

YEAR 2022

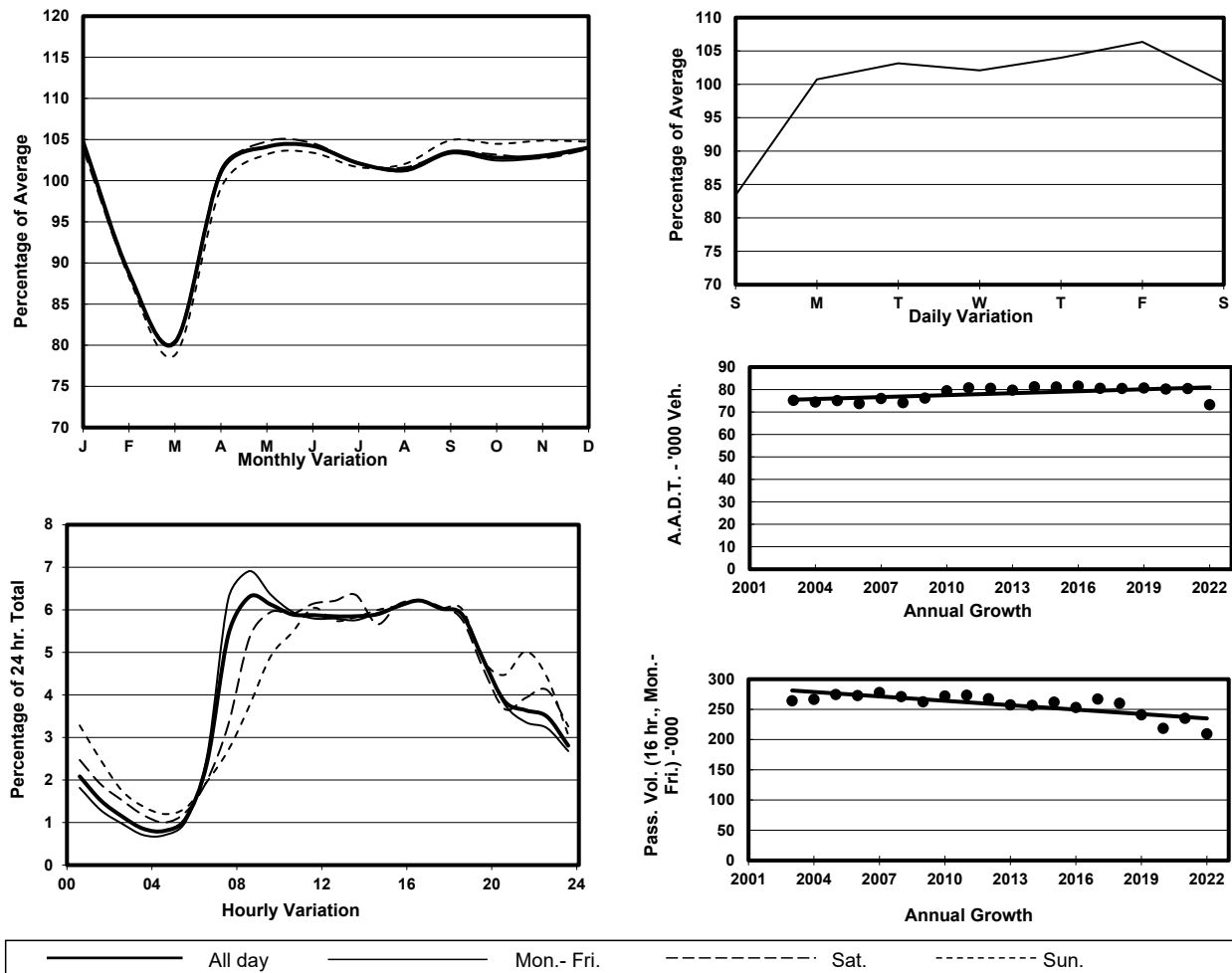
Location

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.
<b>SOUTH BOUND</b>				
A.A.D.T.	36330	37770	36900	30860
R 12 / 24 - %	69.7	71.3	67.6	62.7
R 16 / 24 - %	87	88.1	84.9	82.8
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	2230	2470	2040	1370
T - % (AM)	-	15.6	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1800-1900
One-way flow at PM peak hour	2230	2320	2370	1860
T - % (PM)	-	14.5	-	-
Prop.of commercial vehicles - 16 hr.	-	12.6	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	36910	38510	37280	30880
R 12 / 24 - %	73.2	74.7	70.6	67
R 16 / 24 - %	87.6	88.4	86	84.4
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2510	2860	2380	1660
T - % (AM)	-	9	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1600-1700
One-way flow at PM peak hour	2390	2520	2370	2020
T - % (PM)	-	8.9	-	-
Prop.of commercial vehicles - 16 hr.	-	10.5	-	-

