

## TRAFFIC & TRANSPORT SURVEY DIVISION

## PUBLIC WORKS DEPARTMENT

HONG KONG

27 308 378



Data Record No.261

PEDESTRIAN PROBLEM SPOTS 1977

KOWLOON SOUTH

Job No. 501

Ъy

YU Shu-yee

Ag. Chief Engineer: PANG Hau-chung

March 1978

2055579 HES T76 D2

Requested by: G.H.E./T. & T.

List of Sites: The list of pedestrian problem spots to be examined by this Division as its 1977 programme of studies is shown in <u>APPNEDIX A</u>, and their locations shown in <u>PLAN A</u>. The sites which form the subject of this data record are:

| Item No. | Location                                      |
|----------|---|
| K1       | Tong Mi Road outside No. 64 near Bedford Road |
| K2       | J/O Ma Tau Kok Road/Pak Tai Street            |
| K3       | J/O Ma Tau Kok Road/Tam Kung Road             |
| K4.      | J/O To Kwa Wan Road/Lok Shan Road             |
| K5       | J/O Wuhu Street/Gillies Avenue                |
| К6       | J/O Argyle Street/Tong Mi Road                |
| K7       | J/O Prince Edward Road/Yuen Ngai Street       |

Introduction: This is the first of a series of data records reporting on peak hour pedestrian and vehicular volumes in 1977 at a number of locations in the Territory Survey procedures are the same as used in the previous studies and are described in detail in Data Record No. 121. Item No. K1 Tong Mi Road outside No. 64 near Bedford Road

The layout of the site together with peak hour pedestrian and vehicular volumes are shown in Table 1. Conditions at the site are illustrated in Figs. 1 and 2 following the table.

The following comments are made:

Within the section of Tong Mi Road between Mong Kok Road and Arran Street (about 250m long) there is only one uncontrolled pedestrian crossing which is the focus of the present study. Near the eastern end of the crossing there is a school and a bus stop whilst near the western end there is also a bus stop as well as a popular PLB picking up/setting down point. All these factors contribute to the generation of large number of pedestrians using the crossing. However, due to the heavy vehicle flows on Tong Mi Road pedestrians often find it difficult to cross the road.

To improve the situation, it is recommended that signals be installed at the crossing.

Subsequent to the survey, it was noted that signals had been installed at the crossing. Recent inspection indicated that the situation for pedestrians had been greatly improved.



Pedestrians

| Dur    | ing Vehi | cular Pe   | ak Hour    | •                     |
|--------|----------|------------|------------|-----------------------|
|        | Time:    | 17.30 -    | 18.30      | Date: 16.6.77 (Thur.) |
|        | Vehicl   | es         |            | Pedestrians           |
| Origin |          | <u>_</u> D | estination |                       |
|        | A        | B          | Total      | <b>a</b> . 1444       |
| А      |          | 1303       | 1303       | . b. 826              |
| В      | 2064     |            | 2064       | 2270                  |
| Total  | 2064     | 1303       | 3367       |                       |

## During Pedestrian Peak Hour

Time: 12.45 - 13.45

Vehicles

| Origin |      | ]    | Destination  |    |      |
|--------|------|------|--------------|----|------|
|        | A    | В    | Total        | а. | 1798 |
| A      |      | 1519 | 1519         | p, | 1153 |
| В      | 1125 |      | <b>1</b> 125 |    | 2951 |
| Total  | 1125 | 1519 | 2644         |    |      |



Fig. 1 PEDESTRIAN'S VIEW LOOKING SOUTH FROM TONG MI ROAD SHOWING JAY-WALKING OF PEDESTRIANS.



Fig. 2 PEDESTRIAN'S VIEW LOOKING SOUTH FROM TONG MI ROAD SHOWING PEDESTRIANS CROWDING ON THE CENTRAL REFUGE ISLAND Item No. K2 J/O Ma Tau Kok Road/Pak Tai Street

The layout of the site together with peak hour pedestrian and vehicular volumes are shown in <u>Table 2</u>. Conditions at the site are illustrated in <u>Figs. 3 and 4</u>. following the table.

The following comments are made:

- (a) This is an uncontrolled cross junction with both roads carrying one-way traffic. During peak periods in the afternoon, vehicles which often queue up on Ma Tau Kok Road, waiting to clear the junction ahead with Tam Kung Road cuase serious obstructions to pedestrians crossing Ma Tau Kok Road (Fig. 3).
- (b) Both the footpath spaces at point "f" and point "c" are completely occupied by hawker stands. As a result, pedestrians crossing Ma Tau Kok Road are forced to walk on the carriageways (Fig. 4).

It is recommended:

- (i) Consideration be given to the signalization of the junction, preferably to link with the signals at the junction of Ma Tau Kok Road/Tam Kung Road.
- (ii) Action be taken to clear the hawker stands on footpaths to facilitate pedestrian movements.



## During Vehicular Peak Hour

Time: 16:30 - 17 30

Vehicles

| Origin | •   |   |   | Desti | nation |
|--------|-----|---|---|-------|--------|
|        | A   | В | C | D     | Total  |
| A      | -   | - | - | -     |        |
| В      | 102 | - |   | 454   | 556    |
| C      | 287 | - | - | 100   | 387    |
| D      | -   | - |   | -     |        |
| Total  | 389 | - | - | 554   | 943    |

## During Pedestrian Peak Hour

Time: 09.00 - 10.00

|        | Vel | nicle | S |      |         |
|--------|-----|-------|---|------|---------|
| Origin |     |       |   | Dest | .nation |
|        | A   | В     | C | Ð    | Total   |
| A      | -   | -     | - | -    |         |
| В      | 55  | -     |   | 493  | 548     |
| C      | 225 | -     | - | 82   | 307     |
| Ð      | -   | -     | ~ | -    | -       |
| Total  | 280 | -     | - | 575  | 855     |
|        |     |       |   |      |         |

Date: 9.6.77 (Thur.)

| Pedestrians |      |  |  |
|-------------|------|--|--|
| а.          | 326  |  |  |
| b.          | 67   |  |  |
| c.          | 80   |  |  |
| d.          | 519  |  |  |
| ę.          | 275  |  |  |
| f.          | 160  |  |  |
| ß۰          | 151  |  |  |
| h.          | 405  |  |  |
| Total       | 1983 |  |  |

| Pedestrians  |      |  |  |  |
|--------------|------|--|--|--|
| a.           | 488  |  |  |  |
| b.           | 150  |  |  |  |
| с,           | 168  |  |  |  |
| d.           | 608  |  |  |  |
| e.           | 339  |  |  |  |
| f.           | 175  |  |  |  |
| g.           | 99   |  |  |  |
| h.           | 1270 |  |  |  |
| <u>Total</u> | 3297 |  |  |  |



Fig. 3 PEDESTRIAN'S VIEW LOOKING SOUTH FROM PAK TAI ST. NOTE STATIONARY VEHICLES CLOGGING UP THE JUNCTION



Fig. 4 PEDESTRIAN'S VIEW LOOKING SOUTH FROM PAK TAI ST. SHOWING HAWKERS OCCUPYING THE WHOLE FOOTPATH AT POINT "f"

Item No. K3 J/O Ma Tau Kok Road/Tam Kung Road

The layout of the site together with peak hour pedestrian and vehciular volumes are shown in <u>Table 3</u>. Conditions at the site are illustrated in Figs. 5 and 6 following the table.

The following comments are made:

- (a) This junction is controlled by signals with pedestrian aspects. The movements of pedestrians during peak hours are considerably heavy. However, pedestrians crossing the northern approach of Tam Kung Road (marked "A") or the eastern approach of Ma Tau Kok Road (marked "B") are often confused by the pedestrian signals which continue to display "red" for a rather long period despite the vehicle flows have already been stopped. This is apparently due to an unnecessarily long all-red period for both pedestrian and vehicle signals.
- (b) Hawker stands at point "c" obstruct pedestrians using the footpath. Also the crowded arrangement of street furniture at point "a" causes considerable inconvenience to pedestrians.

It is recommended:

- (i) The signals as mentioned in (a) be re-adjusted.
- (ii) Action be taken against the hawkers and consideration be given to re-arrange street furniture to reduce inconvenience to pedestrians.



| Dur      | ing | Peak | Hour  |      |         |  |
|----------|-----|------|-------|------|---------|--|
|          | T:  | ime: | 17-15 | 18   | 15      |  |
| Vehicles |     |      |       |      |         |  |
| Origin   |     |      |       | Dest | ination |  |
|          | Α   | В    | C     | D    | Total   |  |
| A        | -   |      | 291   | 41   | 332     |  |
| В        |     | -    | 140   | 450  | 590     |  |
| C        | -   | -    | -     | 13   | 13      |  |

Date: 9.6.77 (Thur.)

| Pedestrians |      |  |  |  |  |
|-------------|------|--|--|--|--|
| a.          | 251  |  |  |  |  |
| b.          | 222  |  |  |  |  |
| c.          | 246  |  |  |  |  |
| d.          | 494  |  |  |  |  |
| e.          | 572  |  |  |  |  |
| f.          | 163  |  |  |  |  |
| 5.          | 173  |  |  |  |  |
| h.          | 457  |  |  |  |  |
| Iotal .     | 2578 |  |  |  |  |

| During  | Fede | strian | Рę | eak | Hour |
|---------|------|--------|----|-----|------|
| $T_{i}$ | me;  | 08.45  | _  | 09. | 45   |

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431

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504

-

935

|        | Ve |         |     |            |         |
|--------|----|---------|-----|------------|---------|
| Origin |    |         |     | Dest       | ination |
|        | A  | В       | ¢   | D          | Total   |
| A      | -  | -       | 238 | 41         | 279     |
| В      | -  | -       | 89  | 435        | 524     |
| C      | -  | <b></b> | -   | <b>1</b> † | 11      |
| D      | -  | -       | -   | -          | -       |
| Total  | -  | -       | 327 | 487        | 814     |

 $\mathbb{D}$ 

Total

| h.     | 457     |
|--------|---------|
| Total. | 2578    |
|        |         |
|        |         |
|        |         |
|        |         |
| Pede   | strians |
| a.     | 443     |
| b.     | 233     |
| c.     | 176     |
| d.     | 487     |
| e.     | 845     |
| f.     | 266     |
| g.     | 218     |
| h.     | 1098    |
| Total  | 3766    |
|        |         |
|        |         |



Fig. 5 PEDESTRIAN'S VIEW LOOKING WEST FROM POINT "b" TOWARDS THE JUNCTION SHOWING JAY-WALKERS AT THE JUNCTION



Fig. 6 PEDESTRIAN'S VIEW LOOKING EAST FROM POINT "h" SHOWING POOR ARRANGEMENT OF STREET FURNITURE AT POINT "a"

#### Item No. K4 To Kwa Wan Road/Lok Shan Road

The layout of the site together with peak hour pedestrian and vehicular volumes are shown in Table 4. Conditions at the site are illustrated in Figs. 7 and 8 following the table.

The following comments are made:

This site involves a signalised junction located in densely populated residential area. During peak periods pedestrian movements are extremely heavy, particularly on the two crossings on To Kwa Wan Road. There appears to be no acute pedestrian problems except those created by PLB's which often stop at the pedestrian crossings, thus making it dangerous and inconvenient for pedestrians using the crossings. It is recommended that action be taken against these PLB's. TABLE 4 J/O To Kwa Wan Rd/Lok Shan Rd



-

| Dur    | ring Ve | ehicu       | lar H | Peak  | Hour   |
|--------|---------|-------------|-------|-------|--------|
|        | Time    | <b>;</b> 08 | - 00  | - 09  | 00     |
|        | Vehi    | cles        | -     |       |        |
| Origin | 1       |             | Ţ     | Desti | nation |
|        | A       | В           | C     | D     | Total  |
| A      | 19      | 59          | 702   | 66    | 846    |
| В      | 23      | -           | 26    | 18    | 67     |
| С      | 1093    | 30          | -     | 89    | 1212   |

D

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-Total 1135 89 728 173 Date: 13.6.77 (Mon)

| Pedestrians |       |  |  |  |
|-------------|-------|--|--|--|
| a.          | 1411  |  |  |  |
| Ъ,          | 274   |  |  |  |
| c.          | 646   |  |  |  |
| d.          | 653   |  |  |  |
| e.          | 1229  |  |  |  |
| f.          | 426   |  |  |  |
| g.          | 321   |  |  |  |
| h.          | 861   |  |  |  |
| Total       | .5821 |  |  |  |

| n      | ••••       |      | -    |
|--------|------------|------|------|
| Juring | edes trian | Peak | Hour |

-

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2125

Time: 1230-1330

|        | Veł | icles | -   |       |        |
|--------|-----|-------|-----|-------|--------|
| Origin |     |       |     | Desti | nation |
|        | A٠  | В     | С   | D     | Total  |
| A      | 8   | 65    | 595 | 74    | 742    |
| В      | 23  | -     | 25  | 16    | 64     |
| C      | 835 | 30    | 2   | 81    | 948    |
| D      | -   | -     | -   | -     | -      |
| Total  | 866 | 95    | 622 | 171   | 1754   |

| Pedestrians |      |  |  |  |  |  |
|-------------|------|--|--|--|--|--|
| a.          | 1745 |  |  |  |  |  |
| b.          | 502  |  |  |  |  |  |
| c.          | 713  |  |  |  |  |  |
| đ.          | 1247 |  |  |  |  |  |
| e.          | 1388 |  |  |  |  |  |
| f.          | 722  |  |  |  |  |  |
| g.          | 585  |  |  |  |  |  |
| h.          | 1009 |  |  |  |  |  |
| Total       | 7911 |  |  |  |  |  |



Fig. 7 PEDESTRIAN'S VIEW LOOKING FROM POINT "a" TOWARDS POINT "h". NOTE PLB'S STOPPING AT THE CROSSING IN THE BACKGROUND



Fig. 8 PEDESTRIAN'S VIEW LOOKING SOUTH FROM TO KWA WAN ROAD SHOWING PLB'S OBSTRUCTING PEDESTRIANS AT CROSSING "d-e"

Item No. K5 J/O Wuhu Street/Gillies Avenue

The layout of the site together with peak hour pedestrian and vehicular volumes are shown in <u>Table 5</u>. Conditions at the site are illustrated in Figs. 9 to 11 following the table.

The following comments are made:

- (a) This is a signalised T-junction located closely to a market place. Pedestrian aspects are only provided at crossing"a-b" at Wuhu Street approach. Pedestrian movements during peak hours are extremely heavy, particularly on crossing "e-f" on Gillies Avenue. Since the method of control of the existing signal system at the junction is such that pedestrians crossing Gillies Avenue normally have to wait at the 1.2m wide central refuge island between signal phases, resulting in the island being overcrowded.
- (b) The electricity box located at "f" causes considerable hindrance to pedestrians crossing at "e-f" (Fig. 10).
- (c) A number of pedestrians often jay-walk across Wuhu Street at "h-g" without detouring via the proper crossing at "a-b" (Fig. 11)

To improve the situation for pedestrians, it is recommended:

- (i) The holding capacity of the island at pedestrian crossing "e-f" be increased by increasing its existing width from 1.2m to 2.0m.
- (ii) Consideration be given to the re-location of the electricity box as mentioned in (b).
- (iii) The existing guardrails along both sides of the western approach of Wuhu Street be extended further westward to discourage jak-walkers as mentioned in (c).

