

YEAR 2022

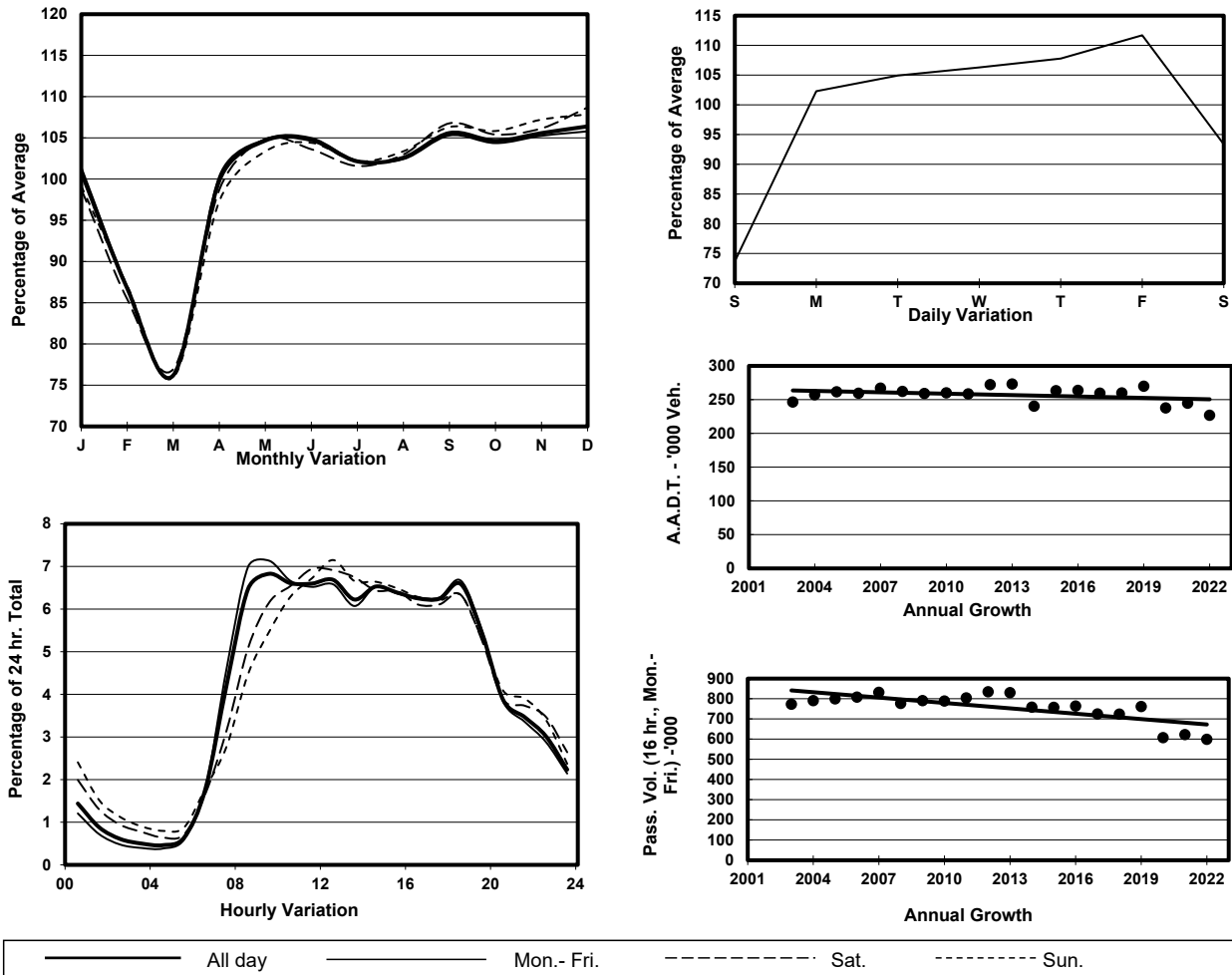
Location

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.	110260	119740	104460	79970
R 12 / 24 - %	75.8	77.2	72.3	69.9
R 16 / 24 - %	91.3	92.4	88.2	86.8
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	7630	8880	5900	3870
T - % (AM)	-	7.3	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	7580	8400	6670	5270
T - % (PM)	-	6.6	-	-
Prop.of commercial vehicles - 16 hr.	-	7.8	-	-
<b>WEST BOUND</b>				
A.A.D.T.	116510	125440	110660	89620
R 12 / 24 - %	75.5	76.2	73.6	72.9
R 16 / 24 - %	91.6	92.1	90.4	89.4
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	7860	8690	7350	5420
T - % (AM)	-	10.6	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1600-1700
One-way flow at PM peak hour	7370	7950	7090	5490
T - % (PM)	-	8.7	-	-
Prop.of commercial vehicles - 16 hr.	-	7.7	-	-

