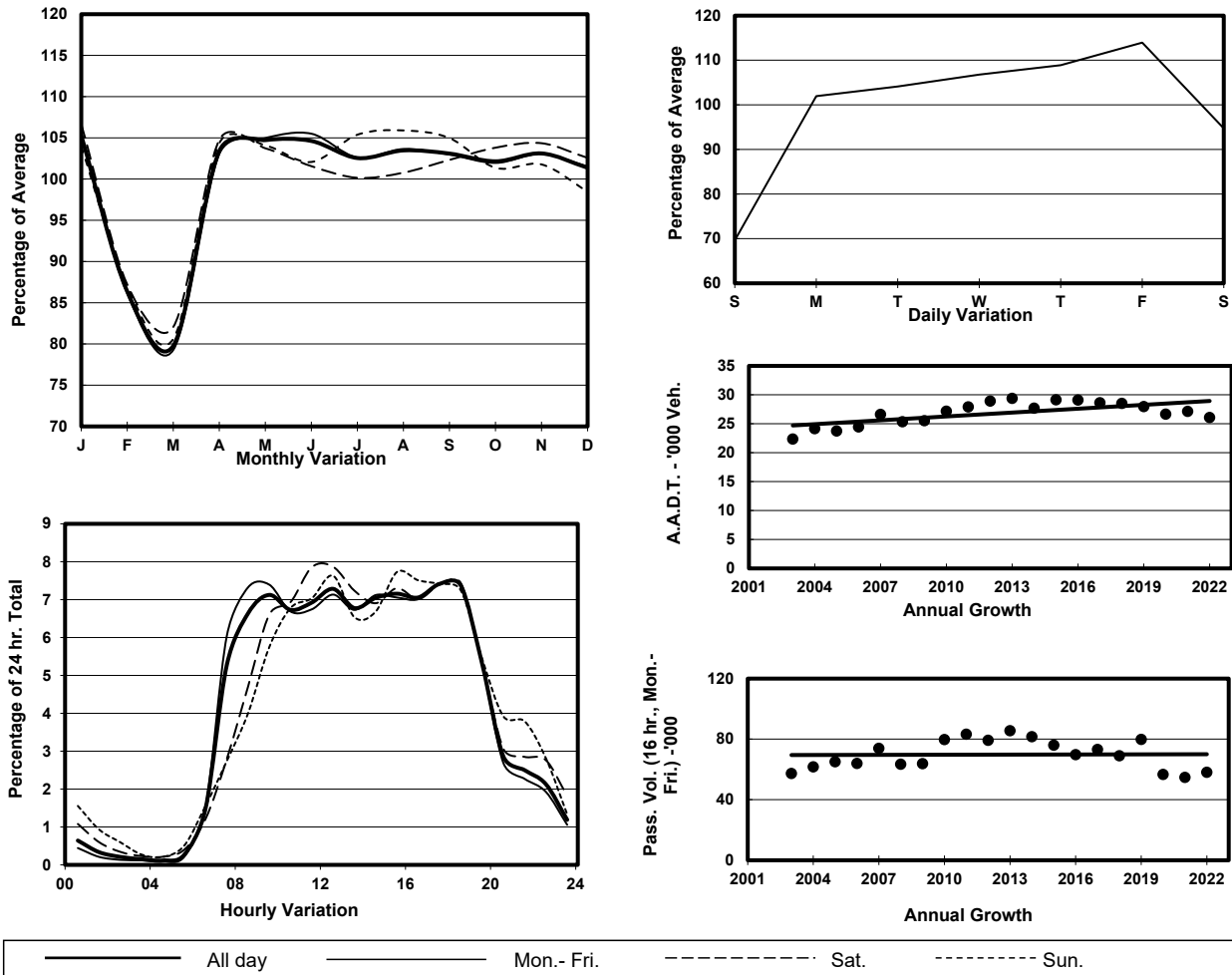
Location

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.
UP BOUND				
A.A.D.T.	13020	14150	12660	9290
R 12 / 24 - %	82.4	83.5	80.1	77
R 16 / 24 - %	95.3	95.8	94	93
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	970	1100	880	540
T - % (AM)	-	5.1	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1600-1700
One-way flow at PM peak hour	930	1030	960	670
T - % (PM)	-	2.7	-	-
Prop.of commercial vehicles - 16 hr.	-	3.3	-	-
DOWN BOUND				
A.A.D.T.	13050	14240	12440	9200
R 12 / 24 - %	83.2	84.6	80.1	77.1
R 16 / 24 - %	95.9	96.6	94.2	93.1
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	880	1020	780	520
T - % (AM)	-	7.2	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1700-1800
One-way flow at PM peak hour	1010	1110	980	760
T - % (PM)	-	1.5	-	-
Prop.of commercial vehicles - 16 hr.	-	4.6	-	-

