

YEAR 2013

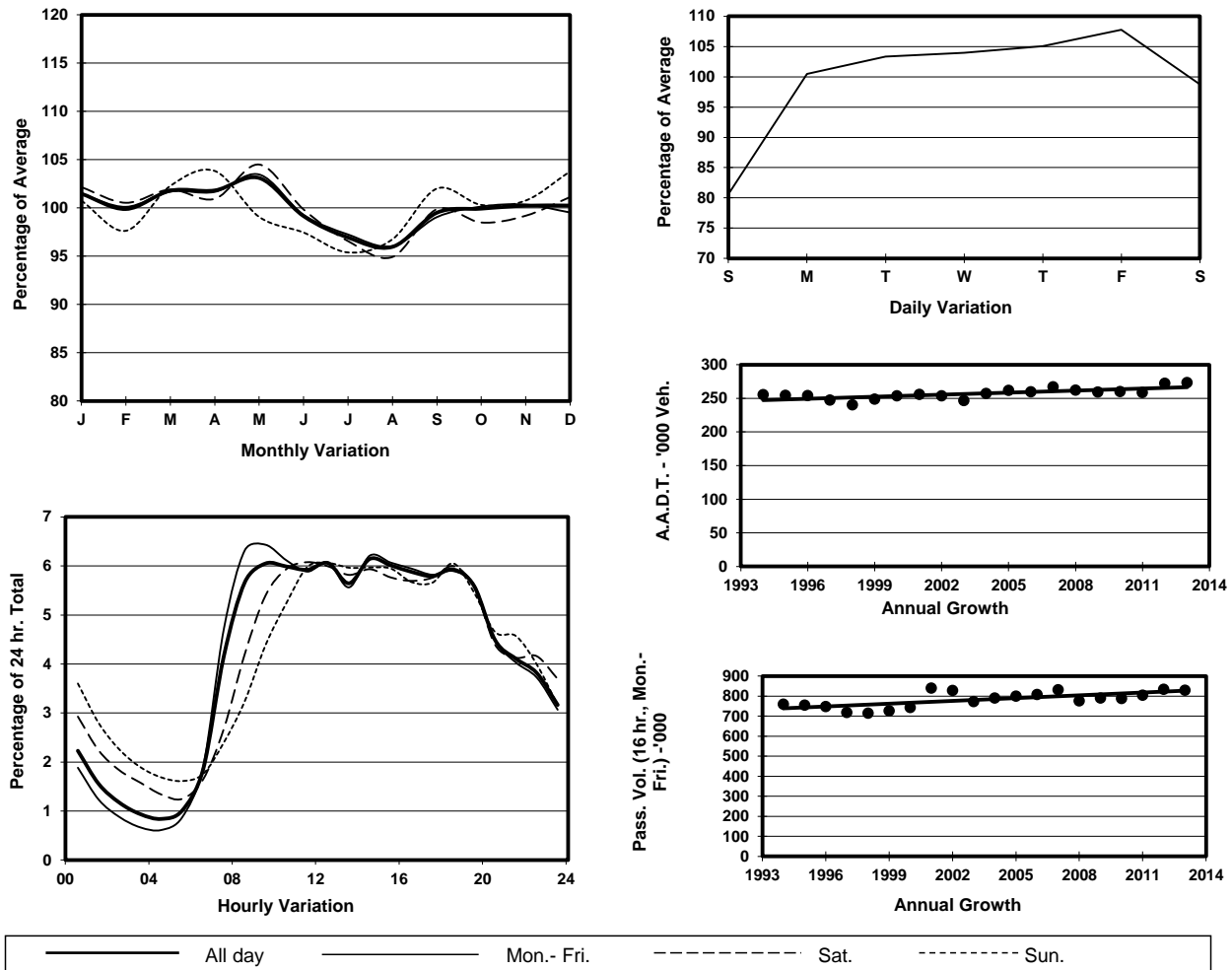
Location

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.	138740	145830	139220	113210
R 12 / 24 - %	69.3	71.2	65.3	62.2
R 16 / 24 - %	87.1	88.9	83.1	80.6
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	8420	9460	7420	4850
T - % (AM)	-	11.2	-	-
PM Peak Hour	1600-1700	1600-1700	1800-1900	1800-1900
One-way flow at PM peak hour	8250	8770	8390	6910
T - % (PM)	-	8.9	-	-
Prop.of commercial vehicles - 16 hr.	-	9.4	-	-
WEST BOUND				
A.A.D.T.	134340	141500	133110	109830
R 12 / 24 - %	69.2	70.9	65.3	63
R 16 / 24 - %	87.4	88.9	83.9	82
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	8110	9020	7290	4930
T - % (AM)	-	10.7	-	-
PM Peak Hour	1800-1900	1700-1800	1800-1900	1800-1900
One-way flow at PM peak hour	8010	8450	7940	6590
T - % (PM)	-	8.9	-	-
Prop.of commercial vehicles - 16 hr.	-	9.4	-	-