## 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	6.7	29.0	27.5	1.7	2.1	19.3	3.4	4.6	0.0	5.7
	Ocp	1.1	1.2	1.9	7.4	11.2	1.4	1.2	15.6	0.0	41.4
0800-0900 Peak Hour	Pro	3.9	46.8	18.6	2.3	1.4	14.9	5.3	2.2	0.0	4.6
	Ocp	1.1	1.4	2.0	4.6	12.8	1.5	1.1	4.9	0.0	38.1
0900-1000	Pro	2.7	38.0	19.3	1.6	1.7	24.5	5.9	0.9	0.1	5.3
	Ocp	1.0	1.3	1.6	2.3	11.1	1.4	1.3	9.9	1.0	20.2
1000-1100	Pro	3.2	31.0	23.0	2.5	1.1	27.6	7.0	1.1	0.1	3.3
	Ocp	1.1	1.3	1.8	1.8	11.8	1.3	1.3	10.8	1.0	22.6
1100-1200	Pro	4.8	30.4	21.6	3.3	1.1	26.2	7.2	2.1	0.1	3.2
	Ocp	1.0	1.4	1.9	1.8	12.7	1.3	1.5	7.1	1.0	22.4
1200-1300	Pro	3.5	35.1	19.8	2.8	1.6	24.9	5.8	3.2	0.1	3.2
	Ocp	1.1	1.3	1.8	2.2	15.1	1.4	1.4	5.0	1.0	27.4
1300-1400	Pro	3.3	33.8	19.3	3.0	1.3	27.1	5.6	3.1	0.1	3.5
	Ocp	1.0	1.5	1.9	5.8	11.6	1.4	1.1	11.5	1.0	26.8
1400-1500	Pro	4.2	34.5	22.3	1.5	1.7	24.7	5.1	2.1	0.1	3.7
	Ocp	1.0	1.5	1.8	1.8	9.5	1.4	1.3	3.8	2.0	23.6
1500-1600	Pro	3.5	35.0	23.4	2.4	1.7	22.6	4.7	2.4	0.1	4.2
	Ocp	1.0	1.4	1.8	3.7	11.9	1.4	1.2	14.5	1.0	28.2
1600-1700	Pro	3.1	38.5	21.1	2.8	1.4	20.3	5.0	3.3	0.1	4.5
	Ocp	1.1	1.4	1.7	2.2	12.2	1.4	1.2	5.8	2.0	27.2
1700-1800	Pro	4.7	49.4	17.2	1.4	1.4	16.6	1.6	2.2	0.0	5.5
	Ocp	1.1	1.4	1.9	2.1	10.7	1.4	1.4	4.9	0.0	37.8
1800-1900	Pro	4.6	58.1	17.6	0.5	1.5	8.2	1.8	2.5	0.0	5.0
	Ocp	1.1	1.4	2.0	3.1	14.6	1.4	1.4	9.9	0.0	45.7
1900-2000	Pro	5.1	59.6	18.4	0.6	1.5	6.2	1.6	1.3	0.1	5.7
	Ocp	1.1	1.4	1.9	3.4	11.2	1.3	1.3	3.5	1.0	28.1
2000-2100	Pro	5.8	46.7	29.3	0.5	1.8	4.9	2.6	0.8	0.0	7.6
	Ocp	1.0	1.4	1.7	2.0	5.8	1.3	1.4	4.5	0.0	21.0
2100-2200	Pro	3.8	47.6	32.5	0.3	1.4	4.9	1.8	0.6	0.1	7.0
	Ocp	1.1	1.4	1.7	1.0	6.1	1.2	1.2	1.2	1.0	22.0
2200-2300	Pro	5.5	42.4	34.3	0.8	0.8	5.8	1.5	1.3	0.1	7.4
	Ocp	1.1	1.3	1.6	1.6	5.2	1.4	1.6	1.5	1.0	17.0
16 hours	Pro	4.2	40.4	22.1	1.9	1.5	18.6	4.3	2.2	0.1	4.8
	Ocp	1.1	1.4	1.8	3.2	11.3	1.4	1.3	8.5	1.1	29.0

**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