TABLE 5 J/O Wuhu St/Gillies Ave



| Dur    | ing V             | ehi cul | Lar Pe | ak H | our    |
|--------|-------------------|---------|--------|------|--------|
|        | $^{\mathrm{Tim}}$ | e: 17   | 7.30 - | 18   | 30     |
|        | Veh               | icles   |        |      |        |
| Origin |                   |         | D      | esti | nation |
|        | A                 | В       | С      | Ĵ,   | Total  |
| А      | -                 | 253     | 262    |      | 515    |
| В      | 431               |         | 249    |      | 680    |
| C      | 263               | 158     |        |      | 421    |
| Total  | 694               | 411     | 511    |      | 1616   |
|        |                   |         |        |      |        |

# During Pedestrian Peak Hour

Time: 0845 - 09 45

| Veh | icles                              |   |  |
|-----|------------------------------------|---|--|
|     |                                    | _Desti  | nation   |
| A   | В                                  | C   | Total  |
| -   | 246                                | 251   | 497  |
| 341 | -                                  | 264   | 605  |
| 252 | 134                                | -   | 386  |
| 593 | 380                                | 515   | 1488   |
|     | Veh:<br>A<br><br>341<br>252<br>593 | Vehicles<br>A B<br>- 246<br>341 -<br>252 134<br>593 380 | Vehicles Desti   A B C   - 246 251   341 - 264   252 134 -   593 380 515 |

Date: 30.5.77 (Mon)

| Pedestrians |      |  |  |  |  |  |
|-------------|------|--|--|--|--|--|
| a.          | 660  |  |  |  |  |  |
| b.          | 652  |  |  |  |  |  |
|             |      |  |  |  |  |  |
| e.          | 1505 |  |  |  |  |  |
| f.          | 1629 |  |  |  |  |  |
| g.          | 31   |  |  |  |  |  |
| h.          | 32   |  |  |  |  |  |
| Total       | 4509 |  |  |  |  |  |

|         | Pede | strians |
|---------|------|---------|
|         | a.   | 1086    |
|         | ь.   | 707     |
|         |      |         |
|         | e.   | 2997    |
|         | f.   | 1568    |
|         | ′g.  | 118     |
|         | h.   | 293     |
| $T_{O}$ | tal  | 6769    |



Fig. 9 PEDESTRIAN'S VIEW LOOKING SOUTH TOWARDS GILLIES AVENUE SHOWING PEDESTRIANS AT CROSSING "e-f"



Fig. 10 PEDESTRIAN'S VIEW LOOKING FROM POINT "e" TOWARDS POINT "f" SHOWING THE ELECTRICITY BOX STANDING IN THE MIDDLE OF THE CROSSING



Fig. 11 PEDESTRIAN'S VIEW LOOKING WEST FROM WUHU STREET SHOWING PEDESTRIANS JAY-WALKING ACROSS THE WESTERN APPROACH OF WUHU STREET Item No. K6 J/O Argyle Street/Tong Mi Road

The layout of the site together with peak hour pedestrian and vehicular volumes are shown in <u>Table 6</u>. Conditions at the site are illustrated in Fig. 12 following the table.

This is a signalised cross junction consisting of roads which are carrying heavy vehicle traffic. At present, the peak flow on Tong Mi Road is of the order of 4000 vehicles per hour. Due to the relatively high speeds of vehicles coupled with the width of road, pedestrians crossing Tong Mi Road are often subject to certain degree of danger despite the existence of pedestrian crossings. Also the heavy rightturning vehicle movements from Argyle Street to Tong Mi Road constitute a constant hazard to the pedestrians crossing Tong Mi Road via "a-h" (Fig. 12)

To improve the situation, it is recommended that pedestrian aspects be included in the signal system failing which the "all-red" period after the green phase for Argyle Street approach be extended to facilitate pedestrians crossing Tong Mi Road.





| Du     | ring V | ehicul | ar Pea | k Hour |       |       |             |    |
|--------|--------|--------|--------|--------|-------|-------|-------------|----|
|        | Tim    | e: 17  | 7.00 - | 18.00  | -     | Date: | 25.5.77 (We | эć |
|        | Veh    | icles  |        |        |       | Pede  | strians     |    |
| Origin |        |        | De     | stinat | ion   | a.    | 576         |    |
|        | A      | B      | C      | D      | Total | b.    | 337         |    |
| A      | -      | 38     | 850    | 90     | 978   | C.    | 142         |    |
| в      | 693    | -      | 137    | 344    | 1174  | d.    | 391         |    |
| C      | 1470   | 57     | -      | 240    | 1767  | e.    | 190         |    |
| D      | 144    | 17     | 231    | -      | 392   | f.    | 120         |    |
| Total  | 2307   | 112    | 1218   | 674    | 4311  | g.    | 337         |    |
|        |        |        |        | Ť      |       | h.    | 523         |    |
|        |        |        |        |        |       | Total | 2616        |    |

# During Pedestrian Peak Hour

| Time: | 07.30 - | 08 30 |
|-------|---------|-------|

|        | Veh  | icles |              |       |       |
|--------|------|-------|--------------|-------|-------|
| Origin |      |       | De           | stina | tion  |
|        | A    | В     | C            | D     | Total |
| A      |      | 20    | 606          | 92    | 718   |
| В      | 565  | -     | 109          | 276   | 950   |
| G      | 840  | 54    | -            | 123   | 1017  |
| D      | 186  | 22    | 186          | -     | 394   |
| Total  | 1591 | 96    | 9 <b>0</b> ø | 491   | 3079  |

| Pedes | Pedestrians |  |  |
|-------|-------------|--|--|
| a.    | 1083        |  |  |
| b.    | 375         |  |  |
| C.    | 672         |  |  |
| d.    | 444         |  |  |
| e.    | 502         |  |  |
| f.    | 558         |  |  |
| £.    | 127         |  |  |
| h.    | 367         |  |  |
| Total | 4128        |  |  |



Fig. 12 PEDESTRIAN'S VIEW LOOKING EAST FROM POINT "h" SHOWING PEDESTRIANS AT CROSSING "a-h"

Item No. K7 J/O Prince Edward Road/Yuen Ngai Street

The layout of the site together with peak hour pedestrian and vehicular volumes are shown in <u>Table 7</u>. Conditions at the site are illustrated in <u>Figs. 13 and 14</u> following the table.

The following comments are made:

This site is located near a number of schools. Students play an important role in peak hour pedestrian congestion. However, no particular pedestrian problems are observed since pedestrian crossings with pedestrian signals are adequately provided. TABLE 7 J/O Prince Edward Rd/Yuen Ngai St.



| <u><u></u>uri</u> | ng Veh             | icula       | r Peak Ho | ur      |
|-------------------|--------------------|-------------|-----------|---------|
|                   | T <sub>ime</sub> : | 17 (        | 00 - 18 0 | x       |
|                   | Vehic              | les         |           |         |
| Origin            |                    |             | Desti     | Ination |
|                   | A                  | B           | C         | Total   |
| A                 | -                  | 27 <b>3</b> | 50        | 323     |
| В                 | -                  | -           | 2578      | 2578    |
| C                 |                    | -           | -         | -       |
| Total             | -                  | 273         | 2678      | 2901    |

176

Date: 13.6.77 (Mon)

| Pedestrians |      |  |  |
|-------------|------|--|--|
| a.          | 148  |  |  |
| b.          | 46   |  |  |
| с.          | 83   |  |  |
| d.          | 88   |  |  |
| e.          | 195  |  |  |
| f.          | 375  |  |  |
| g٠          | 490  |  |  |
| h.          | 789  |  |  |
| Total       | 2214 |  |  |
|             |      |  |  |

| During Fedestrian Peak H | Hour |
|--------------------------|------|
|--------------------------|------|

| Time        | : 11                        | 00-1200  |  |
|-------------|-----------------------------|--|--|
| Vehi        | cles                        |  |  |
| Destination |                             |  |  |
| A           | В                           | C  | Total  |
| -           | 163                         | 37   | 200  |
| -           | -                           | 2444   | 2444   |
| +- <b>-</b> |                             | -  | -  |
| -           | 163                         | 2481   | 2644   |
|             | Time<br>Vehi<br>A<br>-<br>- | Time: 11<br><u>Vehicles</u><br>A B<br>- 163<br><br>- 163 | Time: 1100-1200<br><u>Vehicles</u><br><u>Dest</u><br>A B C<br>- 163 37<br>- 2444<br><br>- 163 2481 |

| Pedestrians |      |  |  |
|-------------|------|--|--|
| а.          | 601  |  |  |
| b.          | 340  |  |  |
| c.          | 328  |  |  |
| d.          | 257  |  |  |
| e.          | 664  |  |  |
| f.          | 830  |  |  |
| g.          | 880  |  |  |
| h.          | 1061 |  |  |
| Total       | 4961 |  |  |



Fig. 13 PEDESTRIAN'S VIEW LOOKING SOUTH FROM POINT "e" SHOWING STUDENTS AT CROSSING "e-f"



Fig. 14 PEDESTRIAN'S VIEW LOOKING EAST FROM POINT "g" SHOWING PEDESTRIAN MOVEMENTS AT CROSSING "g-h"

APPENDIX A LIST OF PEDESTRIAN PROBLEM SPOTS - 1977

Kowloon South

|     | K1         | Tong Mi Road outside No. 64 near Bedford Road                           |
|-----|------------|---|
|     | K2         | J/O Ma Tau Kok Road/Pak Tai Street                                      |
|     | K3         | J/O Ma Tau Kok Road/Tam Kung Road                                       |
|     | <b>K</b> 4 | J/O To Kwa Wan Road/Lok Shan Road                                       |
|     | K5         | J/O Wuhu Street/Gillies Avenue  |
|     | K6         | J/O Argyle Street/Tong Mi Road  |
|     | К7         | J/O Prince Edward Road/Yuen Ngai Street                                 |
| Kow | loon North | & N.T.  |
|     | K8         | J/O Castle Peak Road/Pratas Street                                      |
|     | K9         | Choi Hung Road from J/W Tai Yau Street to J/W Hammer Hill Road          |
|     | K10        | Sheung Fung Street between J/W Fung Tak Street and J/W Lung Fung Street |
|     | NT 1       | Castle Peak Road at San Tin Village (near M.S. $31\frac{1}{2}$ ).       |
| . • | NT2        | Castle Peak Road at Ngau Tam Mei Village (near M.S. $29\frac{1}{4}$ )   |
|     | NT3        | Pak Sha Wan - Hiram's Highway, Sai Kung                                 |
| Hon | g Kong Isl | and   |
|     | H1         | Pok Fu Lam Road at St. Paul's College                                   |
|     | H2         | J/O Electric Road/Wing Hing Street                                      |
|     | H3         | J/O Chai Wan Road/Lok Man Street  |
|     | H4         | J/O Chai Wan Road/Ngoi Man Street/Aldrich Street/<br>Shau Kei Wan Road  |
|     | H5         | J/O Elgin Street/Peel Street  |
|     | н6 .       | J/O King's Road/North Point Road/North View Road                        |
|     | H7         | J/O Java Road/Tin Chong Street  |
|     |            |   |





TRAFFIC & TRANSPORT SURVEY DIVISION

PUBLIC WORKS DEPARTMENT

HONG KONG

27 A. A. 196



PEDESTRIAN PROBLEM SPOTS 1977

KOWLOON NORTH AND N.T.

Job No. 501

by

YU Shu-yee

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Ag. Chief Engineer: PANG Hau-chung

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Requested by: G.H.E./T. & T.

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List of Sites: The list of pedestrian problem spots to be examined by this Division as its 1977 programme of studies is shown in <u>APPENDIX A</u> of Data Record No. 261 The sites which form the subject of this data record are:

| Item No.  | Location   |
|-----------|--|
| K8        | J/O Castle Peak Road/Pratas Street   |
| K9        | Choi Hung Road from J/W Tai Yau Street to<br>J/W Hammer Hill Road                  |
| K10       | Sheung Fung Street between J/W Fung Tak<br>Road and J/W Lung Fung Street           |
| NT i      | Castle Peak Road at San Tin Village (near<br>M.S. 31 <sup>1</sup> / <sub>2</sub> ) |
| NT2       | Castle Peak Road at Ngau Tam Mei Village<br>(near M.S. 294)                        |
| NT3       | Pak Sha Wan - Hiram's Highway, Sai Kung  |
| nononting | This is the second of a series of data reco  |

Introduction: This is the second of a series of data records reporting on peak hour pedestrian and vehicular volumes in 1977 at a number of locations in the Territory. Survey procedures are the same as used in the previous studies and are described in detail in Data Record No. 121. Item No. K8 J/O Castle Peak Road/Pratas Street

The layout of the site together with peak hour pedestrian and vehicular volumes are shown in <u>Table 1</u>. Conditions at the site are illustrated in Fig. 1 following the table.

The following comments are made:

This is an uncontrolled cross junction located in mixed residential and commercial area. Of the two roads at the junction Castle Peak Road which is routed one-way southbound carries the predominant vehicle flows. Due to lack of pedestrian crossing facilities, pedestrians often jay-walk diagonally across the junction. At point "a" which is a popular PLB setting down/picking up spot (Fig.1) pedestrians are observed to cross Castle Peak Road through the gaps between vehicles, thereby exposing themselves to danger. This situation could be improved by the installation of signals at the junction.



Castle Peak Rd.

| During Vehicular Peak Hour |     |              |               |        |       |
|----------------------------|-----|--------------|---------------|--------|-------|
|                            | Tim | e: 16        | 15 - 17       | 7.15   |       |
|                            | Veh | icles        |               |        |       |
| Origin                     |     |              | Des           | tinati | on    |
|                            | A   | В            | С             | D      | Total |
| A                          | -   | 10           | 14 <b>1</b> 9 | 45     | 1474  |
| В                          | -   | -            | 61            | 16     | 77    |
| C                          | -   |              | -             |        | -     |
| D                          | -   | <del>~</del> | -             | -      | -     |
| TOTAL                      | -   | 10           | 1480          | 61     | 1551  |

## Date: 23.5.77 (Monday)

| <u>Pedestrians</u> |      |  |  |
|--------------------|------|--|--|
| а.                 | 302  |  |  |
| b.                 | 238  |  |  |
| c.                 | 301  |  |  |
| d.                 | 94   |  |  |
| e.                 | 176  |  |  |
| f.                 | 458  |  |  |
| g.                 | 432  |  |  |
| h.                 | 433  |  |  |
| TOTAL              | 2434 |  |  |

# During Pedes trian Peak Hour

Time: 17.30 - 18.30

|        | Vel | <u>icles</u> |       |      |       |
|--------|-----|--------------|-------|------|-------|
| Origin |     | . *          | Des   | tina | tion  |
|        | A   | В            | C     | D    | Total |
| A      | -   | 9            | 1 402 | 45   | 1456  |
| В      | -   | -            | 54    | 21   | 75    |
| C      | -   | -            | -     | -    | -     |
| D      | -   |              | _     | -    | _     |
| TOTAL  | -   | 9            | 1 456 | 66   | 1531  |
|        |     |              |       |      |       |

Pedestrians a. 428 Ъ. 253 318 c. 132 đ. 239 e. f. 415 621 g. h. 544 TOTAL 2950



Fig. 1 PEDESTRIAN'S VIEW LOOKING TOWARDS POINT "a" SHOWING PLB PICKING UP/SETTING DOWN ACTIVITIES

## Item No. K9 Choi Hung Road from J/W Tai Yau Street to J/W Hammer Hill Road

The layout of the site together with peak hour pedestrian and vehicular volumes are shown in <u>Table 2</u>. Conditions at the site are illustrated in Figs. 2 to 5 following the table.