## 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	4.4	33.5	34.4	2.0	1.5	11.5	2.0	4.0	0.1	6.5
	Ocp	1.1	1.4	1.9	6.3	8.9	1.4	1.3	10.9	13.7	23.8
0800-0900	Pro	3.0	45.2	28.0	0.8	0.8	10.0	2.5	3.6	0.1	6.0
	Ocp	1.1	1.3	1.9	4.7	7.8	1.5	1.4	9.4	18.8	30.5
0900-1000 Peak Hour	Pro	2.2	48.9	26.2	0.4	0.7	14.8	1.6	1.1	0.1	4.1
	Ocp	1.0	1.4	1.8	3.6	7.5	1.5	1.4	5.2	13.0	22.6
1000-1100	Pro	2.5	46.2	25.1	0.5	0.6	18.8	2.3	1.0	0.1	3.1
	Ocp	1.0	1.4	1.8	2.9	7.4	1.4	1.4	4.7	6.3	21.5
1100-1200	Pro	3.1	46.4	24.5	0.7	0.4	18.7	1.8	0.9	0.1	3.2
	Ocp	1.0	1.4	1.8	2.1	8.4	1.4	1.3	3.2	7.2	20.4
1200-1300	Pro	2.6	49.6	26.0	0.9	0.4	13.3	2.7	1.6	0.1	2.8
	Ocp	1.0	1.4	1.9	2.8	9.2	1.4	1.4	3.7	11.4	19.7
1300-1400	Pro	3.1	48.2	26.1	1.0	0.4	13.7	2.6	1.6	0.1	3.3
	Ocp	1.1	1.3	1.9	4.9	10.0	1.5	1.3	4.1	11.8	21.3
1400-1500	Pro	2.8	48.9	25.3	0.4	0.4	15.2	2.2	1.2	0.1	3.6
	Ocp	1.0	1.4	1.9	2.5	9.3	1.5	1.4	5.2	11.6	21.2
1500-1600	Pro	2.7	50.1	24.1	1.0	0.6	14.9	1.5	1.6	0.1	3.3
	Ocp	1.0	1.5	1.9	4.3	8.5	1.5	1.2	9.2	10.2	19.6
1600-1700	Pro	4.0	51.8	22.5	0.9	0.6	13.2	1.0	1.5	0.1	4.4
	Ocp	1.1	1.5	1.8	3.1	8.6	1.6	1.3	4.6	12.5	22.5
1700-1800	Pro	3.9	53.7	24.7	0.5	0.5	8.6	0.7	2.0	0.1	5.1
	Ocp	1.1	1.4	1.8	3.1	11.2	1.5	1.1	8.0	21.7	27.6
1800-1900	Pro	4.7	57.3	25.6	0.2	0.6	4.1	0.3	1.8	0.1	5.2
	Ocp	1.1	1.5	2.0	2.8	14.6	1.5	1.5	15.5	18.7	33.3
1900-2000	Pro	2.5	59.0	28.8	0.1	0.4	3.2	0.5	1.5	0.1	3.9
	Ocp	1.1	1.4	1.9	1.5	10.6	1.3	1.4	9.2	21.5	24.8
2000-2100	Pro	3.8	48.8	36.0	0.2	0.8	3.5	0.5	0.8	0.1	5.5
	Ocp	1.1	1.4	1.9	2.6	8.2	1.3	1.3	3.9	6.9	16.7
2100-2200	Pro	3.2	45.6	38.5	0.3	0.8	4.5	0.8	0.6	0.1	5.6
	Ocp	1.1	1.4	1.8	2.2	8.0	1.3	1.2	3.8	9.5	14.8
2200-2300	Pro	3.8	45.6	38.6	0.1	0.8	3.6	1.0	0.7	0.1	5.6
	Ocp	1.1	1.4	2.0	1.0	6.8	1.3	1.3	4.2	10.0	15.3
16 hours	Pro	3.2	49.1	27.3	0.6	0.6	11.5	1.6	1.6	0.1	4.3
	Ocp	1.1	1.4	1.9	3.9	9.0	1.5	1.3	7.8	12.3	23.4

**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