

YEAR 2023

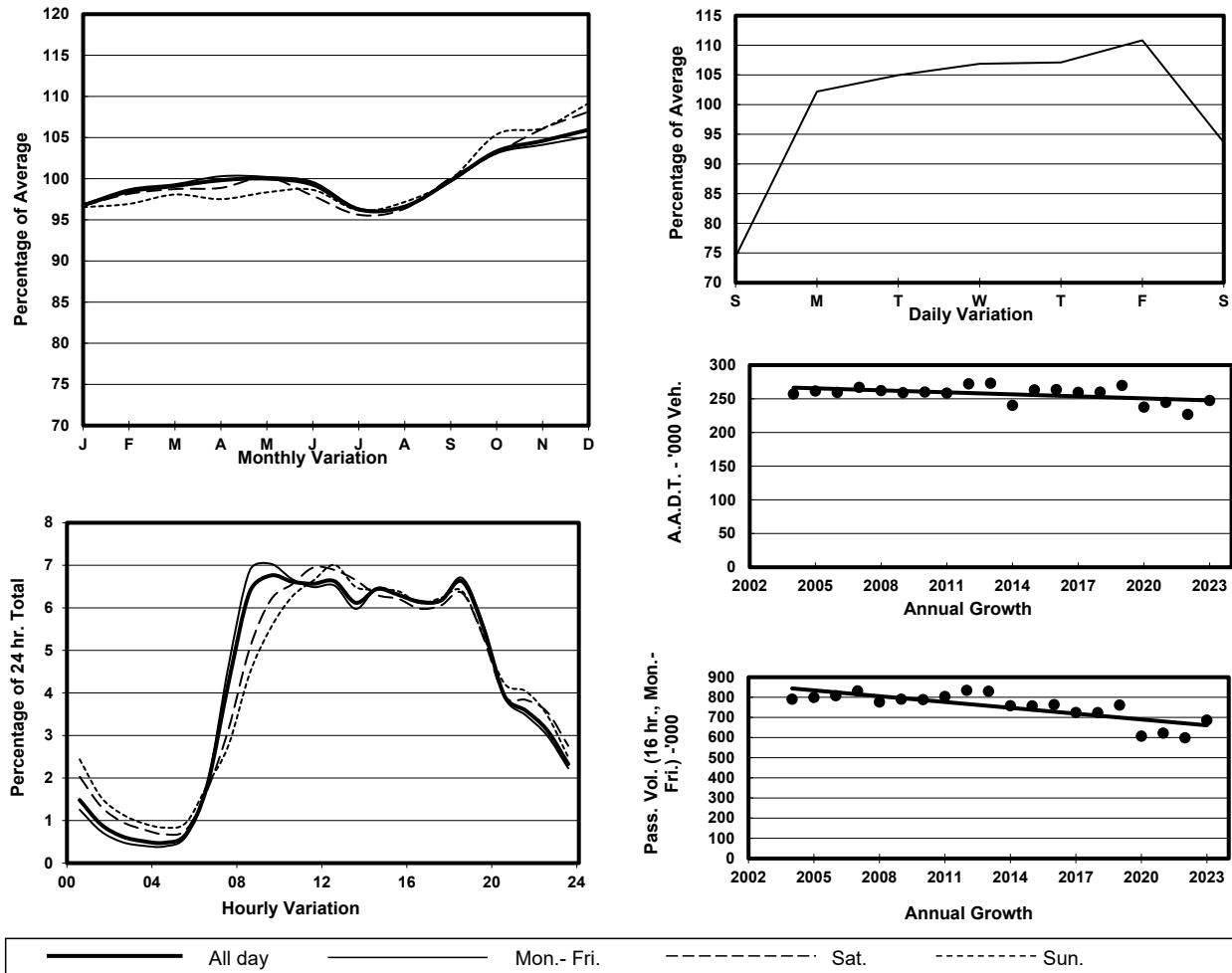
Location

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.	121590	131670	115710	89700
R 12 / 24 - %	74.8	76.2	71.5	68.9
R 16 / 24 - %	90.8	92	87.7	86.3
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	8290	9560	6670	4430
T - % (AM)	-	9.1	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	8360	9220	7260	6000
T - % (PM)	-	5.9	-	-
Prop.of commercial vehicles - 16 hr.	-	8.3	-	-
<b>WEST BOUND</b>				
A.A.D.T.	125790	135390	119560	96970
R 12 / 24 - %	75.1	75.8	73.1	72.4
R 16 / 24 - %	91.5	92	90.2	89.2
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	8440	9260	7900	5900
T - % (AM)	-	10	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	8030	8680	7690	5940
T - % (PM)	-	8.7	-	-
Prop.of commercial vehicles - 16 hr.	-	8.4	-	-