The following comments are made:

- (a) The stretch of road under study is approximately 500m long. It involves a roundabout at the eastern end and a T-junction at the western end and is bounded on the south by industrial areas and on the north by squatter areas. Situated immediately to the east of the roundabout is the Choi Hung Housing Estate. During peak periods large number of pedestrians emerge from the Estate. These pedestrians often walk along the carriageway of the roundabout to board PLB's at either point "c" (west of the entrance to the Composite Ordance Depot)(Fig. 2) or point "e" (west of Hammer Hill Road)(Fig. 3) both of which are located just outside the PLB restricted area. It is not uncommon to see some of these pedestrians caught in the middle of heavy vehicle traffic streams.
- (b) The uncontrolled crossing "a-h" on Choi Hung Road (in Table 2A) is extremely heavily used during the morning peak hours when large number of workers are flocking to the factories. However, the central refuge island which has a limited holding capacity often becomes overcrowded with pedestrians.
- (c) The footpath on both sides of Choi Hung Road are often parked with lorries thereby causing great hindrance to pedestrians (Fig. 5)

It is recommended:

- (i) Restriction be imposed to stop all PLB's picking up/ setting down passengers within the roundabout as this would abviously help minimise the number of pedestrians walking onto the carriageway as mentioned in (a).
- (ii) Action be taken to clear the illegal parking of goods vehicles on the footpaths.


# During Vehicular Peak Hour

Time: 0715 - 0815

|        | Vehi | cles |       |         |       |
|--------|------|------|-------|---------|-------|
| Origin |      |      | Desti | Ination |       |
|        | A    | В    | C     | D       | Total |
| A      | 176  | -    | 28    | 736     | 940   |
| В      | 122  | -    | -     | 167     | 289   |
| C      | 48   | -    | -     | 42      | 90    |
| D      | 490  | -    | 43    | 81      | 614   |
| TOTAL  | 836  | -    | 71    | 1026    | 1933  |

## During Pedestrian Peak Hour

<sup>T</sup>ime: 0700 - 0800

|        | Vehi | .cles |     |             |       |  |  |
|--------|------|-------|-----|-------------|-------|--|--|
| Origin |      |       | Des | Destination |       |  |  |
|        | A    | B     | C   | D           | Total |  |  |
| A      | 150  | -     | 32  | 698         | 880   |  |  |
| В      | 131  | -     | -   | 158         | 289   |  |  |
| C      | 48   | -     | -   | 44          | 92    |  |  |
| D      | 443  | -     | 44  | 85          | 572   |  |  |
| TOTAL  | 772  | -     | 76  | 985         | 1833  |  |  |

Date: 9.9.77 (Friday)

| Pedestrians |      |  |  |  |
|-------------|------|--|--|--|
| a.          | 353  |  |  |  |
| b.          | 2788 |  |  |  |
| c.          | 104  |  |  |  |
| d.          | 966  |  |  |  |
| e.          | 147  |  |  |  |
| f.          | 627  |  |  |  |
| g.          | 604  |  |  |  |
| h.          | 525  |  |  |  |
| TOTAL       | 6114 |  |  |  |

| Pedestrians |      |  |  |  |
|-------------|------|--|--|--|
| a.          | 334  |  |  |  |
| Ъ.          | 2914 |  |  |  |
| c.          | 122  |  |  |  |
| d.          | 968  |  |  |  |
| e.          | 140  |  |  |  |
| f.          | 601  |  |  |  |
| g.          | 651  |  |  |  |
| h.          | 507  |  |  |  |
| TOTAL       | 6237 |  |  |  |



## During Pedestrian Peak Hour

Time: 0745 - 0845

| Vehicles   |  |
|--|--|
| All strength and s |  |
|  |  |

| <sup>O</sup> rigin |     | Destination |     |       |
|--------------------|-----|-------------|-----|-------|
|                    | A   | В           | C   | Total |
| A                  | -   | 510         | -   | 510   |
| В                  | 602 | -           | 533 | 1135  |
| C                  | 204 | <b>1</b> 16 | -   | 320   |
| TOTAL              | 806 | 626         | 533 | 1965  |

| Ped   | lestrians | •  |      |
|-------|-----------|----|------|
| 8.    | 2710      | f. | 79   |
| b.    | 85†       | g. | 2175 |
| C,    | 17        | h. | 137  |
| d.    | 409       | j. | :392 |
| e.    | 667       | k. | 176  |
| TOTAL | 8607      |    |      |



Fig. 2 PEDESTRIAN'S VIEW LOOKING EAST FROM POINT "c" SHOWING BOARDING/ALIGHTING OF PLB PASSENGERS



Fig. 3 OVERHEAD VIEW SHOWING PASSENGERS BOARDING PLB AT THE ROUNDABOUT NEAR POINT "e"



Fig. 4 OVERHEAD VIEW SHOWING PEDESTRIANS WALKING ON THE CARRIAGEWAYS AT THE ROUNDABOUT



Fig. 5 PEDESTRIAN'S VIEW LOOKING EAST FROM CHOI HUNG ROAD SHOWING GOODS VEHICLE PARKED ON FOOTPATH

### Item No. K10 Sheung Fung Street between J/W Fung Tak Street and J/W Lung Fung Street

The layout of the site together with peak hour pedestrian and vehicular volumes are shown in <u>Table 3</u>. Conditions at the site are illustrated in Figs. 6 and 7 following the table.

The following comments are made:

The section of Sheung Fung Street under study comprises a total of 6 junctions in staggered arrangement. Within this section, pedestrians cross Sheung Fung Street virtually at any points along the road. Besides, pedestrians crossing Sheung Fung Street at the only pedestrian crossing in this section of road near the junction with Fung Tak Road are often blocked by vehicles gueuing up at the junction (Fig. 7).

To improve the situation it is recommended:

- (i) Guardrails be installed along appropriate sections of Sheung Fung Street to reduce the number of Jay-walkers.
- (ii) Consideration be given to the installation of signals at the junctions of Sheung Fung Street/Fung Tak Road to improve vehicle and pedestrian movements there.



|        | Tim   | e: 17) | 30 - 18 | 830       |    | Date: | 8.6.77     | (Wed)            |
|--------|-------|--------|---------|-----------|----|-------|------------|------------------|
|        | Veh   | icles  |         |           |    | Pede  | strians    |                  |
| Urigin |       |        | De      | stination |    |       |            |                  |
|        | A     | В      | C       | Total     | a. | 866   | m.         | 279              |
| A      | -     | 132    | 214     | 346       | b. | 636   | n.         | 21               |
| В      | 141   | -      | 131     | 272       | c. | 1     | 0.         | 42               |
| C      | . 250 | 378    | -       | 628       | d. | 5     | p.         | 8                |
| TOTAL  | 391   | 510    | 345     | 1246      | e. | 39    | q.         | *05 <sup>~</sup> |
|        |       |        |         |           | f. | 22    | r.         | 77               |
|        |       |        |         |           | g. | 22    | s.         | 99               |
| •      |       |        |         |           | h. | 53    | t.         | 31               |
|        |       |        |         |           | i. | 74    | <u>ц</u> . | 74               |
|        |       |        |         |           | j. | 26    | v.         | 83               |
|        |       |        |         |           | k. | 50    | w.         | <b>6</b> 6       |
|        |       |        |         |           | l. | 21    | x.         | 68               |

•

х.

TOTAL



Fig. 6 GENERAL VIEW LOOKING SOUTH FROM SHEUNG FUNG ST.



Fig. 7 PEDESTRIAN'S VIEW LOOKING EAST FROM POINT "a" SHOWING OBSTRUCTION OF QUEUED VEHICLES TO PEDESTRIANS CROSSING SHEUNG FUNG ST.

#### Item No. NT1 Castle Peak Road at San Tin Village

The layout of the site togerher with peak hour pedestrian and vehicular volumes are shown in <u>Table 4</u>. Conditions at the site are illustrated in Fig: 8 following the table.

The following comments are made:

The section of Castle Peak Road under study is relatively narrow and is carrying two-way traffic. Both vehicle and pedestrian movements in the area are comparatively light. Footpaths are provided along the northern side of road but intermittently along the southern side. A school is located near the roadside opposite the petrol station. Students crossing Castle Peak Road after school are normally under the direction of a school patrol (Fig. 8). However near point "b" opposite the San Tin Rural Committee building pedestrians, and cyclists crossing Castle Peak Road from the access road are often subject to the danger of being knocked down by fastmoving vehicles. This is mainly due to the inconspicuousness of the access road which has a lower level than the main road. To improve the situation, it is recommended that appropriate traffic signs be erected to warn vehicle drivers of the existence of the concealed access roads.



| During | both | Vehicular | and | Pedestrian | Peak | Hour |
|--------|------|-----------|-----|------------|------|------|
|--------|------|-----------|-----|------------|------|------|

|        | Time | : 1130 | - 1230 | Date: 2.11.77 (Wed.) |              |
|--------|------|--------|--------|----------------------|--------------|
|        | Vehi | cles   |        | ·-                   | Pedestrians  |
| Origin |      | -      | Destin | ation                |              |
|        | A    | В      | C      | Total                | a. 41        |
| A      | -    | 137    | 19     | 156                  | b. 112       |
| В      | 172  | -      | 11     | 183                  | c. 46        |
| C      | 17   | 8      |        | 25                   | <b>d.</b> 10 |
| TOTAL  | 189  | 145    | 30     | 364                  | TOTAL 209    |
|        |      |        |        |                      |              |



Fig. 8 PEDESTRIAN'S VIEW LOOKING EAST FROM CASTLE PEAK ROAD SHOWING STUDENTS CROSSING CASTLE PEAK ROAD

#### Item No. NT2 Castle Peak Road at Ngau Tam Mei Village

<sup>T</sup>he layout of the site together with peak hour pedestrian and vehicular volumes are shown in <u>Table 5</u>. Conditions at the site are illustrated in Figs. 9 and 10 following the table.

The following comments are made:

The stretch of Castle Peak Road under study is rather straight with intermittent footpaths provided on both sides. At the junction with Ngau Tam Mei Road which is the major access road leading to villages as well as a school in the vicinity, activities of cyclists are high. These cyclists when crossing Castle Peak Road are often endangered by vehicles travelling at fairly high speeds. To improve the situation erection of traffic warning signs to caution vehicle drivers of the existence of sideroads at appropriate locations are recommended.



|        | Vehj | cles |           |       | Pedest | rians |
|--------|------|------|-----------|-------|--------|-------|
| Origin | _    |      | Destinati | on    |        |       |
|        | A.   | В    | C         | Total | a.     | 59    |
| A.     |      | - 3  | 122       | 125   | b.     | 86    |
| в      | 6    | -    | 25        | 31    | C.     | 13    |
| C      | 132  | 18   |           | 150   | d.     | 22    |
| TOTAL  | 138  | 21   | 147       | 306   | TOTAL  | 180   |

| During | Pedestrian | Peak | Hour |
|--------|------------|------|------|
|        |            |      |      |

Vehicles Pedestrians Origin Destination A C ₿ Total 75 a. A -4 115 119 Ъ. 88 В 3 21 24 ---15 c. Ç 120 17 -137 22 d. TOTAL 123 21 136 280 TOTAL 200



Fig. 9 PEDESTRIAN'S VIEW LOOKING NORTH FROM CASTLE PEAK ROAD SHOWING CYCLISTS CROSSING THE ROAD



Fig. 10 PEDESTRIAN'S VIEW LOOKING SOUTH FROM CASTLE PEAK ROAD

Item No. NT3 Pak Sha Wan - Hiram's Highway, Sai Kung

The layout of the site togerher with peak hour pedestrian and vehicular volumes are shown in <u>Table 6</u>. Conditions at the site are illustrated in Figs. 11 and 12 following the table.

The following comments are made:

<sup>This</sup> site is located in a summer resort area. It has peak hour pedestrian and vehicle congestion, problems only on holidays during summer. It involves a section of Hiram's Highway situated near a sharp bend and flanked by car parks, bus stops, food shops and village houses etc. On normal weekdays, there are very few pedestrian and vehicle movements on the northern portion of the study section where car parks are located. However, on the southern portion near the bend where a school and village houses are located, a substantial number of pedestrian are often observed crossing Hiram's Highway (Fig. 12). Due to poor sightlines at this location, vehicles travelling on Hiram's Highway constitute a constant hazard to these pedestrians. In view of the existence of the sharp bend provision of pedestrian crossing at this location is not advisable and the problem can only be solved by future road widening or redevelopment of the area.





| Du     | ring Vehicu | lar Peak     | Hour   |       |               |           |          |
|--------|-------------|--------------|--------|-------|---------------|-----------|----------|
|        | Time: 164   | 5-1745       |        |       | Date: 30      | -6-77 (T) | nursday) |
|        | Vehicle     | <u>s</u>     |        |       | Pede          | strians   |          |
| Origin |             | Destir       | nation |       |               |           |          |
|        | A           | В            | С      | Total | a             | 16        |          |
| A      | -           | 1            | 211    | 2:2   | ď             | 21        |          |
| В      | 3           | <del>_</del> | 12     | 15    | Total         | 37        |          |
| C      | 210         | 2            | -      | 212   |               |           |          |
| Total  | 213         | 3            | 223    | 439   |               |           |          |
| Du     | ring Pedest | rian Peak    | Hour   |       |               |           |          |
|        | Time: 123   | 0~1330       |        |       |               |           |          |
|        | Vehicle     | <u>s</u>     |        |       | <u>_</u> Pede | strians   |          |
| Origin |             | Destin       | ation  |       |               |           |          |
|        | A           | В            | C      | Total | a             | 10        |          |
| A      | -           | 1            | 156    | 157   | b             | 6         |          |
| В      | 2           | -            | 3      | 5     | Total         | -         |          |
| C      | 160         | 5            | _      | 165   | -0.04T        | 10        |          |
| Total  | 162         | 6            | 159    | 327   |               |           |          |



TABLE 6A Pak Sha Wan - Hiram's Highway, Sai Kung



Fig. 11 GENERAL VIEW LOOKING NORTH FROM HIRAM'S HIGHWAY



Fig. 12 PEDESTRIAN'S VIEW LOOKING SOUTH FROM HIRAM'S HIGHWAY SHOWING PEDESTRIANS CROSSING NEAR THE BEND TRAFFIC & TRANSPORT SURVEY DIVISION

PUBLIC WORKS DEPARTMENT

HONG KONG

2781 5978 STR Data Record No. 263 Cast

PEDESTRIAN PROBLEM SPOTS 1977

HONG KONG ISLAND

Job No. 501

by

YU Shu-yee

Ag. Chief Engineer: PANG Hau-chung

March 1978

Requested by: G.E.H./T. & T.