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	1.8	55.6	28.9	0.9	1.8	3.0	0.6	6.7	0.0	0.6
	Ocp	1.0	1.6	1.9	2.7	13.1	2.7	1.0	13.7	0.0	29.6
0800-0900	Pro	1.0	66.4	19.7	0.2	1.4	6.7	0.8	3.4	0.0	0.5
	Ocp	1.2	1.6	2.2	8.0	11.9	2.1	1.0	5.5	0.0	33.5
0900-1000	Pro	1.9	57.2	25.7	0.0	1.1	10.3	2.4	0.9	0.0	0.5
	Ocp	1.0	1.5	1.8	0.0	8.0	1.8	1.2	6.7	0.0	30.4
1000-1100	Pro	3.1	60.6	18.1	0.2	1.1	13.6	1.9	0.7	0.0	0.5
	Ocp	1.0	1.5	1.9	4.0	10.2	1.6	1.5	6.0	0.0	24.2
1100-1200	Pro	2.3	60.3	17.6	0.5	0.9	14.2	1.9	1.7	0.0	0.6
	Ocp	1.2	1.5	1.9	2.0	9.2	1.5	1.2	5.2	0.0	23.6
1200-1300	Pro	2.2	65.8	18.1	0.5	0.9	9.0	1.0	2.0	0.0	0.5
	Ocp	1.0	1.5	1.9	2.5	8.8	1.5	1.2	1.8	0.0	32.5
1300-1400	Pro	2.0	58.9	20.4	1.1	1.1	10.9	2.8	2.0	0.0	0.8
	Ocp	1.0	1.5	2.1	5.9	8.7	1.5	1.2	8.8	0.0	30.5
1400-1500	Pro	1.2	61.5	21.2	0.0	1.0	10.7	1.4	2.5	0.0	0.5
	Ocp	1.0	1.5	1.8	0.0	8.2	1.9	1.7	7.7	0.0	28.4
1500-1600	Pro	1.6	60.1	19.1	0.6	0.8	11.2	1.1	4.9	0.0	0.6
	Ocp	1.1	1.5	2.1	7.4	11.4	1.9	1.4	17.1	0.0	34.9
1600-1700	Pro	1.4	65.7	18.2	0.0	1.1	10.0	0.3	2.5	0.0	0.8
	Ocp	1.1	1.7	2.2	0.0	13.1	1.9	1.0	9.3	0.0	45.2
1700-1800 Peak Hour	Pro	2.4	69.6	20.3	0.0	0.6	5.5	0.0	1.2	0.0	0.4
	Ocp	1.1	1.7	2.4	0.0	13.7	1.7	0.0	13.1	0.0	61.1
1800-1900	Pro	2.3	71.8	21.3	0.0	1.0	1.7	0.4	1.0	0.0	0.4
	Ocp	1.0	1.5	2.1	0.0	12.4	1.1	2.0	14.2	0.0	53.4
1900-2000	Pro	1.4	78.2	16.6	0.0	0.8	1.5	0.0	1.0	0.0	0.6
	Ocp	1.0	1.4	1.8	0.0	12.2	1.7	0.0	10.4	0.0	39.8
2000-2100	Pro	0.9	67.0	19.9	0.0	3.0	6.0	0.0	2.1	0.0	1.0
	Ocp	1.0	1.5	2.0	0.0	8.1	1.3	0.0	11.7	0.0	13.6
2100-2200	Pro	4.9	55.4	33.4	0.0	2.6	2.2	0.0	0.8	0.0	0.7
	Ocp	1.2	1.5	1.9	0.0	8.8	1.6	0.0	1.0	0.0	9.2
2200-2300	Pro	2.9	60.6	30.3	0.0	2.9	1.2	0.0	1.2	0.0	0.9
	Ocp	1.0	1.7	1.7	0.0	4.8	1.0	0.0	13.4	0.0	13.8
16 hours	Pro	2.0	63.7	20.9	0.3	1.2	8.1	1.1	2.3	0.0	0.6
	Ocp	1.1	1.5	2.0	4.5	10.3	1.7	1.3	10.3	0.0	33.2

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