

YEAR 2023

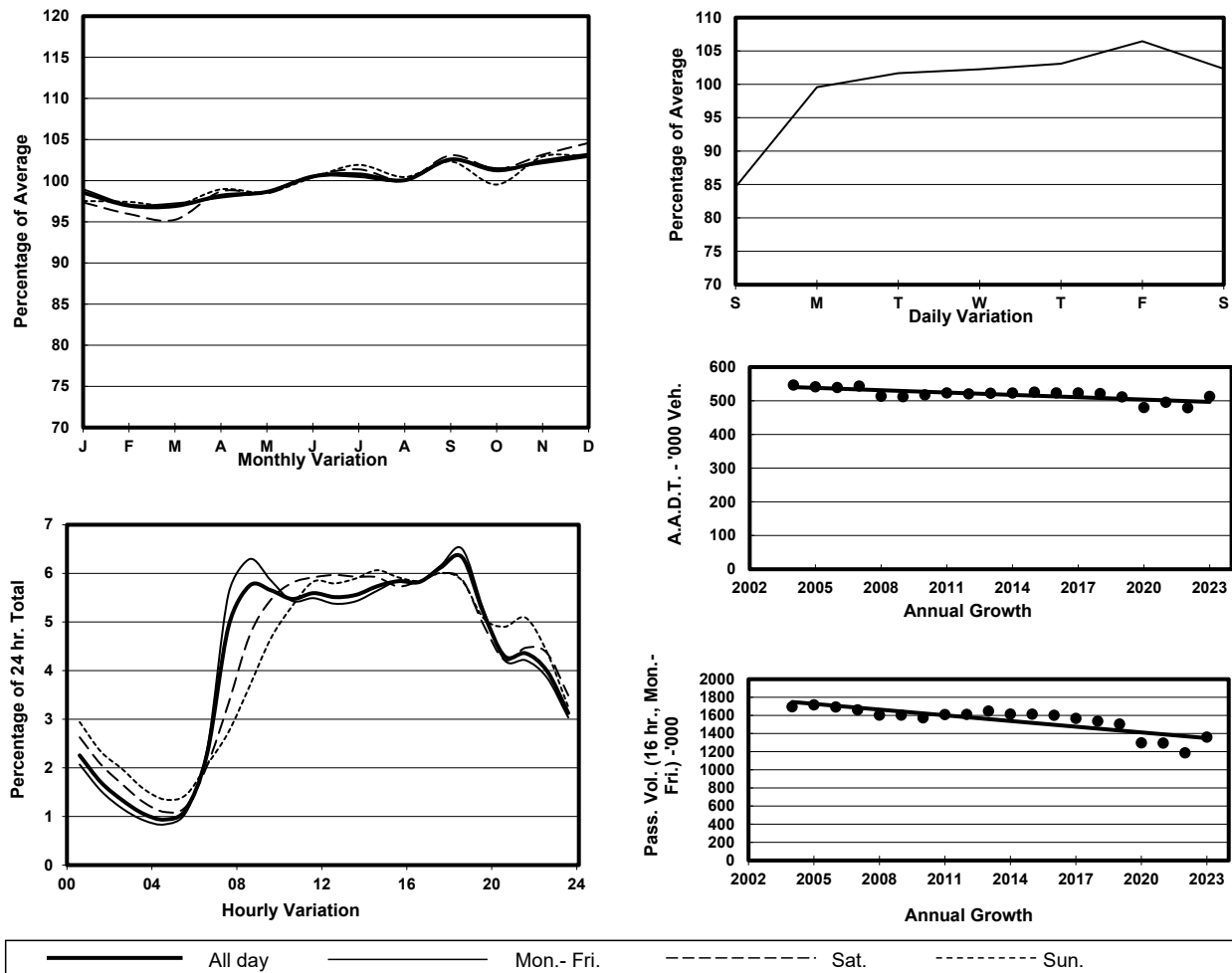
Location

Screenline A-A(Urban Railway Line)

Stations on Cordon/Screenline

3001, 3002, 4202, 4203, 4204, 4205, 4206, 4207, 4208, 4221 and 4401

1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	261020	269970	269670	223960
R 12 / 24 - %	67.6	68.8	65.5	62.5
R 16 / 24 - %	85.9	86.9	84.1	82.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	14730	16780	14150	10070
T - % (AM)	-	9.8	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	16560	17530	16480	13660
T - % (PM)	-	6	-	-
Prop.of commercial vehicles - 16 hr.	-	8	-	-
WEST BOUND				
A.A.D.T.	251750	260930	259920	213320
R 12 / 24 - %	69	70.1	67.5	64.7
R 16 / 24 - %	86.4	87.1	85	83.5
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	14750	16650	14760	10330
T - % (AM)	-	8.5	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	15930	17010	15300	12620
T - % (PM)	-	5.5	-	-
Prop.of commercial vehicles - 16 hr.	-	7.9	-	-