List of Sites: The list of pedestrian problem spots to be examined by this Division as its 1977 programme of studies is shown in <u>APPENDIX A</u> of Data Record No. 261. The sites which form the subject of this data record are: Item No. Location

- H1 Pok Fu Lam Road at St. Paul's College
- H2 J/O Electric Road/Wing Hing Street
- H3 J/O Chai Wan Road/Lok Man Street
- H4 J/O Chai Wan Road/Ngoi Man Street/Aldrich Street/Shau Kei Wan Road
- H5 J/O Elgin Street/Peel Street
- H6 J/C King's Road/North Point Eoad/North View Road
- H7 J/O Java Road/Tin Chong Street

Introduction: This is the final of a series of data records reporting on peak hour pedestrian and Vehicular volumes in 1977 at a number of locations in the Territory. Survey procedures are the same as used in the previous studies and are described in detail in Data Record No. 121 Item No. H1 Pok Fu Lam Road at St. Paul's College

The layout of the site together with peak hour pedestrian and vehicular volumes are shown in <u>Table 1</u>. Conditions at the site are illustrated in Figs. 1 to 3 following the table.

The following comments are made:

- (a) This is an uncontrolled junction situated on a sharp bend of S-shape. It is surrounded by a number of schools in the immediate neighbourhood. Peak hour pedestrian movements occur when large crowd of students emerge from schools to return home. <sup>D</sup>uring this period, the junction is in a chaotic situation, in particular, the area in front of a kindergarten where students walk right across the middle of the junction in direct conflict with vehicle flows (FIG. 1). It is considered that the situation could be improved by using school patrol teams to direct traffic.
- (b) The highest proportions of pedestrians crossing Pokfulam Road at this junction occur at points "e" and "h" which are located at a sharp bend with poor sightlines. These pedestrians are often endangered by vehicles travelling on Pokfulam Road (FIG. 2).
- (c) The footpatch immediately in front of St. Faul's College is too narrow to handle peak hour movements of pedestrians who are largely students alighting from buses. As a result, many pedestrians are forced to walk on the carriageway, thereby exposing themselves to danger of being knocked down by vehicles travelling westwards around the bend (FIG. 3). This situation can only be improved when the final widening of this section of Pokfulam Road is completed.



| During                    | Vehi | cular | Pe | ak  | Hour |  |
|---------------------------|------|-------|----|-----|------|--|
| $\mathbf{r}_{\mathbf{j}}$ | me:  | 0745  | -  | 084 | 15   |  |

Vehicles

| Origin |     |     | Destination |
|--------|-----|-----|-------------|
|        | A   | В   | Total       |
| A      | -   | 624 | 624         |
| B      | 539 | _   | 539         |
| TOTAL  | 539 | 624 | 1163        |

| Date: | 20.9.77 | (Tuesdav) |
|-------|---------|-----------|
|       |         | (~uebuay) |

| Pe | de | st | tri | ans |
|----|----|----|-----|-----|
|    |    |    |     |     |

| а.   | 156    | f. | 256 |
|------|--------|----|-----|
| b.   | 135    | g. | 52  |
| C.   | 24†    | h. | 414 |
| d.   | 33     | ì. | 77  |
| e.   | 33     | j. | 313 |
| TOTA | L 1710 |    |     |

| During Pedestrian Peak Hour |                   |     |       |  |  |  |
|-----------------------------|-------------------|-----|-------|--|--|--|
|                             | Time: 1230 - 1330 |     |       |  |  |  |
| Vehicles                    |                   |     |       |  |  |  |
| Origin Destination          |                   |     |       |  |  |  |
|                             | A ·               | В   | Total |  |  |  |
| A                           | -                 | 356 | 356   |  |  |  |
| В                           | 408               | -   | 408   |  |  |  |
| TOTAL                       | 408               | 356 | 764   |  |  |  |
|                             |                   |     |       |  |  |  |

|       | Pedestrians |    |     |  |  |  |  |
|-------|-------------|----|-----|--|--|--|--|
|       |             |    |     |  |  |  |  |
| a.    | 280         | f. | 314 |  |  |  |  |
| b.    | 114         | g. | 97  |  |  |  |  |
| è.    | 909         | h. | 494 |  |  |  |  |
| d.    | 77          | i. | 146 |  |  |  |  |
| e.    | 472         | j. | 147 |  |  |  |  |
| TOTAL | 3050        |    |     |  |  |  |  |



Fig. 1 PEDESTRIANS VIEW LOOKING EAST FROM POKFULAM ROAD SHOWING THE CHAOTIC SITUATION IN FRONT OF A KINDERGARTEN.



Fig. 2 OVERHEAD VIEW LOOKING WEST TOWARDS POKFULAM ROAD. NOTE PEDESTRIANS CROSSING BETWEEN TRAVELLING VEHICLES AT THE BEND.



Fig. 3 PEDESTRIAN'S VIEW LOOKING WEST TOWARDS POKFULAM ROAD SHOWING STUDENTS WALKING ON A NARROW FOOTPATH AFTER ALIGHTING BUSES.

Item No. H2 J/O Electric Road/Wing Hing Street

The layout of the site together with peak hour pedestrian and vehicular volumes are shown in <u>Table 2</u>. Conditions at the site are illustrated in <u>Figs. 4 and 5</u> following the table.

The following comments are made:

This is a signalised cross junction with both Electric Road and Wing Hing Street carrying one-way traffic. No acute pedestrian problems have been observed other than the occasional conflicts between pedestrians crossing at "d-e" and the heavy right-turning vehicle movements from Wing Hing Street to Plectric Road. Hawker activities on the footpath of Electric Road cause great inconvenience to pedestrians. It would greatly facilitate pedestrian movements if these hawkers were cleared.



### During Vehicular Peak Hour

Time: 1715 - 1815

Vehicles

| Origin                      | Destination |                                |      |       |  |  |
|-----------------------------|-------------|--------------------------------|------|-------|--|--|
|                             | A           | В                              | C    | Total |  |  |
| A                           | -           | 20                             | 604  | 624   |  |  |
| В                           | -           | <u>-</u>                       | -    | _     |  |  |
| C                           | -           | $\frac{21}{10} + \frac{8}{27}$ | -    | -     |  |  |
| D                           | -           | 792                            | 677  | 1469  |  |  |
| TOTAL                       | -           | 812                            | 1281 | 2093  |  |  |
|                             |             |                                |      |       |  |  |
| During Fedestrian Peak Hour |             |                                |      |       |  |  |

Time: 1700 - 1800

| Vehicles |  |
|----------|--|
|          |  |

| Origin |   |       | Dest | <u>ination</u> |
|--------|---|-------|------|----------------|
|        | A | , B   | C    | Total          |
| A      | - | 21    | 521  | 542            |
| В      | - | · 🚽 ' | -    | -              |
| C      | - | · _   | -    | -              |
| D      | - | 746   | 584  | 1330           |
| TOTAL  | - | 767   | 1105 | 1872           |

| $\mathtt{D}_{\mathtt{a}}$ | te∶ | 7.7  | .77  | (Thursday) | ) |
|---------------------------|-----|------|------|------------|---|
|                           | Ped | estr | ians |            |   |
| a.                        | 15  | 2    | ė.   | 34         |   |
| Ъ.                        | 88  | 1    | f.   | 213        |   |
| <u>c</u> .                | 76  | Л    | œ    | A 1 A      |   |

| c. | 764 | g. | 414 |
|----|-----|----|-----|
| d. | 83  | h. | 105 |

TOTAL 2646

| P     | edestr | ians |     |
|-------|--------|------|-----|
|       |        |      |     |
| а.    | 151    | e.   | 35  |
| b.    | 897    | f.   | 197 |
| c.    | 820    | đ۰   | 405 |
| d.    | 83     | h.   | 104 |
| TOTAL | 269    | 2    |     |



Fig. 4 PEDESTRIAN'S VIEW LOOKING WEST FROM WING HING ST.



Fig. 5 PEDESTRIAN'S VIEW LOOKING NORTH FROM ELECTRIC RD. NOTE HAWKER ACTIVITIES CLOGGING UP THE FOOTPATH. Item No. H3 J/O Chai Wan Road/Lok Man Street

The layout of the site together with peak hour pedestrian and vehicular volumes are shown in <u>Table 3</u>. Conditions at the site are illustrated in Fig. 6 following the table.

The following comments are made:

<sup>T</sup>his is a T-junction involving a section of Chai Wan Road which is 15m wide and on a fairly steep gradient. Vehicles travelling south bound on this section of road towards Chai Wan normally at high speeds are hazardous to pedestrians crossing Chai Wan Road. Of the pedestrians crossing Chai Wan Road, the situation for those crossing from "b" to "a" is particularly dangerous. This is due to the fact that many of these pedestrians are passengers set down by PLB's or buses near point "b", and whose sightlines are often hindered by stopping vehicles when they cross the road using the stud crossing there. This situation could be improved by relocating the bus stop from point "b" to somewhere near point "e" so that passengers could use the stud crossing, south of the junction.





| Duri   | ng Vehi | cular | Peak  | Hour   |
|--------|---------|-------|-------|--------|
|        | Time:   | 0745  | - 084 | 15     |
|        | Vehicl  | es    |       |        |
| Origin |         |       | Desti | nation |
|        | A       | в     | C     | Total  |
|        |         | -     |       | 100    |

| A     | -   | 18 | 480 | 498 |
|-------|-----|----|-----|-----|
| В     | 14  | -  | 12  | 26  |
| С     | 457 | 14 | -   | 471 |
| TOTAL | 471 | 32 | 492 | 995 |
|       |     |    |     |     |

# During Pedestrian Peak Hour

| Time: | 0715 | - | 0815 |
|-------|------|---|------|
|       |      |   |      |

|        | Veh | icles |       |        |  |  |  |
|--------|-----|-------|-------|--------|--|--|--|
| Origin |     |       | Desti | nation |  |  |  |
|        | A   | в     | С     | Total  |  |  |  |
| A      | -   | 12    | 400   | 412    |  |  |  |
| B      | 20  | -     | 12    | 32     |  |  |  |
| C      | 519 | 16    | -     | 535    |  |  |  |
| TOTAL  | 539 | 28    | 412   | 979    |  |  |  |
|        |     |       |       |        |  |  |  |

Date: 18.11.77 (Friday)

| Pedestrians |     |  |  |  |  |
|-------------|-----|--|--|--|--|
| а.          | 26  |  |  |  |  |
| b.          | 115 |  |  |  |  |
| c.          | 76  |  |  |  |  |
| d.          | 193 |  |  |  |  |
| ę.          | 48  |  |  |  |  |
| f.          | 28  |  |  |  |  |
| TOTAL       | 486 |  |  |  |  |

| Pedestrians |     |  |  |  |
|-------------|-----|--|--|--|
| a,          | 33  |  |  |  |
| b.          | 83  |  |  |  |
| c.          | 90  |  |  |  |
| d.          | 380 |  |  |  |
| e.          | 35  |  |  |  |
| f.          | 49  |  |  |  |
| TOTAL 670   |     |  |  |  |



Fig. 6 PEDESTRIAN'S VIEW LOOKING EAST FROM POINT "f" SHOWING PEDÈSTRIANS CROSSING CHAI WAN RD.

#### Item No. H4 J/O Chai Wan Road/Ngoi Man Street/Aldrich Street/ Shau Kei Wan Road

The layout of the site together with peak hour pedestrian and vehicular volumes are shown in <u>Table 4</u>. Conditions at the site are illustrated in Figs. 7 and 8 following the table.

The following comments are made:

<sup>This</sup> is a very busy junction accommodating vehicle flows from five approaches. It is surrounded by a number of schools in the vicinity as well as a bus terminus located immediately adjacent to the junction. At present, no pedestrian signals are installed to assist pedestrians crossing Shau Kei Wan Road though guardrails are provided along various sections of footpaths. Near the junctions with Aldrich Street pedestrians crossing Shau Kei Wan Road via "a-1" encounter greatest difficulty where they are often caught by heavy vehicle turning movements in the middle of the carriageways (Fig. 7)

To improve the situation and in the interest of pedestrians' safety, it is recommended that a signalised pedestrian crossing be installed on Shau Kei Wan Road immediately to the west of Aldrich Street to replace the existing stud crossing "a-1". TABLE 4 J/O Shaukiwan Rd/Chai Wan Rd



| During Vehicular Peak Hour |     |        |       |        |        |     |       |  |
|----------------------------|-----|--------|-------|--------|--------|-----|-------|--|
|                            | Tio | ne: O  | 730 - | - 0830 | 0      |     |       |  |
|                            | Ver | nicles | _     |        |        |     |       |  |
| Origin                     |     |        | -     | Desti: | nation |     |       |  |
|                            | A   | В      | C     | D      | E      | F   | Total |  |
| A                          | -   | 43     | -     | 13     | -      | -   | 56    |  |
| В                          | -   | -      | 7     | 471    | 109    | 146 | 733   |  |
| C                          | _   | 14     |       | -      | -      |     | 14    |  |
| D                          | -   | 660    | -     | -      | 31     | -   | 691   |  |
| E                          | -   | 204    | 2     | 95     | -      | 1   | 302   |  |
| TOTAL                      | -   | 921    | 9     | 579    | 140    | 147 | 1796  |  |

## During Pedestrian Peak Hour

Time: 1215 - 1315

| Vehicles |   |     |    | Pedestrians  |        |     |                  |     |         |    |      |
|----------|---|-----|----|--------------|--------|-----|------------------|-----|---------|----|------|
| Origin   |   |     |    | Desti        | na tio | n   |                  |     |         |    |      |
|          | А | B   | C  | D            | Е      | F   | Total            | a.  | 680     | g. | 252  |
| A        | - | 48  | -  | 24           | -      | -   | 72               | Ъ.  | 529     | h. | 318  |
| В        | - | -   | 8  | 4 <b>1</b> 4 | 148    | 187 | 757              | c.  | 778     | i. | 284  |
| C        | - | 14  | -  | -            | -      | -   | 14               | d.  | 540     | j. | 636  |
| D        | - | 548 |    | -            | 27     | 5   | 580 <sup>°</sup> | e.  | 290     | k. | 68'7 |
| В        | - | 179 | 2  | 141          |        | 5   | 327              | f.  | 273     | 1. | 361  |
| TOTAL    | - | 789 | 10 | 579          | 175    | 197 | 1750             | TOT | AL 5628 | 3  |      |

Date: 7.10.77 (Friday)

٢

### Pedestrians

| a.         | 845 | g. | 90   |  |  |
|------------|-----|----|------|--|--|
| b.         | 946 | h. | 274  |  |  |
| c.         | 130 | i. | 207  |  |  |
| d.         | 199 | j. | 440  |  |  |
| e.         | 547 | k. | 1372 |  |  |
| f.         | 361 | l. | 62   |  |  |
| TOTAL 5473 |     |    |      |  |  |



Fig. 7 PEDESTRIAN'S VIEW LOOKING WEST FROM POINT "i" ON SHAU KEI WAN RD. NOTE PEDESTRIANS CAUGHT IN THE MIDDLE OF CARRIAGEWAYS BY HEAVY VEHICLE TURNING MOVEMENTS.



