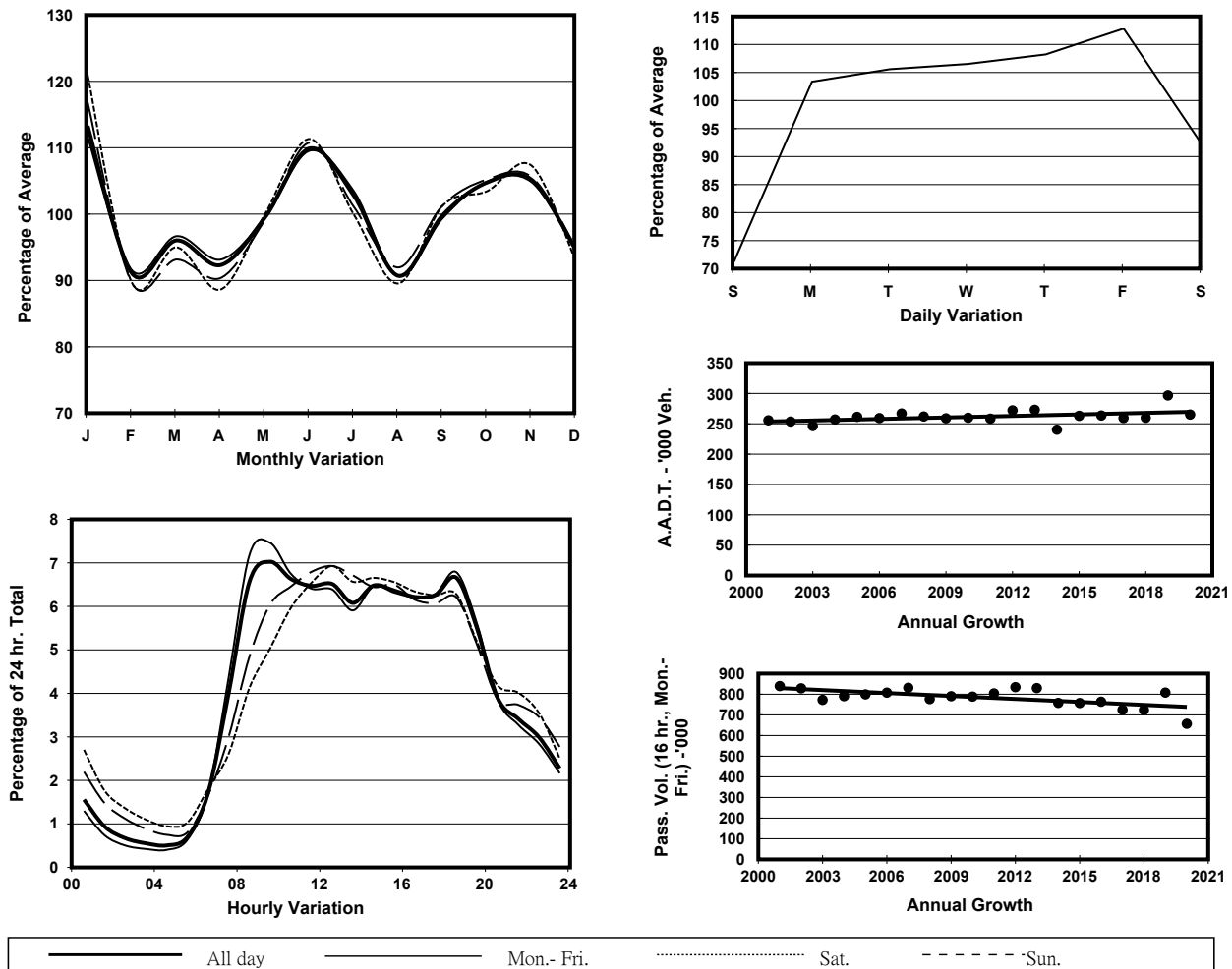


YEAR 2020

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

Stations on Cordon/Screenline 1001, 1007, 1031, 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.	130050	142320	120860	91300
R 12 / 24 - %	75.1	76.7	71.1	67.3
R 16 / 24 - %	90.7	92.1	86.8	84.8
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	9250	11060	6620	3770
T - % (AM)	-	8.2	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	8910	9990	7690	5940
T - % (PM)	-	7	-	-
Prop.of commercial vehicles - 16 hr.	-	7.5	-	-
<b>WEST BOUND</b>				
A.A.D.T.	135150	146380	127010	101140
R 12 / 24 - %	75.5	76.4	73.2	72.2
R 16 / 24 - %	91.5	92.2	89.8	88.6
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	9390	10480	8360	5920
T - % (AM)	-	6.4	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1600-1700
One-way flow at PM peak hour	8750	9600	7990	6270
T - % (PM)	-	7.3	-	-
Prop.of commercial vehicles - 16 hr.	-	7.1	-	-

