

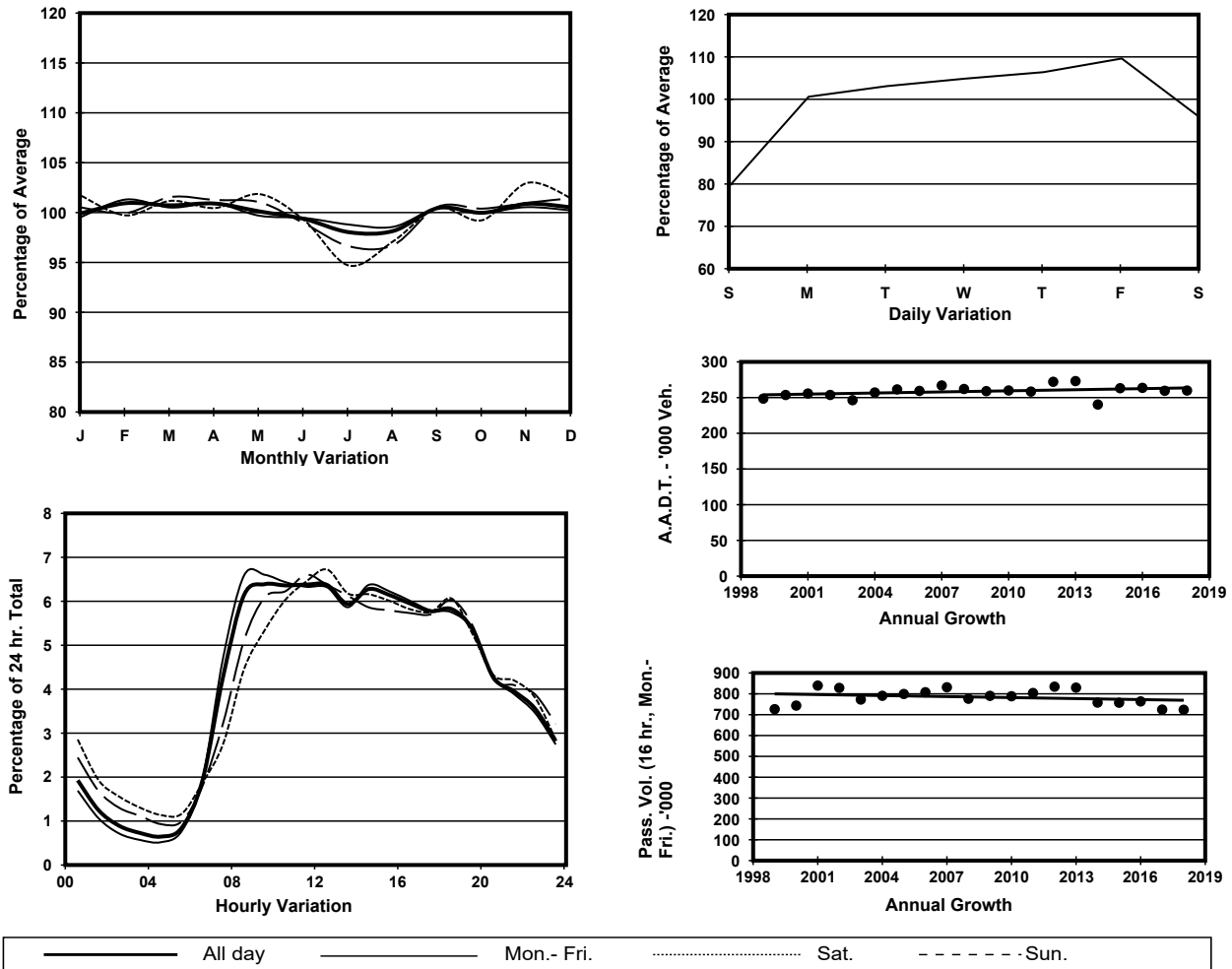
YEAR 2018

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.	129070	135700	127910	107180
R 12 / 24 - %	69.5	71.2	65.8	63.6
R 16 / 24 - %	87.2	88.7	83.5	82
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	7930	8900	6930	4870
T - % (AM)	-	12.3	-	-
PM Peak Hour	1800-1900	1600-1700	1800-1900	1800-1900
One-way flow at PM peak hour	7510	7900	7600	6560
T - % (PM)	-	8.6	-	-
Prop.of commercial vehicles - 16 hr.	-	8.8	-	-
WEST BOUND				
A.A.D.T.	130800	140010	123500	102340
R 12 / 24 - %	74.1	74.8	72	72.1
R 16 / 24 - %	90.8	91.2	89.6	88.8
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	8680	9340	8390	6330
T - % (AM)	-	7.6	-	-
PM Peak Hour	1600-1700	1600-1700	1800-1900	1800-1900
One-way flow at PM peak hour	7970	8660	7560	6140
T - % (PM)	-	8.3	-	-
Prop.of commercial vehicles - 16 hr.	-	7.8	-	-