Fig. 8 PEDESTRIAN'S VIEW LOOKING WEST FROM POINT "a" SHOWING PEDESTRIANS CROSSING SHAU KEI WAN RD.

Item No. H5 J/O Elgin Street/Peel Street

The layout of the site together with peak hour pedestrian and vehicular volumes are shown in <u>Table 5</u>. Conditions at the site are illustrated in <u>Figs. 9 and 10</u> following the table.

The following comments are made:

This junction is located in the centre of a market place with a chaotic situation which is not suitable for motor traffic. As hawker activities occupy not only every inch of footpath space but also part of the carriageway, no distinction between footpath and carriageway can be made. The central part of carriageway is often crowded with pedestrians mingled with vehicles. There appears to be no remedy to the situation without complete clearance of the hawkers in the area.



| During Vehi | cular | Peak  | Hour |
|-------------|-------|-------|------|
| Time:       | 1030  | - 113 | 30   |

### Vehicles

| Origin |   | Destination |    |    |       |
|--------|---|-------------|----|----|-------|
|        | A | в           | Ċ  | D  | Total |
| A      | - | -           | -  | -  | -     |
| В      | - | -           | 45 | 38 | 83    |
| C      | _ | _           | _  | _  |       |
| D      | - | _           |    | -  |       |
| TOTAL  | _ | _           | 45 | 38 | 83    |

# During Pedestrian Peak Hour

Time: 0930 - 1030

|        | Vehi | cles        |    |    |             |
|--------|------|-------------|----|----|-------------|
| Origin |      | Destination |    |    | tion        |
| •      | A    | В           | C  | D  | Total       |
| A      | -    | -           | -  | -  | <del></del> |
| В      |      | -           | 28 | 36 | 64          |
| C      | -    | -           | -  | -  | _           |
| D      | -    | -           | -  | -  | -           |
| TOTAL  | -    | -           | 28 | 36 | 64          |

Date: 4.7.77 (Monday)

## Pedestrians

| a.         | 347 | g۰ | 459 |  |  |
|------------|-----|----|-----|--|--|
| b.         | 352 | h. | 357 |  |  |
| c.         | 330 | i. | 709 |  |  |
| d.         | 272 | j. | 488 |  |  |
| e.         | 192 | k. | 64  |  |  |
| f.         | 444 | l. | 34  |  |  |
| TOTAL 4048 |     |    |     |  |  |

| а.    | 372  | g. | 566          |
|-------|------|----|--------------|
| Ъ.    | 383  | h. | 531          |
| c.    | 236  | i. | 6 <b>1</b> 1 |
| d.    | 341  | j. | 688          |
| e.,   | 222  | k. | 73           |
| f.    | 316  | 1. | 69           |
| TOTAL | 4408 |    |              |

Pedestrians



Fig. 9 PEDESTRIAN'S VIEW LOOKING NORTH TOWARDS THE JUNCTION SHOWING THE CHAOTIC CONDITION OF MARKET ACTIVITIES.



Fig. 10 OVERHEAD VIEW LOOKING NORTH FROM STAUNTON ST. SHOWING THE MINGLING OF PEDESTRIANS AND VEHICLES Item No. H6 J/O King's Road/North Point Road/North View Road

The layout of the site together with peak hour pedestrian and vehicular volumes are shown in <u>Table 6.</u> Conditions at the site are illustrated in Figs. 11 to 13 following the table.

The following comments are made:

<sup>Th</sup>is junction is located in the centre of busy North Point area with surroundings of highly developed mixed commercial and domestic. It involves a section of King's Road which is known to be a pedestrian accident black spot. Throughout the day, both vehicle and pedestrian movements at the junction are high.

So far as pedestrian safety is concerned, the situation for pedestrians crossing the western approach of King's Road, via "g-f" should receive particular attention. Despite the installation of guardrails along the footpath at "f", pedestrians are tempted to use the opening of guardrail at "g" to walk diagonally towards North View Road. As a result pedestrians are often trapped in the middle of the carriageway by heavy vehicle flows, thereby exposing themselves to danger.

Since the opening at "g" is provided for tram passengers to reach the tram island it would not be possible to close it. It appears that the only way to improve the situation is to resite the existing eastbound tram island from the **mestbound** approach of King's Road to the eastbound appraoch. By making such arrangements, it is understood that it might be necessary to provide an additional tram stop on North PointRoad for left-turning trams terminating at North Point.
TABLE 6 J/O King's Rd/North Point Rd



## During Vehicular Peak Hour

Time: 0800 - 0900

|        | Veh | icles |            |                 |               |
|--------|-----|-------|------------|-----------------|---------------|
| Origin |     |       | Des        | <u>stinatio</u> | n             |
|        | A   | B     | • <b>C</b> | D               | Total         |
| A      | -   | · •   | -          | -               | -             |
| В      | 1   | -     | -          | 1739            | 1740          |
| C      | 43  | 1     | -          | 333             | 377           |
| D      | 246 | 701   | -          | -               | 947           |
| TOTAL  | 290 | 702   |            | 2072            | 3 <b>0</b> 64 |

| Datas |         | (mindam)  |
|-------|---------|-----------|
| Pate: | 14•/•// | (Tuesday) |

## Pedestrians

| -    |        |    |     |
|------|--------|----|-----|
| a".  | 482    | i. | 184 |
| Ъ.   | 556    | j. | 105 |
| c.   | 591    | k. | 130 |
| d.   | 689    | 1. | 72  |
| e.   | 425    | m. | 267 |
| f.   | 16     | n. | 72  |
| 8-   | 182    | ο. | 57  |
| h.   | 599    | p. | 224 |
| тота | L 4651 |    |     |

## During Pedestrian Peak Hour

Time: 1715 - 1815

|        | <u>Veh</u> | icles |    |         |       |
|--------|------------|-------|----|---------|-------|
| Origin |            |       | De | stinati | on    |
|        | A.         | В     | ¢  | D       | Total |
| A      | -          | -     |    | -       | -     |
| В      | -          |       | -  | 1449    | 1449  |
| C      | 30         | -     | -  | 174     | 204   |
| D      | 190        | 1001  | -  | -       | 1191  |
| TOTAL  | 220        | 1001  |    | 1623    | 2844  |

| P   | Pedestrians |      |     |  |
|-----|-------------|------|-----|--|
| a,  | 617         | i.   | 175 |  |
| þ.  | 785         | 3.   | 119 |  |
| с.  | 700         | k.   | 155 |  |
| d.  | 560         | l.   | 41  |  |
| е.  | 607         | m.   | 151 |  |
| f.  | 90          | n.   | 70  |  |
| 8.  | 511         | υ.   | 93  |  |
| h.  | 1012        | р.   | 119 |  |
| TOT | AL 580      | Li . |     |  |



Fig. 11 PEDESTRIAN'S VIEW LOOKING SOUTH FROM POINT "b" NOTE PEDESTRIANS CAUGHT IN THE MIDDLE OF VEHICLE STREAMS



Fig. 12 PEDESTRIAN'S VIEW LOOKING NORTH FROM POINT "c" SHOWING PEDESTRIANS STANDING IN THE MIDDLE OF CARRIAGEWAYS.



Fig. 13 PEDESTRIAN'S VIEW LOOKING WEST FROM POINT "a" SHOWING CONGESTION AT THE JUNCTION OF NORTH POINT RD.

Item No. H7 J/O Java Road/Tin Chong Street

The layout of the site together with peak hour pedestrian and vehicular volumes are shown in <u>Table 7</u>. Conditions at the site are illustrated in <u>Figs. 14 and 15</u> following the table.

The following comments are made:

This is an uncontraolled T-junction with developments mainly on the southern side of Java Hoad as the northern side is occupied by The Hong Kong Electric Co. Pedestrian movements in the area are relatively light. However, since Java Road is often clogged with continuous vehicle flows, pedestrians are observed to cross Java Road between vehicles. In view of the light pedestrian volume, installation of signals at this site appears to be not justificable.

## TABLE 7 J/O Electric Rd./Tin Chong St.



| Duri   | .ng Veh | icular | Pea) | c Hour  |           |
|--------|---------|--------|------|---------|-----------|
|        | Time:   | 1715   | - 18 | B15     |           |
|        | Vehic:  | les    |      |         |           |
| Origin |         |        | Des  | tinatic | <u>on</u> |
|        | A       | В      | C    | D       | Total     |
| А      | -       | 5      | -    | 28 .    | 33        |
| В      | 9       | -      |      | 605     | 614       |

G

 ${\mathbb D}$ 

TOTAL

TOTAL

16

471

6

10

25

109

405

519

During Pedestrian Peak Hour

Date: 11.7.77 (Monday)

#### Pedestrians

| a.    | 10         |
|-------|------------|
| b.    | 69         |
| c.    | <u>1</u> 6 |
| d.    | 123        |
| e.    | 168        |
| f.    | 10         |
| TOTAL | 396        |

#### Time: 1745 - 1845 Vehicles Origin Destination A В C $\mathbb{D}$ Total A -1 . \_ 27 28 В 5 -578 \_ 583 C 3 108 51 162 -D 8 362 -370

-

656

58

---

691

-

173

415

1235

1143

Pedestrians а. 11 Ъ. 71 c. 18 d. 166 245 e. f. 12 TOTAL 523 ----



Fig. 14 PEDESTRIAN'S VIEW LOOKING NORTH TOWARDS THE JUNCTION FROM POINT "f"



Fig. 15 PEDESTRIAN'S VIEW LOOKING SOUTH TOWARDS THE JUNCTION FROM POINT "b"

TRAFFIC & TRANSPORT SURVEY DIVISION PUBLIC WORKS DEPARTMENT HONG KONG

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CHAN Tat-ming

Ag. Chief Engineer: PANG Hau-chung

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March 1978

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#### TRAFFIC & TRANSPORT SURVEY DIVISION

### LIST OF TECHNICAL PUBLICATIONS - 1977

#### INTRODUCTION

This list has been prepared to provide users of the "Traffic & Transport Survey Division - Technical Publication Index, 1976" issued as Data Record No. 248 in January 1977, with informations on all technical publications produced during the period 1st January 1977 to 31st December 1977.

Updating on the issue of Technical Notes is not included as the production of which has been discontinued.

## 1.1 DATA RECORDS

| Record<br><u>Number</u> | Title  |
|-------------------------|--|
| 244                     | Pedestrian Problem Spot 1976 - Kowloon North<br>(January 1977)   |
| 245                     | Pedestrian Problem Spots 1976 - Kowloon South<br>(January 1977)  |
| 246                     | Pedestrian Problem Spots 1976 - Hong Kong Island<br>(January 1977)   |
| 247                     | Public Light Bus Operations 1976 (December 1976)   |
| 248                     | Traffic & Transport Survey Division Technical<br>Publication Index 1976 (January 1977)                                 |
| 249                     | Bus Termini Blanket Survey - 1976 Hong Kong Island<br>(April 1977)   |
| 250                     | Bus Termini Blanket Survey - 1976 Kowloon (April 1977)   |
| 251                     | Traffic Counts near Ocean Park (May 1977)  |
| 252                     | Car Journey Times 1976 (May 1977)  |
| 253                     | Experimental Reservation for Trams in Hennessy Road (May 1977)   |
| 254                     | Hong Kong Comprehensive Transport Study 1973 - 1976<br>Data Index (September 1977)                                     |
| 255                     | A Review of Speed Limit on Castle Peak Road Between<br>Tuen Mun and Yuen Long (July 1977)                              |
| 256                     | Road Transportation in Hong Kong 1966 - 1976<br>(September 1977)   |
| 257                     | Parking Inventory in the Urban Areas of Hong Kong<br>Island, Kowloon and New Kówloon - December, 1976<br>(August 1977) |
| 258                     | Public Light Bus Operations 1977 (November 1977)   |
| 259                     | Bus <b>Termini</b> Blanket Survey - 1977 Hong Kong Island<br>(November 1977)   |
| 260                     | Bus Termini Blanket Survey - 1977 Kowloon (December 1977)  |
| . ·                     |  |

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| Rec<br>Nur    | ord<br>aber | Title  |
|---------------|-------------|--|
| ΓĊ            | 8           | Some Effects on Deleting the Kowloon Tong KCR<br>Station (December 1976)   |
| LC            | 11          | Route 5 Connection to Tsuen Wan Bypass - Traffic <sup>®</sup><br>Study (December 1976)                             |
| ĻС            | 14          | Further Study of KCR Extension to Kwai Chung<br>(January 1977)   |
| rc            | 15          | Some Effects of Deleting the Mariner KCR Station<br>(February 1977)  |
| LC            | 16          | Route 5 Connection to Tsuen Wan Bypass - Traffic<br>Study (Alternative D)(March 1977)                              |
| LC            | 17          | Island Corridor Study Interim Report No. 1<br>Existing Traffic Situation   |
| LC            | 1,8         | Lantau Bridge Traffic Study Interim Report No. 1<br>(May 1977)   |
| LC            | 19          | Effects of Varying Tram Speed on Tram Patronage<br>(June 1977)   |
| LC            | 20          | Island Corridor Study - Interim Report No. 2<br>Existing Public Transport Characteristics<br>(June 1977)           |
| LC            | 21          | Lantau Bridge Traffic Study Final Report (Revised)<br>(October 1977)   |
| LC            | 22          | Forecast of Patronage of the Proposed Shau Keå<br>Wan to Kwun Tong Vehicular Ferry Service (August 1977)           |
| rc            | 23          | Island Corridor Study Interim Report No. 3<br>"Inception Report" (September 1977)                                  |
| LC            | 24          | Island Corridor Study Interim Report No. 4<br>"Preliminary System Definitions" (September 1977)                    |
| LC            | 25          | Value of Time  |
| ΓC            | 26          | Island Corridor Study Interim Report No. 5<br>"Demand Analysis Report" (October 1977)                              |
| LC            | 27          | Island Corridor Study Interim Report No. 6 .<br>"Detailed System Definitions" (October 1977)                       |
| $\mathbf{LC}$ | 28          | Calibration of Detectors in A.T.C. Area (October 1977)   |
| LC            | 29          | Island Corridor Study Interim Report No. 7<br>"Evaluation Procedures" (November 1977)                              |
| LC            | 31          | Island Corridor Study Interim Report No. 8<br>Volume 1 "Evaluation of the Options"                                 |
| LC            | 32          | Island Corridor Study Interim Report No. 8<br>Volume 2 "Evaluation: Analysis & Detailed Results"<br>(January 1978) |

