

YEAR 2015

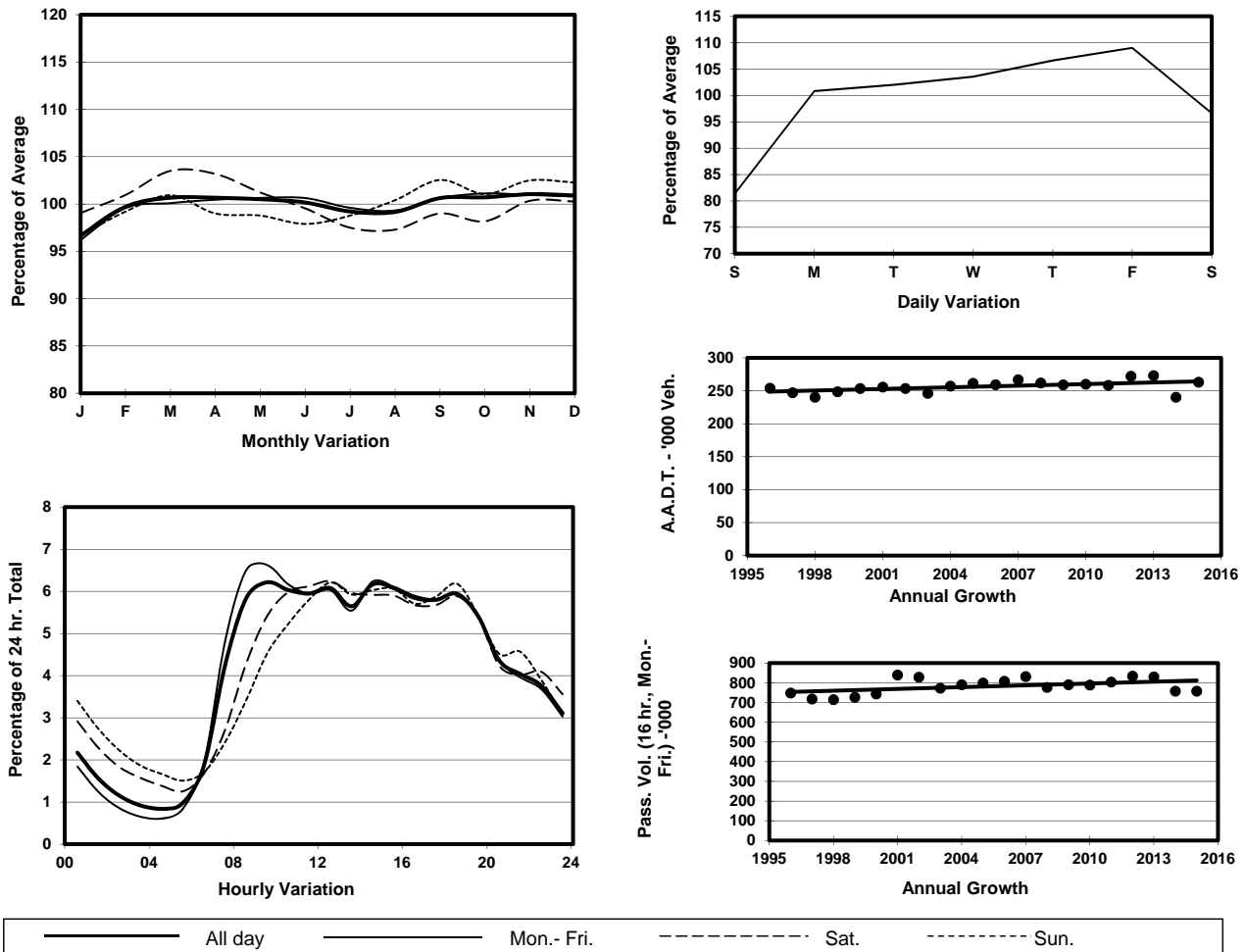
Location

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.
<b>EAST BOUND</b>				
A.A.D.T.	133470	140570	131000	109610
R 12 / 24 - %	69.6	71.5	65.4	62.8
R 16 / 24 - %	87.1	88.8	83.1	81.2
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	8330	9410	6980	4810
T - % (AM)	-	10.7	-	-
PM Peak Hour	1800-1900	1600-1700	1800-1900	1800-1900
One-way flow at PM peak hour	7830	8290	7640	6910
T - % (PM)	-	10.1	-	-
Prop.of commercial vehicles - 16 hr.	-	9.6	-	-
<b>WEST BOUND</b>				
A.A.D.T.	129650	136890	125470	106640
R 12 / 24 - %	70.1	71.7	66.2	64
R 16 / 24 - %	87.7	89.2	84	82.4
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	8030	8980	6920	4990
T - % (AM)	-	9.8	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	7810	8250	7450	6450
T - % (PM)	-	8.1	-	-
Prop.of commercial vehicles - 16 hr.	-	9	-	-

