

YEAR 2021

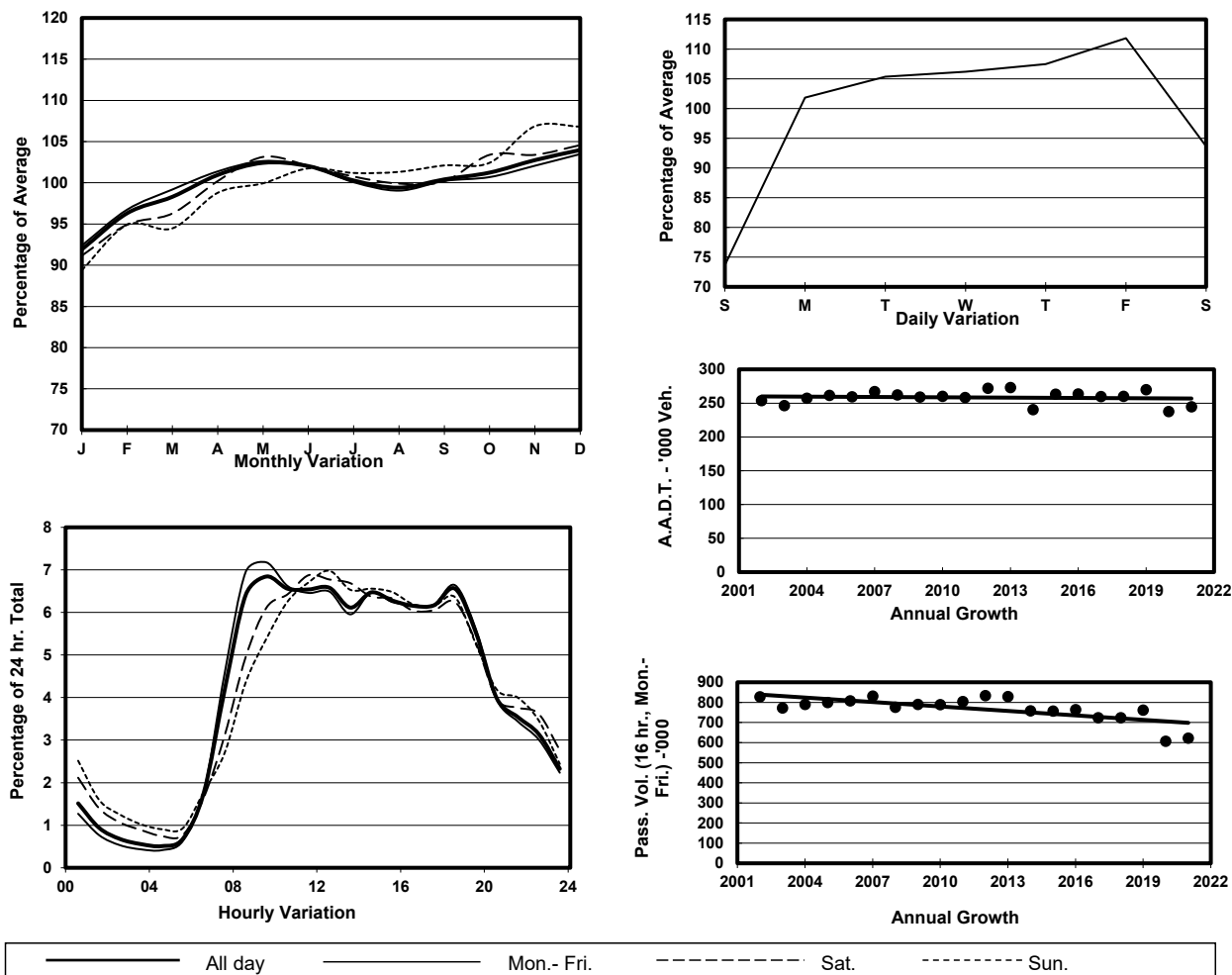
Location

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.	121140	131420	114960	87810
R 12 / 24 - %	74.9	76.4	71	68.8
R 16 / 24 - %	90.8	92.1	87.1	85.8
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	8400	9800	6480	4180
T - % (AM)	-	8.5	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	8160	9040	7170	5760
T - % (PM)	-	6.4	-	-
Prop.of commercial vehicles - 16 hr.	-	7.2	-	-
<b>WEST BOUND</b>				
A.A.D.T.	123430	132930	117020	94440
R 12 / 24 - %	74.8	75.5	73	72.4
R 16 / 24 - %	91.3	91.8	90.1	89.1
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	8340	9170	7710	5650
T - % (AM)	-	6.9	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	7880	8510	7530	5830
T - % (PM)	-	8.7	-	-
Prop.of commercial vehicles - 16 hr.	-	7.5	-	-