## 1.4 TECHNICAL REPORTS

| Title  |
|--|
| Public Transport K.M.B. Route Studies - Inventory<br>& Characteristics - Route No. 8 (August 1977)                   |
| Public Transport K.M.B. Route Studies - Inventory<br>& Characteristics - Route No. 53 (August 1977)                  |
| Public Transport K.M.B. Route Studies - Inventory<br>& Characteristics - Route No. 75 (January 1977)                 |
| Public Transport K.M.B. Route Studies - Inventory<br>& Characteristics - Route No. 76 (January 1977)                 |
| Public Transport K.M.B. Route Studies - Inventory<br>& Characteristics - Route No. 77 (January 1977)                 |
| Public Transport K.M.B. Route Studies - Inventory<br>& Characterístics - Route No. 78 (October 1977)                 |
| Public Transport K.M.B. Rout <b>e S</b> tudies - Inventory<br>& Characteristics - Route No. 79 (September 1977)      |
| Public Transport K.M.B. Route Studies - Inventory<br>& Characteristics - Route No. 88 (October 1977)                 |
| Public Transport C.M.B. Route Studies - Inventory<br>& Characteristics - Route No. 72 (November 1976)                |
| Public Transport C.M.B. Route Studies - Inventory<br>& Characteristics - Route No. 21 (November 1976)                |
| Public Transport Cross Harbour Bus Route Studies -<br>Inventory & Characteristics - Route No. 106<br>(December 1976) |
| Public Transport Cross Harbour Bus Route Studies -<br>Inventory & Characteristics - Route No. 111<br>(November 1976) |
| The Annual Traffic Census - 1976 (May 1977)  |
| Cross Harbour Ferry Passenger Survey, 1977 (April 1977)  |
| Public Transport C.M.B. Route Studies - Inventory<br>& Characteristics - Route No. 3A (June 1977)                    |
| Public Transport C.M.B. Route Studies - Inventory<br>& Characteristics - Route No. 17 (June 1977)                    |
| Public Transport C.M.B. Route Studies - Inventory<br>& Characteristics - Route No. 11A (June 1977)                   |
| Public Transport C.M.B. Route Studies - Inventory<br>& Characteristics - Route No. 24 (June 1977)                    |
| Public Transport C.M.B. Route Studies - Inventory<br>& Charact <b>eris</b> tics - Route No. 70 (May 1977)            |
| Public Transport C.M.B. Route Studies - Inventory<br>& Characteristics - Route No. 73A (July 1977)                   |
| Public Transport C.M.B. Route Studies - Inventory<br>& Characteristics - Route No. 78 (May 1977)                     |
|  |

| Report<br><u>Number</u> | Title  |
|-------------------------|--|
| 271                     | Public Transport C.M.B. Route Studies - Inventory<br>& Characteristics - Route No. 81 (July 1977)                    |
| 272                     | Public Transport K.M.B. Route Studies - Inventory<br>& Characteristics - Route No. 19A (July 1977)                   |
| 273                     | Public Transport K.M.B. Route Studies - Inventory<br>& Characteristics - Route No. 87 (July 1977)                    |
| 274                     | Public Transport K.M.B. Route Studies - Inventory<br>& Characteristics - Route No. 61 (August 1977)                  |
| 275                     | Public Transport K.M.B. Route Studies - Inventory<br>& Characteristics - Route No. 89 (August 1977)                  |
| 276                     | Public Transport K.M.B. Route Studies - Inventory<br>& Characteristics - Route No. 25 (September 1977)               |
| 277                     | Public Transport K.M.B. Route Studies - Inventory<br>& Characteristics - Route No. 78A (September 1977)              |
| 278                     | Public Transport K.M.B. Route Studies - Inventory<br>& Characteristics - Route No. 79A (September 1977)              |
| 282                     | Public Transport Cross Harbour Bus Route Studies -<br>Inventory & Characteristics - Route No. 113<br>(December 1977) |
| 285                     | Island Corridor Study "Draft Final Report"<br>(January 1978)   |

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## TRAFFIC & TRANSPORT SURVEY DIVISION PUBLCI WORKS DEPARTMENT HONG KONG

Data Record No. 265

BEFORE & AFTER STUDY OF IMPROVEMENTS TO THE TAI HANG ROAD/STUBBS ROAD ROUNDABOUT - STAGE I (MODIFICATION OF JUNCTION LAYOUT)

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Job No. 535

Ъу

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YU Shu-yee

Ag. Chief Engineer: PANG Hau-chung

June 1978

Requested by:

Background of Survey:

Object of Survey:

The Survey:

G.H.E./T. & T.

The problem of traffic congestion causing long delays to motorists at the junction of Wong Nai Chung Gap Road/ Tai Hang Road/Stubbs Road on Hong Kong Island has been long standing. Whilst long term solution to the problem by the construction of the Aberdeen Tunnel is being undertaken, immediate schemes to improve the junction are also being carried out in stages which include:-

- (a) a modification to the ground level layout of the junction;
- (b) the opening of Black's Link to oneway westbound traffic to divert part of the traffic from the junction;
- (c) the construction of a two-way flyover connecting Wong Nai Chung Gap Road with Lower Stubbs Road.

This Division has been requested to conduct a series of surveys to ascertain the effects on the traffic of each of the above stages of the improvement scheme.

The object of the present survey is to ascertain the effect on the traffic of the modification of the junction layout. This first stage of the improvement scheme was completed in January 1978. The modification work included mainly a slight widening of the Tai Hang Road approach from one to two traffic lanes and a reduction of the central island area of the roundabout. <u>FIGS. 1 and 2</u> show respectively the layouts of the junction before and after the modification.

The survey was conducted between 21st and 23rd September 1977 for the "before" study and between 4th and 8th May 1978 for the "after" study. It consisted of a measurement of car journey times and vehicle flows through the junction from each of the four approaches during both the peak and off-peak periods on weekdays. An observation of vehicle queue lengths was also carried out during the peak hours.

The stretches of roads to be covered in the car journey time survey are shown in FIG. 3. On each direction of road a total of 12 car runs were made, each for the a.m. peak, off-peak and

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The Results:

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#### Comments:

p.m. peak periods. To measure the journey times required for travelling individual approach roads, the centre of the roundabout was chosen as a common checkpoint.

TABLE 1 compares between the "before" and "after" studies the results of vehicle counts from each of the four approaches during the peak and off-peak periods while comparisons of average car journey times are given in <u>TABLE 2</u>. Bar charts indicating changes in journey speeds as well as maximum queue lengths at each of the approaches before and after the modifications of the junction are presented in FIG. 4.

1. TABLE 1 indicates that in the "after" survey, the total number of vehicles passing through the junction during the two-hour period increased by 13% in the a.m. peak and 15% in the off-peak while no significant difference was observed in the p.m. peak. However, these increases were considered to be mainly due to fluctuation in traffic flow though the capacity of the Tai Hang Road approach was increased by the modification. This is because during both the "before" and "After" studies, the highest hourly flow of about 2700-2800 v.p.h. was recorded during 07:30-08:30 hours.

2. In <u>TABLE 2</u>, a comparison of journey times for travelling towards the junction indicates that the modification of the junction brought significant improvement to Tai Hang Road where the journey time decreased by 64% (from 2.5 min. to 0.9 min.) in the a.m. peak and 54% (from 2.7 min. to 1.3 min.) in the p.m. peak. However, on the other hand, the situation on both Wong Nai Chung Gap Road and Upper Stubbs Road deteriorated considerably after the junction modification. The journey time on Wong Nai Chung Gap Road increased by 48% (from 4.3 min. to 6.4 min.) in the a.m. peak and 54% (from 3.9 min. to 6.0 min.) in the p.m. peak while on Upper Stubbs Road, it increased by 86% (from 1.6 min. to 2.9 min.) in the p.m. peak and 30% (from 1.9 min. to 2.5 min.) in the off-peak. The journey times on Lower Stubbs Road remained virtually unchanged after the modification. As regards journey times on all the "leaving" arms

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of the junction there were no significant differences between the "before" and the "after" studies.

З. In FIG. 4 which shows graphically the "before" and "after" journey speeds and maximum vehicle queue lengths on all approaches, it can be seen that there was a general improvement in journey speed on Tai Hang Road which during the p.m. peak increased from a deplorably low speed of 7 km/h to 15 km/h. However, this improvement was achieved at the expense of both Wong Nai Chung Gap Road and Upper Stubbs Road of which the speeds particularly during the p.m. peak decreased markedly from 26 km/h to 12 km/h and from 45 km/h to 24 km/h respectively. In respect of maximum vehicle queue lengths, no noticeable changes were observed on the approaches apart from Wong Nai Chung Gap Road which showed a significant increase after the modification. Lower Stubbs Road remained to be the approach with the longest queue.

4. To sum up, the improvements brought about by the modification of the junction were marginal though there was: a levelling out of delays at various approaches. This is not unexpected since the modification involved only a very minor road widening at the Tai Hang Road approach.

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TABLE 1VEHICULAR FLOWS "BEFORE" AND "AFTER" MODIFICATION<br/>AT J/O WONG NAI CHUNG GAP ROAD/TAI HANG ROAD/STUBBS ROAD



|             | A<br>STUBBS ROAD<br>(LOWER) |         | B<br><b>TAI HANG</b><br>ROAD |         | C<br>WONG NAI<br>CHUNG GAP<br>ROAD |         | D<br>STUBBS ROAD<br>(UPPER) |         | TOTAL<br>THROUGHPUT |         |
|-------------|-----------------------------|---------|------------------------------|---------|------------------------------------|---------|-----------------------------|---------|---------------------|---------|
|             | BEFORE                      | (AFTER) | BEFORE                       | (AFTER) | BEFORE                             | (AFTER) | BEFORE                      | (AFTER) | BEFORE              | (AFTER) |
| A.M. PEAK   |                             |         |                              |         |                                    |         |                             |         |                     |         |
| (0730-0830) | 624                         | 4422    | 606                          | 684     | 1078                               | 1100    | 412                         | 556     | 2720                | 2782    |
| (0830-0930) | 455                         | 538     | 636                          | 641     | 842                                | 1141    | 247                         | 430     | 2180                | 2750    |
|             | 1079                        | 980     | 1242                         | 1325    | 1920                               | 2241    | 659                         | 986     | 4900                | 5532    |
| OFF PEAK    |                             |         |                              |         |                                    |         |                             |         |                     |         |
| (1000-1100) | 436                         | 767     | 490                          | 642     | 823                                | 624     | 273                         | 272     | 2022                | 2305    |
| (1100-1200) | 452                         | 750     | 479                          | 6.4.4   | 6.74                               | .641    | 373                         | 2.46    | 1.978               | 2281    |
|             | 888                         | 1517    | 969                          | 2286    | 1497                               | 1265    | 646                         | 518     | 4000                | 4586    |
| P.M. PEAK   |                             |         |                              |         |                                    |         |                             |         |                     |         |
| (1600-1700) | 629                         | 460     | 606                          | 584     | 935                                | 1019    | 424                         | 428     | 2594                | 2491    |
| (1700-1800) | 602                         | 544     | . 614                        | 5.67    | 8.64                               | 1073    | .462                        | 412     | 2542                | 2596    |
|             | 1231                        | 1004    | 1220                         | 1151    | 1799                               | 2092    | 886                         | 840     | 5136                | 5087    |

NOTES:

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"BEFORE" SURVEY: 23RD SEPTEMBER 1977

"AFTER" SURVEY : 8TH MAY 1978

TABLE 2

#### CAR JOURNEY TIMES BEFORE AND AFTER MODIFICATION AT J/O WONG NAI CHUNG GAP ROAD/TAI HANG ROAD/STUBBS ROAD

|                            | <b> </b>                               |          |                     |        | JOUR      | NEY TIME | IN MIN  | UTES      |         |
|----------------------------|--|----------|---------------------|--------|-----------|----------|---------|-----------|---------|
| APPROACH                   | SECTION (BETWEEN)                      | DISTANCE | DIRECTION           | A.M.   | A.M. PEAK |          | PEAK    | P.M. PEAK |         |
|                            |  |          |                     | BEFORE | (AFTER)   | BEFORE   | (AFTER) | BEFORE    | (AFTER) |
| STUBBS ROAD (LOWER)        | LING NAM COLLEGE/<br>JUNCTION CENTRE   | 1.02     | TOWARDS<br>JUNCTION | 3.16   | (3.19)    | 2.50     | (2.54)  | 5.00      | (5.10)  |
|                            |  |          | LEAVING<br>JUNCTION | 1.80   | (2.04)    | 1.39     | (1.85)  | 1.60      | (2,52)  |
| TAI HANG ROAD              | BLUE POOL ROAD/<br>JUNCTION CENTRE     | 0.31     | TOWARDS<br>JUNCTION | 2.53   | (0.91)    | 0.99     | (0.73)  | 2.74      | (1.25)  |
|                            |  |          | LEAVING<br>JUNCTION | 0.96   | (1,09)    | 1.02     | (1.11)  | 0.98      | (0.95)  |
| WONG MAI CHUNG GAP<br>ROAD | REPULSE BAY ROAD/<br>JUNCTION CENTRE   | 1.25     | TOWARDS<br>JUNCTION | 4.30   | (6.36)    | 2.40     | (2.79)  | 3.92      | (6.02)  |
|                            |  |          | LEAVING<br>JUNCTION | 1.93   | (2ç01)    | 2.05     | (2.21)  | 2.10      | (2.33)  |
| STUBBS ROAD (UPPER)        | MT. NICHOLSON ROAD/<br>JUNCTION CENTRE | 1.16     | TOWARDS<br>JUNCTION | 2.23   | (2.41)    | 1.91     | (2.48)  | 1.55      | (2.89)  |
|                            |  |          | LEAVING<br>JUNCTION | 1.91   | (2.21)    | 2.23     | (2.08)  | 1.84      | (2.04)  |

NOTES: 1. A.M. PEAK: 0730-0930 HOURS OFF PEAK : 1000-1200 HOURS P.M. PEAK: 1600-1800 HOURS

> 2. "BEFORE" SURVEY: 21ST-23R⊅ SEPTEMBER 1977 "AFTER" SURVEY: 4TH-8TH MAY 1978



FIG.1 LAYOUT OF JUNCTION - BEFORE MODIFICATION







FIG. 4 COMPARISON OF CAR JOURNEY SPEEDS AND LONGEST QUEUE LENGTHS (TRAVELLING TOWARDS JUNCTION) ----- BEFORE AND AFTER JUNCTION MODIFICATION

## TRAFFIC & TRANSPORT SURVEY DIVISION PUBLIC WORKS DEPARTMENT HONG KONG

Data Record No. 266

A REVIEW OF SPEED LIMIT ON LUNG CHEUNG ROAD AND CHING CHEUNG ROAD

Job Nos. 348 & 349

by

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LAU Wai-tong

Acting Chief Engineer: PANG Hau-chung

July 1978

Requested By:

Nature of Study:

Commissioner of Police

Speed studies and classification counts of vehicles were carried out in August and September 1977 to assess the appropriate speed limit on Lung Cheung Road (between Fung Mo St. Interchange and Tai Po Rd.) and Ching Cheung Road. The section of road under study and the locations of the speed observation points are shown in FIG. 1.

