

YEAR 2023

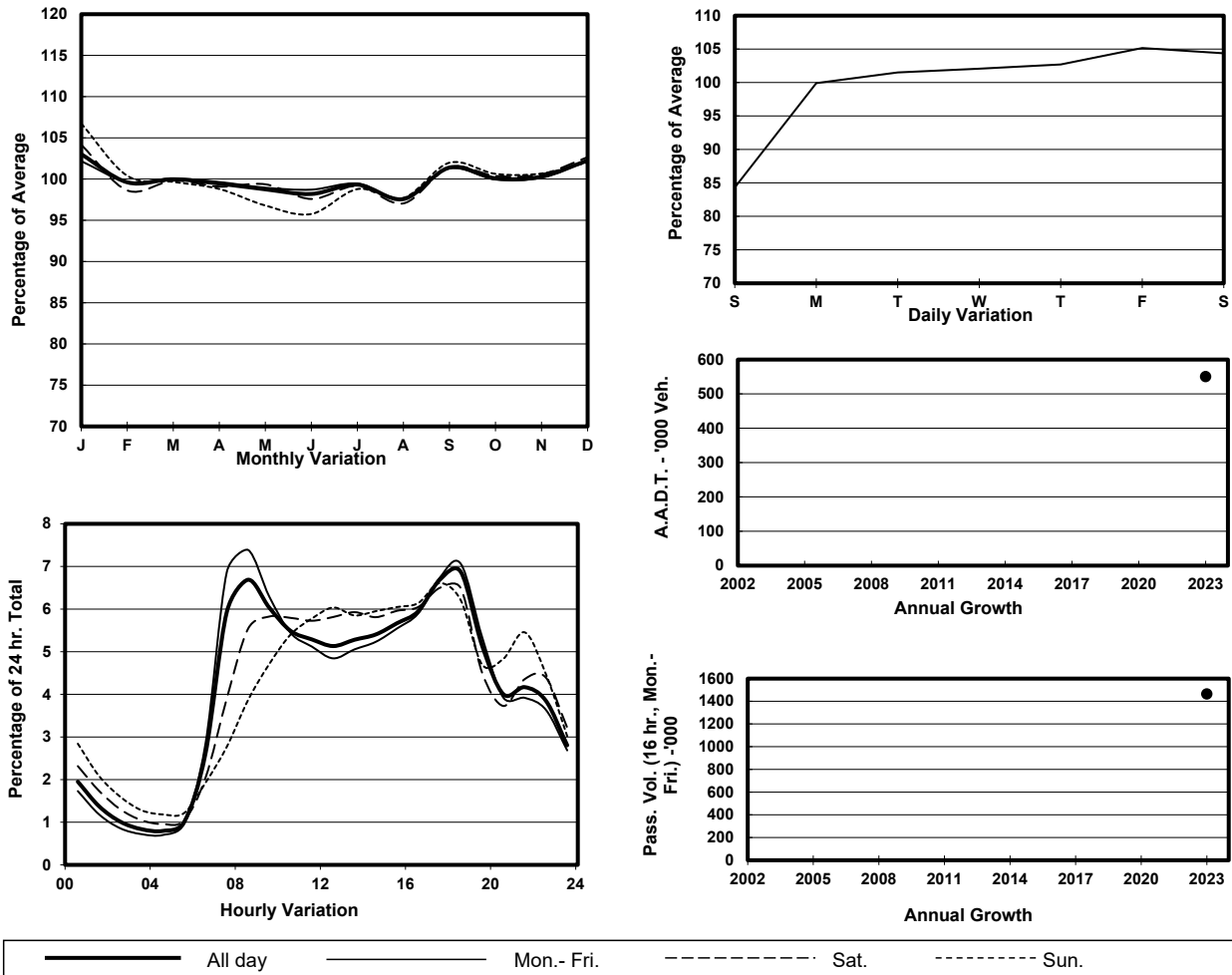
Location

Shatin External Cordon(Shatin Area Boundary)

Stations on Cordon/Screenline

4201, 5013, 5020, 5022, 5024, 5037, 6210, 6225 and 6226

## 1. TRAFFIC FLOW VARIATION AND GROWTH



## 2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
<b>OUT BOUND</b>				
A.A.D.T.	275820	284480	289670	235880
R 12 / 24 - %	72.6	73.6	71.5	67.6
R 16 / 24 - %	87.9	88.4	87.1	85.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	20010	22700	18460	11770
T - % (AM)	-	10.6	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	18720	19590	19110	15990
T - % (PM)	-	7.7	-	-
Prop.of commercial vehicles - 16 hr.	-	11	-	-
<b>IN BOUND</b>				
A.A.D.T.	274340	282840	289630	233570
R 12 / 24 - %	68.2	69.3	67.2	63.1
R 16 / 24 - %	87.3	88.2	85.6	84
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	16790	19220	15290	10360
T - % (AM)	-	11	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	19100	20480	19310	15040
T - % (PM)	-	7.6	-	-
Prop.of commercial vehicles - 16 hr.	-	11.5	-	-