## 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	4.3	32.1	34.3	1.2	1.5	13.6	2.4	3.4	0.1	7.2
	Ocp	1.0	1.4	1.8	5.3	6.8	1.4	1.2	11.3	8.5	21.8
0800-0900	Pro	3.1	47.8	28.7	0.6	0.7	9.1	1.8	2.5	0.1	5.7
	Ocp	1.0	1.3	1.9	4.6	8.2	1.7	1.4	13.7	19.7	28.7
0900-1000 Peak Hour	Pro	1.8	50.0	26.5	0.5	0.4	13.4	1.7	1.2	0.1	4.3
	Ocp	1.0	1.4	1.8	3.0	9.6	1.6	1.4	7.3	10.3	19.0
1000-1100	Pro	1.8	49.9	24.5	0.7	0.5	16.0	2.2	0.8	0.1	3.6
	Ocp	1.0	1.4	1.8	2.1	6.1	1.5	1.4	4.6	8.4	16.0
1100-1200	Pro	2.6	47.4	24.1	1.0	0.4	18.5	2.0	0.8	0.1	3.2
	Ocp	1.0	1.4	1.9	2.1	4.7	1.5	1.4	5.7	6.1	16.3
1200-1300	Pro	2.5	50.1	26.3	0.9	0.3	14.0	1.7	1.0	0.1	3.2
	Ocp	1.1	1.4	1.8	2.8	9.7	1.6	1.6	5.1	6.9	14.9
1300-1400	Pro	2.9	48.1	25.4	0.7	0.5	15.4	2.4	1.1	0.1	3.4
	Ocp	1.1	1.4	1.9	5.2	8.1	1.5	1.5	5.3	9.4	16.9
1400-1500	Pro	2.3	50.8	24.1	0.4	0.4	16.3	1.8	0.9	0.1	3.0
	Ocp	1.1	1.4	1.9	4.7	7.8	1.6	1.3	3.1	10.1	17.6
1500-1600	Pro	2.1	52.7	23.1	0.7	0.5	14.4	2.0	1.3	0.1	3.3
	Ocp	1.0	1.5	1.9	3.8	7.7	1.6	1.4	5.4	11.9	16.7
1600-1700	Pro	2.2	53.1	23.7	1.1	0.3	12.8	1.6	1.4	0.1	3.6
	Ocp	1.1	1.4	1.8	3.1	6.4	1.5	1.3	4.7	9.1	18.4
1700-1800	Pro	3.3	56.9	23.3	0.8	0.4	8.7	0.7	1.5	0.1	4.3
	Ocp	1.1	1.5	1.8	3.2	8.1	1.5	1.5	5.5	12.1	25.0
1800-1900	Pro	3.2	61.3	22.8	0.3	0.4	5.0	0.5	2.2	0.1	4.3
	Ocp	1.0	1.4	2.0	2.5	10.6	1.4	1.5	18.6	16.2	30.4
1900-2000	Pro	2.5	61.8	25.7	0.2	0.3	3.3	0.6	1.5	0.1	3.9
	Ocp	1.1	1.4	2.0	3.3	9.9	1.4	1.4	8.4	8.8	22.0
2000-2100	Pro	3.0	49.1	36.8	0.2	0.6	3.3	0.8	0.7	0.2	5.3
	Ocp	1.1	1.4	1.7	1.7	7.6	1.5	1.5	5.7	6.0	15.1
2100-2200	Pro	2.3	44.0	41.6	0.2	0.6	3.2	1.0	0.6	0.1	6.4
	Ocp	1.1	1.4	1.7	2.8	5.0	1.5	1.5	1.8	7.5	12.5
2200-2300	Pro	3.1	44.4	40.1	0.8	0.7	2.3	0.8	1.0	0.1	6.7
	Ocp	1.1	1.4	1.8	2.2	5.9	1.4	1.2	3.4	6.4	12.5
16 hours	Pro	2.6	50.7	26.9	0.7	0.5	11.3	1.5	1.4	0.1	4.2
	Ocp	1.1	1.4	1.9	3.4	7.6	1.5	1.4	8.8	9.7	19.9

**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