## 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	32.9	32.7	2.3	1.2	11.2	3.2	4.7	0.1	7.2
	Ocp	1.0	1.4	2.0	8.3	9.1	1.3	1.2	13.1	6.2	25.5
0800-0900	Pro	2.4	48.5	27.2	0.7	0.7	9.2	1.8	3.6	0.1	5.9
	Ocp	1.0	1.3	1.9	5.7	9.2	1.4	1.3	12.3	20.0	32.8
0900-1000 Peak Hour	Pro	1.9	48.1	27.5	0.4	0.4	13.4	2.9	1.4	0.1	4.1
	Ocp	1.1	1.3	1.9	3.0	6.8	1.5	1.3	7.1	11.6	23.9
1000-1100	Pro	2.6	45.0	27.4	0.6	0.4	16.2	3.5	1.0	0.1	3.3
	Ocp	1.0	1.3	1.9	1.7	8.9	1.4	1.3	5.4	10.8	20.2
1100-1200	Pro	3.4	47.8	23.9	0.7	0.5	16.6	2.9	0.9	0.1	3.2
	Ocp	1.0	1.4	2.0	2.3	10.1	1.5	1.4	5.1	12.4	19.3
1200-1300	Pro	2.9	46.9	28.0	0.6	0.5	14.3	1.8	1.4	0.1	3.3
	Ocp	1.1	1.5	2.0	4.0	9.9	1.4	1.2	6.9	10.9	18.6
1300-1400	Pro	2.8	46.8	27.4	0.6	0.5	14.4	2.5	1.8	0.1	3.1
	Ocp	1.0	1.4	2.0	3.2	8.6	1.5	1.3	14.8	10.1	19.1
1400-1500	Pro	2.2	50.3	23.5	0.8	0.5	14.6	1.8	3.0	0.1	3.2
	Ocp	1.1	1.4	2.0	1.7	7.8	1.5	1.3	12.8	12.3	19.7
1500-1600	Pro	2.9	50.1	22.7	1.4	0.6	13.1	1.9	3.5	0.1	3.7
	Ocp	1.1	1.4	1.9	8.0	10.9	1.5	1.2	15.6	16.3	19.5
1600-1700	Pro	3.2	53.3	22.8	1.3	0.6	10.5	1.5	2.7	0.1	4.1
	Ocp	1.1	1.4	2.0	3.5	11.4	1.4	1.3	14.9	14.6	21.6
1700-1800	Pro	3.6	52.5	26.8	0.6	0.6	7.5	0.9	2.3	0.1	5.3
	Ocp	1.1	1.4	2.0	4.3	13.6	1.3	1.2	9.5	20.7	29.0
1800-1900	Pro	4.3	57.4	26.2	0.2	0.5	4.5	0.4	2.2	0.1	4.4
	Ocp	1.1	1.4	2.1	4.1	12.1	1.3	1.1	15.4	26.6	33.4
1900-2000	Pro	2.6	57.3	31.1	0.1	0.4	2.3	0.4	1.6	0.1	4.1
	Ocp	1.1	1.4	2.0	1.0	8.3	1.3	1.5	7.8	15.9	27.1
2000-2100	Pro	3.1	48.8	37.5	0.1	0.6	3.4	0.8	0.9	0.1	4.8
	Ocp	1.1	1.4	2.0	1.7	7.4	1.4	1.1	5.5	11.3	17.0
2100-2200	Pro	3.1	47.1	39.3	0.2	0.6	2.9	0.9	0.4	0.1	5.5
	Ocp	1.0	1.4	2.0	4.7	8.2	1.2	1.3	6.6	11.0	17.5
2200-2300	Pro	2.9	47.3	38.4	0.2	0.6	3.3	1.1	0.7	0.1	5.4
	Ocp	1.0	1.4	2.0	1.7	11.4	1.2	1.1	6.1	8.8	16.3
16 hours	Pro	3.0	49.1	27.9	0.7	0.5	10.5	1.8	2.1	0.1	4.3
	Ocp	1.1	1.4	2.0	4.8	9.7	1.4	1.3	11.8	13.8	23.7

**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