At present the study section along Lung Cheung Road is restricted to a maximum speed of 30 m.p.h. (50 km/h) whilst that along Ching Cheung Road is derestricted. To the east of the study section, Lung Cheung Road is under 30 m.p.h. (50/km/h) speed limit and to the west of the study section, Castle Peak Road is limited to a maximum speed of 40 m.p.h. (60 km/h).

The method of survey and criteria for determining desirable speed limits are given in Technical Report No. 75, "A Review of Speed Limit on Waterfront road" and are not repeated here.

#### The Road and Environment

The alignments of Lung Cheung Road and Ching Cheung Road are a succession of smooth curves with variable gentle gradients.

Within the study section between the Fung Mo Street Interchange and the Lion Rock Tunnel Approach, the section of Lung Cheung Road is a dual 3-lane carriageway of 33 ft. (10 m) each, separated by a 6 ft. (1.8m) central divider and flanked with footpaths, 9 ft. (2.8m) wide. To the west of Lion Rock Tunnel Road, the section of Lung Cheung Road is a dual 2-lane carriageway of 24 ft. (7.3m) each, separated by central divider of 10 ft. (3m) wide and flanked with footpaths of variable width.

As for Ching Cheung Road the crosssection comprises dual 2-lane carriageway of 24 ft. (7.3m) each, separated by a central divider of variable width. Footpaths of variable width are provided along some sections of the road.

Result of Survey:

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There are three flyover complexes within the study section, situated at the junctions with Lion Rock Tunnel Road, Nam Cheong Street, and Tai Po Road. Three pedestrian footbridges are also erected; the one across Ching Cheung Road is situated near the petrol station, while the other two across Lung Cheung Road are situated near Nam Cheong Street and opposite Block 7 of the Wang Tau Hom Estate. There is also a subway across Ching Cheung Road and connecting the Roman Catholic cemetery and Wing Ming Lane.

There is no residential development along the study section except for the squatter areas on the hillside of Lung Cheung Road near the Lion Rock Hill park. Pedestrian movement and frontage activities were light along both Lung Cheung Road and Ching Cheung Road except on tombvisiting festivals on a section of Ching Cheung Road fronting the cemetery.

#### Speed and Traffic Flow

For Lung Cheung Road, the observation of speeds and traffic flow characteristics were carried out at a location near the Lion Rock Hill Park (observation point A, see Fig. 1) and at Lung Cheung Look-out (observation point B); while those for Ching Cheung Road were carried out at a location near the Roman Catholic Cemetery (observation point C). <u>TABLE 1A, 1B, 1C</u> tabulate the traffic flows at these observation points together with the sample sizes in percentage.

The observed average traffic flow on Ching Cheung Road was about 1 300 vehicles per hour. On Lung Cheung Road between Tai Po Road and Lion Rock Tunnel the average hourly flows varied from 750 at the Lung Cheung Look-out to 950 near the Lion Rock Hill Park. The proportion of heavy vehicles along the whole study section was high, amounting to 50% on Lung Cheung Road and 40% on Ching Cheung Road.

The speed characteristics by direction and vehicle type are summarised in <u>TABLES 2A, 2B, 2C</u> and illustrated in <u>FIG. 2</u>.

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The average speeds of light vehicles observed on Lung Cheung Road at the Lion Rock Hill Park (observation point A) were 30.3 m.p.h. (48.8 km/h) westbound and 39.1 m.p.h. (62.9 km/h) eastbound. The average speeds of heavy vehicles were 23.5 m.p.h. (37.8 km/h) westbound and 36.4 m.p.h. (58.5 km/h) eastbound. The proportion of vehicles travelling in platoon was 19%. The 85th percentile speeds of passenger cars under free flowing conditions were 38.5 m.p.h. (62.0 km/h) westbound and 45.9 m.p.h. (73.9 km/h) eastbound.

On Lung Cheung Road at the Lung Cheung Look-out (observation point B), the average speeds of light vehicles were 35.0 m.p.h. (56.3 km/h) westbound and 35.8 m.p.h. (57.6 km/h) eastbound. Average speeds of heavy vehicles were 31.3 m.p.h. (50.4 km/h) westbound and 30.1 m.p.h. (48.4 km/h) eastbound. The proportion of vehicles travelling in platoon was high, being over 35%. The 85th percentile speeds of passenger cars under free flowing conditions were 42.3 m.p.h. (68.1 km/h) westbound and 41.6 m.p.h. (66.9 km/h) eastbound.

On Ching Cheung Road, the average speeds of vehicles were 42.5 m.p.h. (68.4 km/h) westbound and 42.1 m.p.h. (67.7 km/h) eastbound for light vehicles, and 39.8 m.p.h. (64.1 km/h) westbound and 38.4 m.p.h. (61.8 km/h) eastbound for heavy vehicles. The proportion of vehicles travelling in platoon was over 35%. The 85th percentile speeds of passenger cars under free flowing conditions were 51.7 m.p.h. (83.2 km/h) westbound and 50.1 m.p.h. (80.6 km/h) eastbound.

#### Street Lighting

Sodium Lighting to the standard of Group A2 of CP 1004 is provided along the entire study section, which is adequate for 40 m.p.h. (60 km/h) speed.

#### Accident Statistics

The accident statistics showing injury accidents which occurred along the study section of Lung Cheung Road and Ching Cheung Road are tabulated in TABLE 3. 14

Between 1st October 1974 and 30th September 1976, there were 37 injury accidents recorded on the study section of Lung Cheung Road involving 60 casualties, 2 of which were fatal On Ching Cheung Road during the same period 17 injury accidents were recorded involving 30 casualties with no fatal injury.

Based on these statistics, the accident rates were calculated to be 1.2 per million vehicle miles (0.75 per million vehicle-kilometres) for the study section of Lung Cheung Road, and 0.78 per million vehicle miles (0.49 per million vehicle-kilometres) for Ching Cheung Road as compared with 1.3 per million vehicle miles on Tai Po Road between the North Kowloon Magistracy and Ching Cheung Road. It is noted that most of these accidents occurred at intersections.

Based on the criteria established in Technical Report No. 75 "A Review of Speed Limit on Waterfront Road" the appropriate limit on the study section of Lung Cheung Road is 40 m.p.h. (60 km/h) It is therefore recommended that the present speed limit of 30 m.p.h. (50 km/h) on Lung Cheung Road between Fung Mo Street and Tai Po Road be raised to 40 m.p.h. (60 km/h).

From the 85th percentile speeds of passenger cars under free flowing conditions the appropriate speed limit for Ching Cheung Road could be set at 50 m.p.h. (80 km/h). However as Ching Cheung Road forms part of the highway network connecting Lung Cheung Road and Castle Peak Road and in view that its entire length from Tai Po Road to Butterfly Road being only 1.6 km (1 mile) long, it is considered undesirable to have a change in speed limit from 40 m.p.h. (60 km/h) on Lung Cheung Road to 50 m.p.h. (80 km/h) on Ching Cheung Road which has only a short distance for travel. Hence, a 40 m.p.h. (60 km/h) speed limit is recommended for Ching Cheung Road, thus the whole study section of both Lung Cheung Road and Ching Cheung Road will be under the same speed limit of 40 m.p.h. (60 km/h).

Comments and Recommendations:- Postscript:

Speed studies on the section of Tai Po Road from the North Kowloon Magistracy to the interchange at Ching Cheung Road/Lung Cheung Road where the three roads intersect were carried out in March 1976. A speed limit of 40 m.p.h. (60 km/h) was considered appropriate, pending the outcome of the speed studies on Lung Cheung Road and Ching Cheung Road (D.R. 231 refers). Now that a speed limit of 40 m.p.h. (60 km/h) has been found appropriate for both Lung Cheung Road and Ching Cheung Road, it is therefore recommended that the section of Tai Po Road in question be imposed with the same speed limit of 40 m.p.h. (60 km/h).

## TABLE 1 TRAFFIC FLOW AND VEHICLE CLASSIFICATION

(A) OBSERVATION POINT 'A'

|             | TRAFFIC FLOW  |  |   |  |  | HOURLY  | UCTIDIV  | Ċ.   |  |
|-------------|---|--|---|--|--|---|--|--|--|
| BOUND       | CAR   | G/V  | BUS   | TOTAL  | % OF<br>HEAVY<br>VEHICLE   | FLOW<br>RATE  | SAMPLE<br>RATE   | SAMPLED  |  |
| W           | 825   | 494<br>368   | 107   | 1426   | 42<br>37   | 1426  | 538<br>618   | 38<br>53   |  |
| ч<br>W<br>ч | 458<br>412  | 485  | 23  | 966  | 53   | 966   | 432  | 45<br>51   |  |
| Ŵ           | 354   | 376  | 28  | 758  | 53   | 758   | 346  | 47<br>55   |  |
| W<br>E      | 395<br>395<br>370                                       | 410<br>337   | 21<br>15  | 826  | 52<br>49   | 826<br>722  | 388<br>395   | 41<br>55   |  |
|             | BOUND<br>W<br>E<br>W<br>E<br>W<br>E<br>W<br>E<br>W<br>E | BOUND<br>CAR<br>W 825<br>E 726<br>W 458<br>E 412<br>W 354<br>E 339<br>W 395<br>E 370 | BOUND<br>CAR<br>CAR<br>CAR<br>CAR<br>CAR<br>CAR<br>CAR<br>CAR<br>CAR<br>CAR | BOUND CAR G/V BUS   W 825 494 107   E 726 368 67   W 458 485 23   E 412 501 15   W 354 376 28   E 339 311 19   W 395 410 21   E 370 337 15 | BOUND CAR G/V BUS TOTAL   W 825 494 107 1426   E 726 368 67 1161   W 458 485 23 966   E 412 501 15 928   W 354 376 28 758   E 339 311 19 669   W 395 410 21 826   E 370 337 15 722 | BOUND CAR G/V BUS TOTAL % OF<br>HEAVY<br>VEHICLE   W 825 494 107 1426 42   E 726 368 67 1161 37   W 458 485 23 966 53   E 412 501 15 928 56   W 354 376 28 758 53   E 339 311 19 669 49   W 395 410 21 826 52   E 370 337 15 722 49 | BOUND CAR G/V BUS TOTAL % OF<br>HEAVY<br>VEHICLE HOURLY<br>FLOW<br>RATE   W 825 494 107 1426 42 1426   E 726 368 67 1161 37 1161   W 458 485 23 966 53 966   E 412 501 15 928 56 928   W 354 376 28 758 53 758   E 339 311 19 669 49 669   W 395 410 21 826 52 826   E 370 337 15 722 49 722 | BOUND CAR G/V BUS TOTAL % OF<br>HEAVY<br>VEHICLE HOURLY<br>FLOW<br>RATE SAMPLE<br>SAMPLE<br>RATE   W 825 494 107 1426 42 1426 538   E 726 368 67 1161 37 1161 618   W 458 485 23 966 53 966 432   E 726 368 67 1161 37 1161 618   W 458 485 23 966 53 966 432   E 412 501 15 928 56 928 477   W 354 376 28 758 53 758 346   E 339 311 19 669 499 669 370   W 395 410 21 826 52 826 388   E 370 337 15 722 49 722 |  |

## (B) OBSERVATION POINT 'B'

|             |        |        |            | TRA        | FFIC | FLOW       |                          | HOURLY       | HOURLY         | 8        |
|-------------|--------|--------|------------|------------|------|------------|--------------------------|--------------|----------------|----------|
| TIME OF DAY | OF DAY | BOUND  | CAR        | G/V        | BUS  | TOTAL      | % OF<br>HEAVY<br>VEHICLE | FLOW<br>RATE | SAMPLE<br>RATE | SAMPLED  |
| 0800        | - 0900 | W      | 710        | 350        | 106  | 1166       | 39                       | 1166         | 613            | 53       |
| 1100        | - 1200 |        | 589        | 291<br>108 | 70   | 950        | 38                       | 950<br>823   | 286<br>353     | 30<br>43 |
|             | - 1200 | E      | 365        | 383        | 15   | 763        | 52                       | 763          | 489            | 64       |
| 1300        | - 1400 | W      | 290        | 303        | 15   | 608        | 52                       | 608          | 342            | 56       |
| 1600        | - 1700 | E<br>W | 285<br>304 | 258        | 20   | 563<br>636 | 49<br>52                 | 553<br>636   | 327<br>396     | 58<br>62 |
|             | -700   | Ē      | 283        | 251        | 16   | 550        | 49                       | 550          | 303            | 55       |

## (C) OBSERVATION POINT 'C'

|             |        |     |      | TRAI | FIC   | FLOW                     | HOURLY | HOURLY | 8<br>CAMDI PD |    |
|-------------|--------|-----|------|------|-------|--------------------------|--------|--------|---------------|----|
| TIME OF DAY | BOUND  | CAR | G/V  | BUS  | TOTAL | % OF<br>HEAVY<br>VEHICLE | RATE   | RATE   |               |    |
| 0800        | - 0900 | W   | 1378 | 387  | 106   | 1871                     | 26     | 1871   | 1009          | 54 |
| ]           | •      | E   | 1044 | 429  | 93    | 1566                     | 33     | 1566   | 788           | 50 |
| 1100        | - 1200 | W   | 764  | 548  | 26    | 1338                     | 43     | 1338   | 606           | 45 |
|             |        | E   | 676  | 621  | 26    | 1323                     | 49     | 1323   | 601           | 45 |
| 1300        | - 1400 | Ŵ   | 616  | 402  | 17    | 1035                     | 40     | 1035   | 448           | 43 |
|             |        | E   | 782  | 426  | 23    | 1231.                    | 36     | 1231   | 566           | 46 |
| 1600        | - 1700 | W   | 670  | 406  | 19    | 1095                     | 39     | 1095   | 655           | 60 |
| L           |        | E   | 717  | 497  | 27    | 1241                     | 42     | 1241   | 533           | 43 |

