

YEAR 2005

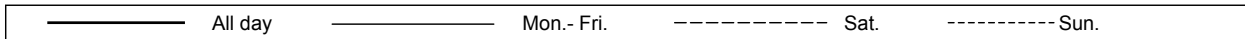
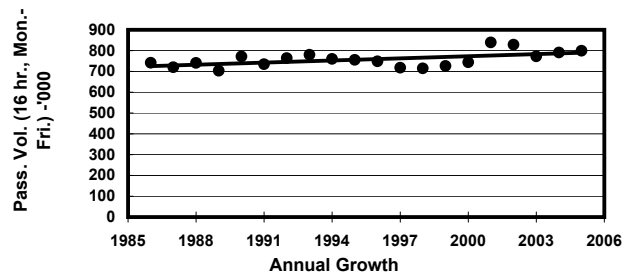
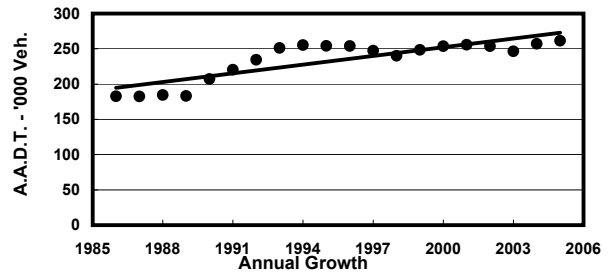
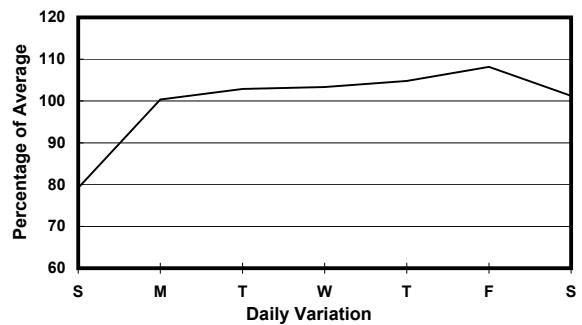
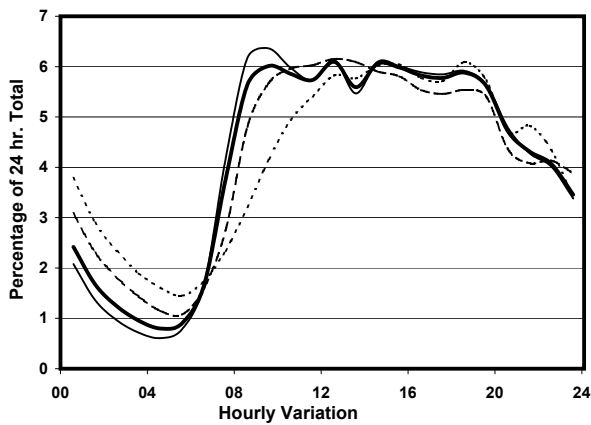
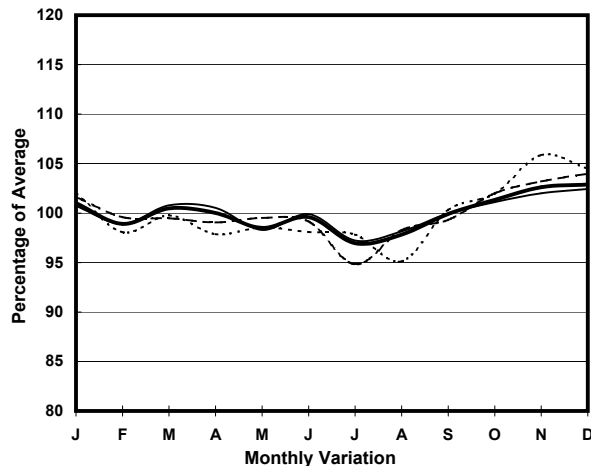
Location

Screenline F-F(East end of Central District and the Peak)

Stations on Cordon/Screenline

1001, 1007, 2203 and 2213

## 1. TRAFFIC FLOW VARIATION AND GROWTH



## 2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
<b>EAST BOUND</b>				
A.A.D.T.	129440	135380	132890	105270
R 12 / 24 - %	67.5	69.1	65.1	60.7
R 16 / 24 - %	86.3	87.9	82.8	80
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	7720	8590	7410	4220
T - % (AM)	-	11.4	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1800-1900
One-way flow at PM peak hour	7580	8020	7440	6390
T - % (PM)	-	8.1	-	-
Prop.of commercial vehicles - 16 hr.	-	10	-	-
<b>WEST BOUND</b>				
A.A.D.T.	132010	139030	134250	103730
R 12 / 24 - %	68.9	70.4	66.3	61.9
R 16 / 24 - %	87.6	89	84.5	81.8
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	8000	8870	7760	4480
T - % (AM)	-	10.5	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	7950	8450	7590	6340
T - % (PM)	-	10.4	-	-
Prop.of commercial vehicles - 16 hr.	-	9.1	-	-