## 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	2.0	30.0	40.3	2.9	1.9	8.9	1.7	6.1	0.1	6.0
	Ocp	1.1	1.5	2.0	7.9	8.2	1.6	1.4	16.4	14.8	26.1
0800-0900	Pro	2.2	44.9	32.7	1.0	1.3	6.1	1.7	4.4	0.1	5.7
	Ocp	1.0	1.4	1.9	7.0	9.4	1.6	1.3	16.9	19.9	33.7
0900-1000 Peak Hour	Pro	1.3	43.9	31.1	0.4	0.6	12.5	2.0	2.5	0.1	5.7
	Ocp	1.0	1.4	2.0	3.5	8.8	1.8	1.5	8.9	10.4	19.9
1000-1100	Pro	1.7	37.7	33.1	0.5	0.7	17.3	2.6	1.8	0.1	4.4
	Ocp	1.0	1.5	1.9	2.4	9.0	1.6	1.4	8.2	8.2	16.4
1100-1200	Pro	1.5	39.4	33.1	1.0	0.5	17.0	2.2	1.4	0.1	3.8
	Ocp	1.0	1.5	2.1	2.4	10.3	1.6	1.5	13.4	6.7	18.4
1200-1300	Pro	2.0	42.0	34.1	1.0	0.5	12.6	2.4	2.0	0.1	3.4
	Ocp	1.1	1.5	2.2	4.4	10.6	1.6	1.3	11.4	8.1	17.4
1300-1400	Pro	1.6	39.0	36.0	0.5	0.5	14.1	2.2	2.2	0.1	3.9
	Ocp	1.0	1.5	1.9	3.6	9.4	1.5	1.3	9.0	6.8	17.1
1400-1500	Pro	1.6	41.8	32.2	0.4	0.8	15.3	2.5	1.9	0.1	3.5
	Ocp	1.1	1.5	1.9	2.5	7.7	1.6	1.4	8.1	5.3	17.9
1500-1600	Pro	1.4	42.9	30.0	1.2	0.7	14.9	2.4	2.5	0.1	3.9
	Ocp	1.1	1.5	2.2	6.4	8.5	1.7	1.4	11.8	8.1	18.6
1600-1700	Pro	2.2	44.6	29.0	1.1	0.8	12.9	1.9	2.9	0.1	4.4
	Ocp	1.0	1.5	2.0	4.5	9.9	1.6	1.3	8.5	13.0	20.8
1700-1800	Pro	3.0	46.8	29.9	0.8	0.8	8.8	1.0	3.5	0.1	5.2
	Ocp	1.1	1.5	2.2	3.0	10.2	1.6	1.5	8.4	13.2	26.3
1800-1900	Pro	2.8	50.7	30.1	0.3	1.0	5.4	0.8	3.4	0.2	5.3
	Ocp	1.1	1.4	2.2	2.5	13.5	1.5	1.4	17.5	14.4	32.3
1900-2000	Pro	1.8	52.4	31.5	0.1	0.8	4.1	0.7	3.5	0.1	5.0
	Ocp	1.0	1.4	2.4	1.7	12.7	1.5	1.3	11.4	12.7	25.4
2000-2100	Pro	2.0	40.2	44.7	0.2	1.2	3.4	0.6	2.2	0.2	5.4
	Ocp	1.2	1.4	2.0	1.8	8.6	1.7	1.3	10.9	7.0	19.6
2100-2200	Pro	1.2	35.3	51.9	0.2	0.5	2.8	0.9	1.6	0.1	5.5
	Ocp	1.1	1.5	2.1	2.8	9.2	1.4	1.5	8.3	7.1	17.5
2200-2300	Pro	1.5	36.5	50.8	0.1	0.7	3.2	0.6	0.8	0.2	5.6
	Ocp	1.1	1.6	2.1	3.0	9.9	1.6	1.3	4.1	6.0	18.2
16 hours	Pro	1.9	42.2	34.6	0.7	0.8	10.5	1.7	2.7	0.1	4.7
	Ocp	1.1	1.5	2.1	5.0	9.7	1.6	1.4	12.0	10.2	22.4

**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 except for one way traffic