## 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	4.2	55.8	11.3	1.6	1.3	14.3	4.9	2.9	0.1	3.8
	Ocp	1.1	1.3	2.0	7.4	14.9	1.3	1.1	15.6	3.8	48.1
0800-0900 Peak Hour	Pro	3.0	58.0	10.2	1.1	0.9	16.1	5.3	2.2	0.1	3.2
	Ocp	1.0	1.3	2.0	5.7	14.7	1.4	1.3	16.3	8.2	47.1
0900-1000	Pro	1.9	47.6	14.5	0.8	1.0	21.3	7.9	1.5	0.1	3.5
	Ocp	1.1	1.3	1.9	2.0	11.8	1.4	1.2	11.0	8.7	26.3
1000-1100	Pro	2.2	44.0	12.2	0.7	0.9	26.2	9.1	1.4	0.1	3.2
	Ocp	1.0	1.3	1.9	2.2	12.1	1.4	1.2	12.8	1.0	25.0
1100-1200	Pro	2.0	45.8	11.5	0.9	1.3	24.6	9.1	1.6	0.1	3.2
	Ocp	1.1	1.4	1.9	2.6	9.9	1.4	1.2	8.8	8.5	25.8
1200-1300	Pro	2.2	45.9	11.1	1.2	1.1	24.5	9.3	1.6	0.1	3.0
	Ocp	1.0	1.4	2.0	4.9	10.5	1.3	1.2	9.1	3.4	26.3
1300-1400	Pro	2.1	45.7	10.3	1.0	1.3	25.1	9.4	1.9	0.1	3.1
	Ocp	1.0	1.4	1.9	2.5	11.4	1.4	1.2	8.0	5.6	30.2
1400-1500	Pro	2.2	46.3	10.1	1.3	1.1	25.2	8.9	1.9	0.1	3.1
	Ocp	1.1	1.4	2.0	2.2	10.3	1.4	1.2	4.5	9.6	26.7
1500-1600	Pro	2.1	47.9	11.2	1.7	1.1	23.0	7.5	2.3	0.1	3.2
	Ocp	1.0	1.4	1.9	6.6	11.7	1.4	1.2	11.2	4.4	27.9
1600-1700	Pro	2.5	50.1	11.2	1.6	1.0	21.5	6.4	2.6	0.1	3.2
	Ocp	1.1	1.4	1.8	2.8	13.0	1.4	1.2	9.8	4.2	32.6
1700-1800	Pro	4.9	56.8	9.5	1.2	1.1	17.4	3.8	1.9	0.1	3.4
	Ocp	1.1	1.4	1.9	2.7	16.6	1.3	1.1	9.6	9.5	44.0
1800-1900	Pro	4.0	66.9	9.0	0.2	1.0	11.3	2.3	1.8	0.1	3.5
	Ocp	1.1	1.3	2.0	2.6	15.7	1.2	1.2	18.9	13.4	59.7
1900-2000	Pro	2.6	69.7	11.3	0.1	1.1	8.3	1.7	1.2	0.1	4.1
	Ocp	1.1	1.3	1.9	2.1	12.4	1.3	1.1	8.2	16.0	40.2
2000-2100	Pro	3.3	62.3	15.9	0.1	1.3	8.5	3.1	1.2	0.1	4.2
	Ocp	1.1	1.3	1.8	2.2	10.1	1.3	1.1	5.0	5.0	29.8
2100-2200	Pro	3.6	61.2	19.0	0.1	1.2	7.6	2.3	0.8	0.0	4.1
	Ocp	1.1	1.4	1.8	1.0	11.0	1.3	1.1	9.6	0.0	30.6
2200-2300	Pro	3.1	62.0	19.9	0.1	1.4	6.6	2.2	0.5	0.1	4.2
	Ocp	1.1	1.3	1.9	1.3	9.3	1.3	1.1	7.4	1.4	28.4
16 hours	Pro	2.9	54.1	11.9	0.9	1.1	17.9	5.8	1.8	0.1	3.5
	Ocp	1.1	1.3	1.9	4.1	12.5	1.4	1.2	11.5	6.7	35.9

**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