## 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	2.8	23.6	42.1	2.0	3.6	10.0	2.0	5.6	0.2	8.2
	Ocp	1.1	1.5	1.9	5.6	8.9	1.5	1.3	13.3	20.7	24.1
0800-0900	Pro	3.2	42.6	32.2	1.2	2.1	6.0	1.2	5.2	0.1	6.2
	Ocp	1.2	1.4	2.0	4.1	9.7	1.7	1.4	15.6	21.6	34.4
0900-1000 Peak Hour	Pro	2.2	38.3	34.1	1.1	1.8	11.6	1.3	3.0	0.2	6.4
	Ocp	1.1	1.4	1.9	2.9	8.3	1.7	1.4	12.4	12.7	20.8
1000-1100	Pro	2.2	34.0	31.1	1.2	1.4	20.0	2.3	2.1	0.2	5.4
	Ocp	1.0	1.4	2.0	2.4	6.4	1.7	1.5	9.5	11.9	15.8
1100-1200	Pro	2.2	33.7	31.3	1.5	1.3	20.1	2.4	1.8	0.2	5.5
	Ocp	1.1	1.5	2.1	2.6	6.5	1.7	1.6	8.1	9.5	16.5
1200-1300	Pro	2.3	33.4	39.2	1.6	1.1	14.2	1.9	2.0	0.2	4.2
	Ocp	1.0	1.5	2.2	3.1	9.6	1.7	1.6	10.0	7.6	17.5
1300-1400	Pro	2.4	32.2	36.8	1.5	1.5	17.4	2.0	1.4	0.1	4.7
	Ocp	1.1	1.5	2.0	3.1	6.6	1.7	1.5	9.9	10.6	16.1
1400-1500	Pro	2.0	34.9	36.1	0.9	1.6	16.4	2.2	1.5	0.1	4.4
	Ocp	1.0	1.6	1.9	2.1	7.9	1.6	1.6	9.3	12.0	20.4
1500-1600	Pro	1.9	34.4	35.4	1.8	1.2	16.9	1.9	2.0	0.2	4.4
	Ocp	1.1	1.7	2.1	4.1	8.1	1.7	1.6	10.0	13.1	20.1
1600-1700	Pro	2.5	36.6	33.2	1.4	1.7	15.9	1.7	1.8	0.2	5.1
	Ocp	1.0	1.6	2.1	2.6	7.2	1.7	1.6	5.9	13.1	21.1
1700-1800	Pro	3.4	36.7	36.3	1.7	1.7	10.2	1.2	2.4	0.2	6.3
	Ocp	1.1	1.6	2.0	3.1	10.1	1.7	1.5	10.0	16.7	26.3
1800-1900	Pro	3.8	41.8	37.4	0.8	1.6	4.9	0.5	3.5	0.2	5.5
	Ocp	1.1	1.6	2.1	4.2	11.6	1.7	1.4	16.0	20.7	33.5
1900-2000	Pro	2.8	41.9	41.7	0.2	1.6	2.8	0.3	3.0	0.2	5.5
	Ocp	1.1	1.5	2.0	1.6	12.3	1.6	1.5	15.3	13.4	25.7
2000-2100	Pro	2.5	32.4	51.0	0.2	1.9	2.9	0.3	2.7	0.2	5.9
	Ocp	1.1	1.7	1.8	1.3	10.9	1.6	1.6	13.7	9.1	18.8
2100-2200	Pro	2.4	32.4	53.9	0.3	1.8	2.2	0.3	1.1	0.2	5.4
	Ocp	1.1	1.7	2.0	2.6	10.7	1.7	1.1	16.5	12.1	17.7
2200-2300	Pro	2.0	33.3	52.2	0.2	2.3	2.4	0.3	1.2	0.1	6.0
	Ocp	1.2	1.7	1.9	2.3	8.8	1.5	1.3	17.8	10.8	15.1
16 hours	Pro	2.5	35.5	38.2	1.1	1.7	11.3	1.4	2.5	0.2	5.5
	Ocp	1.1	1.5	2.0	3.3	9.0	1.7	1.5	12.5	13.6	22.1

**Legend**

- Pro.** Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)
- Ocp.** Average occupancy of vehicles
- M & H** Medium and Heavy