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	2.1	24.4	44.5	3.0	2.3	8.2	2.5	6.2	0.1	6.8
	Ocp	1.1	1.4	1.9	6.9	9.9	1.5	1.3	13.2	12.3	28.3
0800-0900	Pro	1.6	43.0	33.7	1.0	1.3	7.4	1.4	4.8	0.1	5.7
	Ocp	1.1	1.4	1.9	5.2	9.4	1.7	1.3	15.3	19.5	33.8
0900-1000 Peak Hour	Pro	1.8	39.2	34.7	0.7	1.1	11.5	2.3	2.8	0.1	5.6
	Ocp	1.1	1.4	1.9	3.1	10.1	1.7	1.3	8.8	11.0	19.8
1000-1100	Pro	1.5	36.2	35.5	0.7	0.8	16.0	2.5	2.0	0.1	4.6
	Ocp	1.1	1.5	2.0	2.8	6.5	1.7	1.4	10.2	6.1	16.7
1100-1200	Pro	1.5	38.0	32.5	1.1	0.8	17.5	2.4	2.3	0.1	3.8
	Ocp	1.1	1.6	2.1	3.4	6.5	1.6	1.5	13.3	4.7	20.1
1200-1300	Pro	1.6	39.4	36.1	0.8	0.7	13.6	2.0	2.2	0.1	3.5
	Ocp	1.0	1.5	2.2	4.2	9.5	1.6	1.5	11.5	6.3	20.8
1300-1400	Pro	1.7	39.9	34.9	1.2	0.5	13.9	2.1	2.1	0.1	3.6
	Ocp	1.0	1.5	2.1	3.3	9.2	1.6	1.3	10.5	7.8	20.3
1400-1500	Pro	1.6	40.6	33.2	0.9	0.6	14.0	2.5	3.2	0.1	3.3
	Ocp	1.0	1.6	2.2	2.7	6.2	1.6	1.4	10.9	6.7	22.6
1500-1600	Pro	2.0	43.5	30.5	1.2	0.7	13.8	1.9	2.3	0.2	4.0
	Ocp	1.1	1.6	2.2	4.6	8.9	1.6	1.2	14.0	6.5	21.8
1600-1700	Pro	2.3	42.8	30.7	1.3	0.5	13.8	1.5	2.6	0.1	4.4
	Ocp	1.1	1.6	2.2	3.7	7.2	1.7	1.3	10.4	11.7	21.1
1700-1800	Pro	2.6	46.7	31.2	0.8	0.8	9.0	0.8	2.9	0.1	4.9
	Ocp	1.1	1.6	2.2	2.8	10.3	1.7	1.3	10.2	8.9	24.8
1800-1900	Pro	2.8	52.1	29.3	0.6	1.3	4.9	0.5	3.6	0.1	4.9
	Ocp	1.1	1.5	2.3	3.6	13.1	1.7	1.5	20.4	17.3	36.1
1900-2000	Pro	2.0	52.2	31.5	0.2	1.3	3.5	0.4	3.7	0.2	5.0
	Ocp	1.1	1.5	2.3	1.6	13.0	1.6	1.1	14.1	8.4	31.8
2000-2100	Pro	1.6	39.8	45.4	0.3	1.4	2.3	0.7	3.0	0.2	5.4
	Ocp	1.1	1.4	2.1	2.1	9.0	1.5	1.5	16.9	10.6	23.1
2100-2200	Pro	1.4	35.3	52.3	0.2	0.9	2.7	0.5	1.5	0.2	5.2
	Ocp	1.1	1.5	2.1	2.6	9.4	1.7	1.2	10.9	4.7	19.3
2200-2300	Pro	1.8	36.0	51.7	0.1	0.8	2.5	0.5	1.2	0.2	5.3
	Ocp	1.2	1.5	2.1	2.0	9.4	1.6	1.5	8.8	4.3	19.3
16 hours	Pro	1.9	41.0	35.8	0.9	1.0	10.2	1.6	2.9	0.1	4.7
	Ocp	1.1	1.5	2.1	4.2	9.6	1.6	1.4	13.0	9.0	24.3

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