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	3.5	32.6	37.7	3.1	1.5	9.4	1.3	4.8	0.1	6.0
	Ocp	1.1	1.4	2.0	7.9	9.7	1.4	1.3	11.7	18.1	25.4
0800-0900	Pro	2.5	47.2	30.0	0.7	0.6	7.9	1.3	4.2	0.1	5.6
	Ocp	1.0	1.3	2.0	6.9	12.0	1.6	1.4	15.0	26.1	31.0
0900-1000 Peak Hour	Pro	2.0	43.1	32.0	0.5	0.7	13.0	1.2	2.2	0.1	5.2
	Ocp	1.0	1.4	2.0	2.6	8.2	1.6	1.4	8.0	13.8	18.9
1000-1100	Pro	2.4	36.3	33.4	0.8	0.6	18.3	2.5	1.5	0.1	4.1
	Ocp	1.0	1.4	2.1	2.8	7.6	1.5	1.4	8.7	7.4	17.2
1100-1200	Pro	2.4	41.4	29.9	0.5	0.4	17.6	1.9	2.1	0.1	3.6
	Ocp	1.0	1.4	2.2	2.8	8.5	1.5	1.5	11.2	10.1	18.4
1200-1300	Pro	2.5	46.3	30.6	0.8	0.4	13.0	1.3	1.9	0.1	3.1
	Ocp	1.1	1.4	2.2	4.4	8.1	1.5	1.4	12.8	10.1	19.1
1300-1400	Pro	2.5	42.5	31.0	0.2	0.6	15.1	2.2	2.1	0.1	3.5
	Ocp	1.0	1.4	2.1	2.0	8.3	1.5	1.4	11.3	13.2	21.3
1400-1500	Pro	2.3	41.8	31.7	0.7	0.5	15.9	1.5	2.3	0.1	3.3
	Ocp	1.0	1.4	2.2	3.2	8.3	1.5	1.5	7.7	11.5	19.8
1500-1600	Pro	1.9	46.8	28.3	1.2	0.4	14.1	1.2	2.5	0.1	3.5
	Ocp	1.1	1.4	2.2	5.5	11.1	1.5	1.3	12.8	11.5	21.2
1600-1700	Pro	2.1	48.3	26.2	1.4	0.6	13.0	1.2	2.8	0.1	4.3
	Ocp	1.1	1.5	2.1	3.9	8.9	1.5	1.3	9.1	15.2	21.2
1700-1800	Pro	3.2	50.6	28.5	1.0	0.5	7.5	0.7	3.4	0.1	4.5
	Ocp	1.1	1.6	2.1	2.9	12.0	1.4	1.2	11.3	18.4	27.6
1800-1900	Pro	3.0	54.0	28.9	0.4	0.4	4.8	0.4	3.1	0.1	4.9
	Ocp	1.1	1.4	2.2	3.6	12.2	1.6	1.3	17.8	21.3	33.1
1900-2000	Pro	2.3	49.6	37.6	0.2	0.5	2.5	0.3	2.4	0.1	4.4
	Ocp	1.1	1.3	2.1	3.0	11.7	1.4	1.4	10.2	10.1	25.7
2000-2100	Pro	1.8	45.1	42.5	0.1	0.7	2.4	0.7	1.6	0.2	5.0
	Ocp	1.2	1.4	2.0	1.5	8.2	1.4	1.7	8.3	7.0	18.3
2100-2200	Pro	2.4	39.3	47.7	0.2	0.6	2.6	0.3	1.3	0.2	5.4
	Ocp	1.0	1.3	2.0	1.7	7.4	1.6	1.9	6.2	6.3	20.1
2200-2300	Pro	2.5	40.3	46.9	0.1	0.6	2.4	0.5	1.1	0.1	5.5
	Ocp	1.2	1.4	2.1	1.5	8.1	1.5	1.4	7.9	11.5	18.7
16 hours	Pro	2.5	44.3	32.9	0.8	0.6	10.7	1.2	2.5	0.1	4.4
	Ocp	1.1	1.4	2.1	4.8	9.4	1.5	1.4	11.4	12.8	22.8

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