

YEAR 2014

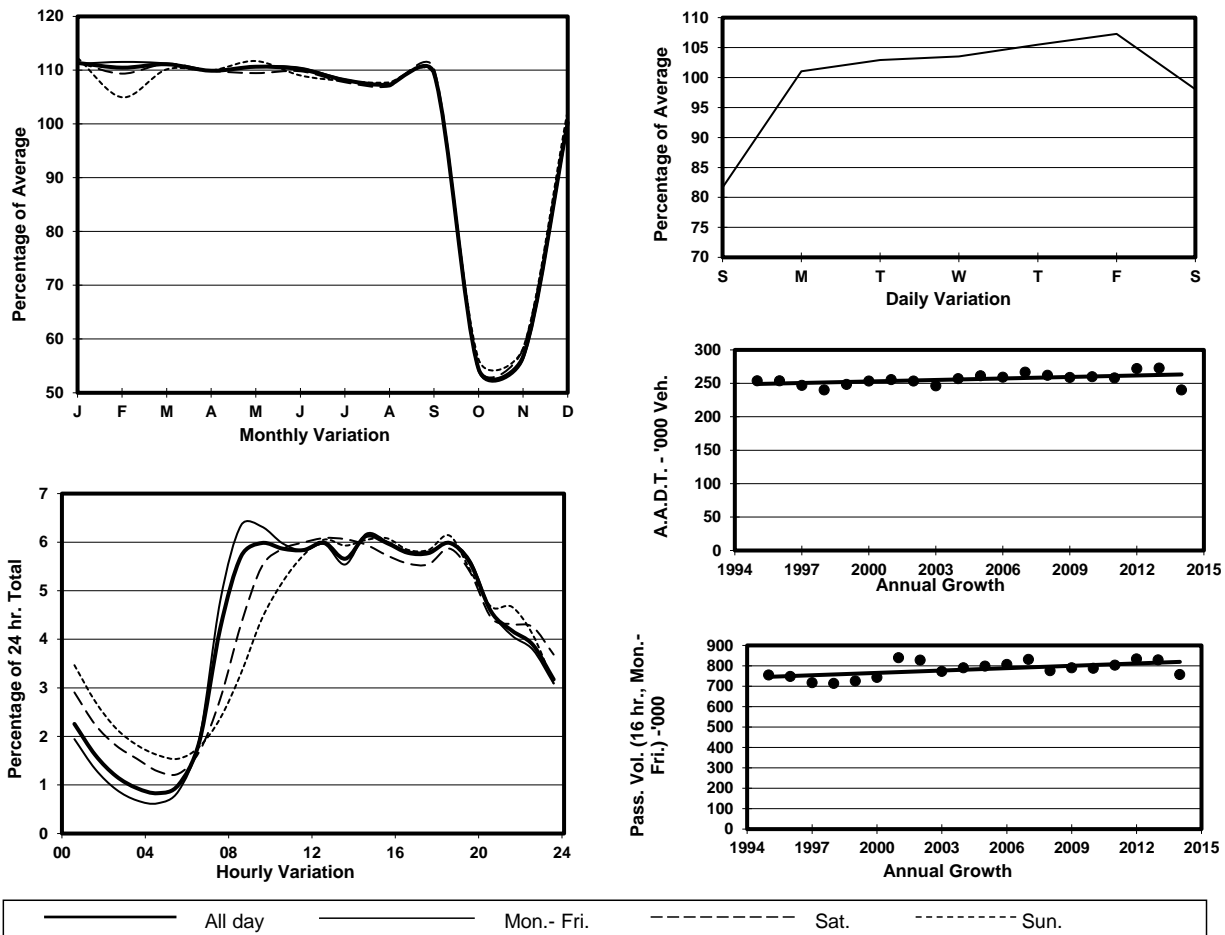
Location

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

Stations on Cordon/Screenline

1001, 1007, 2203, 2213, 2217 and 2408

1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	123270	129760	120860	101710
R 12 / 24 - %	68.8	70.3	65.3	62.8
R 16 / 24 - %	86.9	88.4	83.4	81.4
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	7270	8310	6570	4390
T - % (AM)	-	14.5	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	7460	7870	7050	6310
T - % (PM)	-	9.4	-	-
Prop.of commercial vehicles - 16 hr.	-	10	-	-
WEST BOUND				
A.A.D.T.	116990	122900	115010	97270
R 12 / 24 - %	69.1	70.8	65.2	63.1
R 16 / 24 - %	87.3	88.8	83.8	82.2
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	7110	7880	6400	4420
T - % (AM)	-	10.1	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1800-1900
One-way flow at PM peak hour	6940	7340	6790	5900
T - % (PM)	-	8.9	-	-
Prop.of commercial vehicles - 16 hr.	-	9.7	-	-

3. OTHER INFORMATION AND COMMENT

Traffic was diverted due to closure of some main roads in urban area from 28 September to 15 December 2014.