## 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	3.7	32.3	34.1	2.7	1.5	12.7	2.1	3.9	0.1	6.9
	Ocp	1.0	1.4	1.9	5.1	8.6	1.3	1.2	8.5	14.4	22.9
0800-0900	Pro	2.9	47.7	28.6	0.5	0.8	8.7	1.4	3.4	0.1	5.9
	Ocp	1.0	1.3	1.9	6.1	8.2	1.5	1.3	10.3	21.9	29.7
0900-1000 Peak Hour	Pro	2.0	47.8	28.7	0.5	0.5	12.9	1.6	1.2	0.1	4.7
	Ocp	1.0	1.3	1.8	3.0	8.4	1.5	1.2	5.3	12.1	20.4
1000-1100	Pro	2.4	46.8	25.8	0.9	0.3	17.9	1.8	0.6	0.1	3.3
	Ocp	1.1	1.3	1.7	2.5	9.2	1.5	1.3	2.1	11.1	18.7
1100-1200	Pro	2.9	48.1	24.6	1.0	0.3	17.3	1.7	1.0	0.1	3.1
	Ocp	1.0	1.4	1.8	2.3	8.4	1.5	1.4	2.7	10.7	19.3
1200-1300	Pro	2.5	52.3	25.1	0.9	0.3	13.2	1.7	1.2	0.1	2.8
	Ocp	1.0	1.4	1.9	3.0	13.4	1.5	1.3	4.0	9.6	19.8
1300-1400	Pro	3.0	49.2	25.6	1.2	0.4	13.6	2.3	1.6	0.1	3.2
	Ocp	1.0	1.3	1.9	4.3	9.7	1.5	1.5	7.1	15.6	22.0
1400-1500	Pro	2.4	52.3	24.5	0.6	0.5	13.6	1.9	1.2	0.1	3.0
	Ocp	1.0	1.4	1.8	2.1	8.6	1.5	1.3	2.8	9.8	21.2
1500-1600	Pro	2.5	54.8	21.5	0.9	0.4	13.6	1.5	1.2	0.1	3.5
	Ocp	1.1	1.3	1.8	2.6	9.1	1.5	1.2	8.0	11.4	21.2
1600-1700	Pro	2.6	55.7	22.8	0.9	0.4	10.8	1.3	1.4	0.1	4.1
	Ocp	1.0	1.4	1.9	3.0	7.8	1.4	1.5	4.3	13.4	22.9
1700-1800	Pro	4.2	53.5	26.0	0.4	0.5	8.6	0.7	1.4	0.1	4.7
	Ocp	1.1	1.4	1.9	2.2	9.3	1.5	1.3	4.0	20.0	27.1
1800-1900	Pro	3.7	57.6	25.7	0.2	0.4	4.9	0.4	2.2	0.1	4.7
	Ocp	1.0	1.4	2.1	1.8	9.1	1.4	1.3	13.5	18.8	34.2
1900-2000	Pro	3.1	59.3	28.0	0.1	0.4	3.2	0.4	1.7	0.1	3.7
	Ocp	1.0	1.3	1.9	2.0	9.6	1.2	1.4	9.0	12.8	24.8
2000-2100	Pro	4.0	51.3	33.9	0.2	0.7	3.3	0.8	0.7	0.1	5.0
	Ocp	1.1	1.4	1.8	1.8	6.9	1.4	1.4	5.5	8.4	17.2
2100-2200	Pro	3.4	43.4	40.8	0.2	0.7	4.2	0.9	0.3	0.1	5.9
	Ocp	1.1	1.4	1.7	2.7	7.2	1.5	1.3	2.7	9.7	16.4
2200-2300	Pro	4.1	43.9	40.9	0.0	0.5	3.6	1.0	0.1	0.1	5.8
	Ocp	1.1	1.3	1.7	0.0	6.3	1.5	1.3	2.6	6.5	14.9
16 hours	Pro	3.0	50.3	27.5	0.7	0.5	10.8	1.4	1.5	0.1	4.2
	Ocp	1.0	1.4	1.9	3.4	8.7	1.5	1.3	7.4	13.1	23.0

**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