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	5.8	40.5	21.3	4.2	2.8	13.7	4.1	3.9	0.1	3.8
	Ocp	1.1	1.4	2.0	7.0	11.0	1.3	1.2	12.8	18.4	37.1
0800-0900	Pro	3.6	50.1	18.5	1.5	2.5	14.7	3.3	2.3	0.1	3.4
	Ocp	1.1	1.3	2.0	5.7	12.5	1.5	1.3	14.9	19.0	38.6
0900-1000	Pro	2.6	43.5	22.3	0.9	1.7	20.5	3.5	1.7	0.1	3.2
	Ocp	1.0	1.3	2.0	2.4	11.2	1.5	1.3	12.5	10.7	25.7
1000-1100	Pro	3.1	37.1	24.2	1.1	2.0	22.9	5.5	1.0	0.1	3.1
	Ocp	1.1	1.4	1.9	2.3	8.3	1.4	1.3	9.8	12.3	23.9
1100-1200	Pro	3.5	40.1	22.8	1.5	1.9	22.0	3.9	1.4	0.1	2.9
	Ocp	1.1	1.4	2.0	2.5	8.9	1.4	1.3	12.3	13.4	24.6
1200-1300	Pro	4.1	42.2	22.5	1.4	1.7	19.5	4.0	1.8	0.1	2.8
	Ocp	1.0	1.4	2.0	4.0	9.4	1.4	1.2	12.8	13.5	26.8
1300-1400	Pro	3.2	41.5	22.5	1.5	1.9	20.6	4.0	1.8	0.1	2.9
	Ocp	1.0	1.4	2.1	3.1	10.7	1.4	1.3	12.6	15.3	29.4
1400-1500	Pro	3.1	41.7	20.9	1.3	1.7	22.2	4.5	1.7	0.1	2.9
	Ocp	1.0	1.4	2.1	1.9	9.9	1.4	1.3	5.9	15.8	27.7
1500-1600	Pro	3.3	43.9	20.7	2.7	1.6	20.0	3.4	1.6	0.1	2.9
	Ocp	1.1	1.5	2.1	6.5	11.3	1.4	1.3	10.5	15.1	28.6
1600-1700	Pro	3.3	45.5	20.8	2.1	2.0	17.9	2.9	2.3	0.1	3.2
	Ocp	1.1	1.5	2.0	3.9	11.7	1.4	1.2	5.7	16.4	33.6
1700-1800	Pro	5.9	50.3	18.8	1.4	2.2	14.3	2.2	1.6	0.1	3.3
	Ocp	1.1	1.4	2.1	2.8	12.8	1.4	1.3	6.8	21.8	43.1
1800-1900 Peak Hour	Pro	6.0	56.8	19.3	0.2	2.4	9.6	1.1	1.4	0.1	3.1
	Ocp	1.1	1.4	2.2	2.2	15.2	1.4	1.2	15.6	19.7	53.7
1900-2000	Pro	4.6	59.2	21.9	0.1	2.3	6.5	0.8	1.2	0.1	3.3
	Ocp	1.1	1.4	2.0	1.7	12.1	1.3	1.2	10.7	14.1	37.8
2000-2100	Pro	5.1	50.5	29.2	0.1	2.4	7.0	0.9	0.9	0.1	3.9
	Ocp	1.1	1.4	2.0	1.2	9.6	1.4	1.2	5.3	11.0	28.5
2100-2200	Pro	4.2	50.8	30.6	0.2	2.3	6.4	1.0	0.6	0.1	3.8
	Ocp	1.1	1.5	2.0	2.9	10.5	1.4	1.4	3.9	9.6	29.5
2200-2300	Pro	4.5	49.8	32.4	0.2	2.3	5.7	0.7	0.4	0.1	3.9
	Ocp	1.1	1.5	2.0	1.8	9.2	1.4	1.2	1.6	6.9	25.6
16 hours	Pro	4.1	46.4	22.5	1.3	2.1	15.6	3.0	1.6	0.1	3.2
	Ocp	1.1	1.4	2.0	4.4	11.1	1.4	1.3	10.8	15.0	32.8

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