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	2.5	24.8	43.6	3.0	2.9	8.5	1.6	5.5	0.2	7.5
	Ocp	1.1	1.4	2.0	6.5	10.0	1.4	1.3	11.4	16.2	25.7
0800-0900 Peak Hour	Pro	2.4	43.8	31.1	1.2	1.5	6.6	1.7	5.2	0.1	6.3
	Ocp	1.1	1.3	2.0	5.1	10.8	1.5	1.5	15.0	22.0	32.8
0900-1000	Pro	1.8	41.4	32.1	0.6	1.2	11.7	2.0	2.4	0.1	6.6
	Ocp	1.1	1.4	2.0	2.7	9.9	1.7	1.3	11.8	12.4	20.7
1000-1100	Pro	1.4	36.4	35.0	0.7	0.9	16.3	2.0	2.1	0.2	5.1
	Ocp	1.1	1.6	1.9	2.4	5.7	1.6	1.5	12.7	8.0	17.0
1100-1200	Pro	1.5	37.2	30.9	1.1	0.9	19.6	2.2	2.5	0.1	4.2
	Ocp	1.0	1.5	2.1	2.9	9.3	1.7	1.6	12.8	8.5	19.8
1200-1300	Pro	1.6	41.8	36.1	0.9	0.7	10.7	1.8	2.6	0.1	3.7
	Ocp	1.1	1.6	2.2	4.6	9.1	1.7	1.4	11.3	7.4	20.9
1300-1400	Pro	1.7	38.8	36.3	0.8	0.7	12.9	1.9	2.3	0.1	4.6
	Ocp	1.1	1.5	2.1	3.4	8.2	1.7	1.6	14.5	6.8	21.0
1400-1500	Pro	1.5	39.8	34.9	0.8	1.0	12.8	2.4	2.8	0.1	3.9
	Ocp	1.1	1.6	2.1	3.1	9.2	1.7	1.5	12.3	8.1	22.0
1500-1600	Pro	1.7	44.7	28.6	1.0	0.8	14.1	1.8	3.0	0.1	4.1
	Ocp	1.0	1.5	2.2	5.6	9.5	1.6	1.4	15.7	6.6	21.7
1600-1700	Pro	1.7	46.3	28.6	1.4	0.9	11.6	1.6	2.5	0.1	5.3
	Ocp	1.1	1.5	2.1	5.0	11.4	1.6	1.5	9.5	12.1	23.1
1700-1800	Pro	2.7	45.9	31.3	0.8	1.0	8.2	0.9	3.7	0.1	5.4
	Ocp	1.0	1.5	2.1	4.3	10.4	1.8	1.4	8.2	16.6	28.1
1800-1900	Pro	2.5	49.8	31.9	0.3	1.2	4.9	0.4	3.6	0.1	5.2
	Ocp	1.1	1.5	2.1	3.7	13.0	1.6	1.3	21.1	15.8	38.6
1900-2000	Pro	2.0	49.9	34.8	0.2	1.2	3.2	0.5	3.9	0.1	4.2
	Ocp	1.0	1.4	2.2	1.7	12.6	1.6	1.7	14.6	11.6	30.6
2000-2100	Pro	1.4	38.9	47.0	0.2	1.1	2.5	0.4	2.7	0.2	5.5
	Ocp	1.1	1.4	2.1	1.7	8.3	1.6	1.9	12.0	9.7	21.4
2100-2200	Pro	1.6	33.4	53.9	0.1	0.9	2.2	0.4	1.4	0.1	6.0
	Ocp	1.1	1.6	2.1	4.3	10.4	1.5	1.4	9.8	9.5	21.5
2200-2300	Pro	2.0	36.7	50.2	0.4	1.2	2.1	0.5	0.9	0.2	5.7
	Ocp	1.1	1.6	2.1	2.0	10.1	1.5	1.4	16.4	7.0	19.0
16 hours	Pro	1.9	41.1	35.7	0.9	1.1	9.7	1.4	3.0	0.1	5.2
	Ocp	1.1	1.5	2.1	4.4	10.0	1.7	1.5	13.2	11.2	24.4

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