TABLE 2A SPEEDS OF VEHICLES - COSSERVATION POINT 'A'

|     |           |       | (LUNG  | CHEUNG         | ROAD, | 2   |      |
|-----|-----------|-------|--------|----------------|-------|-----|------|
| (I) | PASSENGER | CARS, | PUBLIC | <u>LIGHT</u> : | 20325 | AND | VANS |

|           |       |                |                 | 3                        | PEED I                      | N m.p.                   | h, (km/h                 | )                        |               |
|-----------|-------|----------------|-----------------|--------------------------|-----------------------------|--------------------------|--------------------------|--------------------------|---------------|
| PERIOD    | BOUND | SAMPLE<br>SIZE | % IN<br>Platoon | MIN.                     | ь::É.                       | MODE                     | MAX .                    | 85TH PER<br>CENTILE      | S,D,          |
| 0800-0900 | W     | 311            | 25.4            | 12.0                     | 28-1                        | 30.7                     | 42.0                     | 34.4                     | 6.6           |
|           | E     | 352            | 19.3            | (19.8)<br>22.0<br>(35.4) | (+8.2)<br>38.4<br>(61.8)    | (49.4)<br>37.1<br>(59.7) | (87.87<br>54.0<br>(86.9) | (33,4)<br>43,6<br>(70,2) | 5.2<br>(8.4)  |
| 1100-1200 | Ŵ     | 186            | 13.4            | 16.0                     | 312                         | 34.4                     | 50-0                     | 36.6<br>(59.9)           | 5.7           |
|           | Е     | 209            | 27.0            | (25,7)<br>24,0<br>(38,6) | K20.2)<br>  38.4<br>  81.8) | (55.4)<br>40.9<br>(65.8) | (80.5)<br>54.0<br>(86.9) | 43.5<br>(70.0)           | 5.3<br>(8.5)  |
| 1300-1400 | W     | 166            | 9.0             | 18.0                     | 32.0                        | 32.9                     | 50.0<br>(80.5)           | 36,4<br>(58,6)           | 5-6<br>(9.1)  |
|           | Е     | 186            | 9.1             | 26.0                     | (45.3)<br>(64.7)            |                          | (58:3)                   | (73:1)                   | 5.3<br>(8.5)  |
| 1600-1700 | W     | 183            | 23.0            | 16.0                     | 32,3<br>(52,0)              | 37.0                     | 52.0<br>(83.7)           | 39.5                     | 6.7<br>(0.8)  |
|           | E     | 189            | 21.2            | 28.0<br>(45.1)           | 40.3<br>(64.8)              | 40.1<br>(64.5)           | 64.0<br>(103.0)          | 45.4<br>(73.1)           | 5,3<br>(8,5)  |
| ALL       | W     | 846            | 19.0            | 12.0                     | 30.3<br>(48.8)              | 30.5                     | 50.0<br>(80.5)           | 36,8                     | 6.5<br>(10.5) |
|           | E     | 936            | 19.3            | 22.0                     | 39.1<br>(62.9)              | 37.3                     | 60.0<br>(96.5)           | 44.2 (71.1)              | 5.3<br>(8.5)  |

# (II) ALL GOODS VEHICLES, BUSES AND COACHES

|           |       | SAMPLE % IN |         | S                        | PEED I           | N m.p.1        | h. (km/)       | n)                       |               |
|-----------|-------|-------------|---------|--------------------------|------------------|----------------|----------------|--------------------------|---------------|
| PERIOD    | BOUND | SIZE        | PLATOON | MIN.                     | AVE.             | MODE           | MAX.           | 85TH PER-<br>CENTILE     | S.D.          |
| 0800-0900 | W     | 227         | 18.0    | 10.0                     | 21.7<br>231 91   | 21.5<br>(34 6) | 42.0           | 29.1<br>(46.8)           | 6.0           |
|           | E     | 166         | 15.7    | (10.1)<br>20.0<br>(32.1) | (34,3)<br>(58,4) | 34.8<br>(56.0) | 52.0<br>(83.7) | (40.8)<br>42.6<br>(68.5) | 6.2<br>(10.0) |
| 1100-1200 | W     | 237         | 19.4    | 12.0                     | 24-6<br>(39.6)   | 23.2           | 42.0           | 31.4<br>(50.5)           | 5.8<br>(9.3)  |
|           | E     | 268         | 22.0    | 20.0                     | 35.6<br>(57.2)   | 36.9<br>(59.4) | 50.0<br>(80.5) | 41.4<br>(66.1)           | 5.4<br>(8.7)  |
| 1300-1400 | W     | 180         | 17.8    | 12.0                     | 23.4             | 21.6<br>(34.8) | 38.Ò<br>(61.1) | 29.5<br>(47.5)           | 5.5           |
|           | E     | 184         | 12.0    | 20.0<br>(32.1)           | 35.9<br>(57.8)   | 37.1<br>(59.7) | 52.0<br>(83.7) | 41.4<br>(66.6)           | 5.4           |
| 1600-1700 | W     | 205         | 22.0    | 12.0                     | 24.5<br>(39.11)  | 22.4           | 44.0<br>(65.0) | 31.0<br>(119 9)          | 5.7           |
|           | E     | 206         | 18.5    | 18.0                     | 37.8<br>(60.8)   | 40.4<br>(65.0) | 56.0<br>(90.1) | 43.0<br>(69.2)           | 6.2<br>(10.0) |
| ALL       | W     | 849         | 20.4    | 10.0                     | 23.5             | 22.6           | 44.0<br>(70.9) | 30.4                     | 5.9           |
|           | E     | 824         | 17.5    | 18.0<br>(29.0)           | 38.4<br>(58.5)   | 40.4<br>(65.1) | 54.0<br>(86.9) | 41.8 (67.2)              | 5.8<br>(9.4)  |

### TABLE 2A (CONT'D)

| (III) | PASSENGER   | CARS | UNDER | FREE | FLOWING | CONDITIONS                            |
|-------|---|------|-------|------|---------|---------------------------------------|
| • - · | the second se |      |       |      |         | · · · · · · · · · · · · · · · · · · · |

| PERIOD   | SAMPLE |            | WEUTOLE    | SPEED IN m.p.h. (km/h)           |                                  |                                  |                                   |                                  |                              |  |  |
|----------|--------|------------|------------|----------------------------------|----------------------------------|----------------------------------|-----------------------------------|----------------------------------|------------------------------|--|--|
|          | BOUND  | SIZE       | FLOW/HR    | MIN.                             | AVE.                             | MODE                             | MAX .                             | 85TH PER-<br>CENTILE             | S.D.                         |  |  |
| OFF-PEAK | W<br>E | 444<br>440 | 148<br>146 | 16.0<br>(25.7)<br>26.0<br>(41.8) | 32.5<br>(52.3)<br>40.5<br>(65.2) | 33.3<br>(55.6)<br>41.1<br>(66.1) | 52.0<br>(83.7)<br>64.0<br>(103.0) | 38.5<br>(62.0)<br>45.9<br>(73.9) | 5.7<br>(9.7)<br>5.3<br>(8.5) |  |  |

| OFF-PEAK | <b>—</b> · | 1100-1200 | HR. |
|----------|------------|-----------|-----|
|          |            | 1300-1400 | HR. |
|          |            | 1600-1700 | HR. |

S.D. - Standard deviation

## TABLE 2B SPEEDS OF VEHICLES - OBSERVATION POINT 'B'

(LUNG CHEUNG ROAD)

(I) PASSENGER CARS, PUBLIC LIGHT BUSES AND VANS

|           |            |                 |      | S                         | PEED I                   | N m.p.h                   | n. (km/1             | n)                       |              |
|-----------|------------|-----------------|------|---------------------------|--------------------------|---------------------------|----------------------|--------------------------|--------------|
| PERIOD    | BOUND SIZE | % IN<br>PLATCON | MIN. | AVE.                      | MODE                     | MAX.                      | 85TH PER-<br>CENTILE | S.D.                     |              |
| 0800-0900 | W          | 384             | 52.7 | 20.0                      | 33.3                     | 33.3                      | 46.0                 | 37,8<br>(60,8)           | 4.4<br>(7.1) |
|           | Е          | 111             | 36.5 | (32.1)<br>24.0<br>(38.6)  | (55.6)<br>36.0<br>(57.9) | 36.8                      | 52.0<br>(83.7)       | 41.1<br>(66.1)           | 4.9<br>(7.9) |
| 1100-1200 | W          | 237             | 41.4 | 20.0                      | 35.0                     | 34.5                      | 56.0<br>(90.1)       | 41.2                     | 5.6<br>(9.0) |
|           | Е          | 200             | 20.5 | (32.1)<br>20.0<br>(32.1)  | (50.5)<br>35.8<br>(57.6) | (55,5)<br>35.6<br>(57,3)  | 52.0<br>(83.7)       | 41.3<br>(66.5)           | 5.1<br>(8.2) |
| 1300-1400 | W          | 181             | 13.3 | 22.0                      | 37.0                     | 40.1                      | 48.0<br>(77.0)       | 41.9<br>(67 L)           | 4.8<br>(77)  |
|           | Е          | 172-            | 26.7 | (35.4)<br>(22.0<br>(35.4) | (55.5)<br>34.4<br>(55.1) | 34.9<br>(56.2)            | 52.0<br>(83.7)       | 39.9<br>(64,2)           | 5.1<br>(8.2) |
| 1600-1700 | W          | 213             | 23.9 | 24.0                      | 36.2                     | 40,9<br>(65 e)            | 52.0                 | 41.5<br>(66 9)           | 5.2<br>(8 4) |
|           | Е          | 173             | 6,9  | (38.8)<br>24.0<br>(38.6)  | 37.1<br>(59.7)           | (183.8)<br>31.0<br>(49.9) | 50.0<br>(80.5)       | (60.5)<br>41.9<br>(67.4) | 5,4<br>(8,7) |
| ALL       | W          | 1018            | 48.8 | 20.0                      | 35.0                     | 33.5                      | 54.0<br>(86.0)       | 40.9<br>(65.8)           | 5.2<br>(8 µ) |
|           | E          | 849             | 44.4 | 20.0<br>(32.1)            | 35.8                     | 36.1<br>(58.1)            | 50.0                 | 40.9<br>(65.8)           | 5.2<br>(8.4) |

## (II) ALL GOODS VEHICLES, BUSES AND COACHES

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|                    |       |                |                 |                | PEED I         | N m.p.1                  | n. (km/1       | n)                       |                       |
|--------------------|-------|----------------|-----------------|----------------|----------------|--------------------------|----------------|--------------------------|-----------------------|
| PERIOD             | BOUND | SAMPLE<br>SIZE | % IN<br>PLATOON | MIN.           | AVE.           | MODE                     | MAX.           | 85TH PER-<br>CENTILE     | S.D.                  |
| 08 <b>0</b> 0-0900 | W     | 229            | 35.4            | 20.0           | 30.5           | 31.3                     | 44.0           | 35.5                     | 4.7                   |
|                    | E     | 175            | 39.4            | 20.0<br>(32.1) | 30.9<br>(49.7) | (30.4)<br>30.5<br>(49.1) | 44.0<br>(70.8) | (57.1)<br>35.8<br>(57.6) | (7.8)<br>4.7<br>(7.6) |
| 1100-1200          | W     | 252            | 35.7            | 18.0<br>(29.0) | 31.6 $(50.8)$  | 32.3                     | 46.0<br>(74.1) | 37.5<br>(60.4)           | 5.7<br>(9.2)          |
|                    | E     | 153            | 32.0            | 20.0<br>(32.1) | 31.1<br>(50.0) | 30.3<br>(48.8)           | 44.0<br>(70.8) | 36.0<br>(57.9)           | 4.1<br>(6.6)          |
| 1300-1400          | W     | 161            | 11.2            | 18.0           | 31.2           | 43.6                     | 48.0           | 36.5                     | 5.2<br>(8 H)          |
|                    | Е     | 155            | 14.2            | 20.0<br>(32.1) | 27.9<br>(50.2) | 23.1<br>(37.2)           | 46.0           | 33.5<br>(53.9)           | 5.1<br>(8.2)          |
| 1600-1700          | W     | 183            | 27.9            | 20.0           | 31.7.          | 30.9                     | 44.0           | 36.2                     | 4.2                   |
|                    | E     | 130-           | 26.2            | 20.0<br>(32.1) | 30.7<br>(49.4) | 30.6<br>(49.2)           | (70.8)         | (58.3)<br>36.6<br>(58.9) | (6.8)<br>4.9<br>(7.9) |
| ALL                | W     | 825            | 29.1            | 18.00          | 31.3           | 31.1<br>(50 0)           | 48.0           | 36.5                     | 5.1                   |
|                    | E     | 613            | 28.4            | 20.0<br>(32.1) | 30.1<br>(48.4) | 30.4                     | 48.0<br>(77.0) | 35.5                     | (8,2)<br>4.9<br>(7.9) |

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## TABLE 2B (CONI'D)

| (III) | PASSENGER | CARS | UNDER | FREE | FLOWING | CONDITIONS |
|-------|-----------|------|-------|------|---------|------------|
|       |           |      |       |      |         |            |

|          |       |                |                    | S              | PEED I         | N m.p.1        | n. (km/h       | )                    |              |
|----------|-------|----------------|--------------------|----------------|----------------|----------------|----------------|----------------------|--------------|
| PERIOD   | BOUND | SAMPLE<br>SIZE | VEHICLE<br>FLOW/HR | MIN.           | AVE,           | MODE           | MAX            | 85TH PER-<br>CENTILE | S.D.         |
| OFF-PEAK | W     | 455            | 151                | 22.0<br>(35.4) | 37,4<br>(60,2) | 40.7<br>(65.5) | 54,0<br>(86,9) | 42,3<br>(68,1)       | 5.0<br>(8.1) |
|          | E     | 420            | 140                | 24.0<br>(38.6) | 36.8<br>(59.2) | 37.6<br>(60.6) | 52.0<br>(83.7) | 41.6<br>(66.9)       | 4.8<br>(7.7) |

| OFF-PEAK | <br>1100-1200 | HR. |
|----------|---------------|-----|
|          | 1300-1400     | HR. |
|          | 1600-1700     | HR. |

S.D. - Standard deviation

## TABLE 2C SPEEDS OF VEHICLES - OBSERVATION POINT 'C'

(CHING CHEUNG ROAD)

## (I) PASSENGER CARS, PUBLIC LIGHT BUSES AND VANS

|           |       |                |                 | S                        | PEED I                   | N m.p.         | h. (km/h        | )                   |               |
|-----------|-------|----------------|-----------------|--------------------------|--------------------------|----------------|-----------------|---------------------|---------------|
| PERIOD    | BOUND | SAMPLE<br>SIZE | % IN<br>PLATOON | MIN.                     | AVE.                     | MODE.          | MAX.            | 85TH PER<br>CENTILE | S.D.          |
| 0800-0900 | Ŵ     | 771            | 48.4            | 28.0                     | 41.6<br>(65.9)           | 42.6           | 62.0<br>(99.8)  | 46,3<br>(74,5)      | 5.3<br>(8.5)  |
|           | Е     | 551            | 53.7            | 26.0<br>(41.8)           | 40.7<br>(65.5)           | 43.1<br>(69.4) | 62.D<br>(99.8)  | 44.9<br>(72.2)      | 5.8<br>(9.3)  |
| 1100-1200 | W     | 397            | 39.8            | 28.0                     | 42.9                     | 41.0<br>(66 D) | 66.0<br>(106.2) | 50,0<br>(80,5)      | 6.4<br>(10.3) |
|           | E     | 357            | 40.9            | 28.0<br>(45.1)           | (83.0)<br>42.1<br>(67.7) | 42.5<br>(68.4) | 68.0<br>(109.4) | 48.6 (78.2)         | 5.8<br>(9.3)  |
| 1300-1400 | W     | 277            | 22.0            | 28.0                     | .44.0                    | 42.6           | 64.0            | 52.2<br>(84.5)      | 7.1<br>(11.4) |
|           | E     | 357            | 30.0            | (43.1)<br>30.0<br>(48.3) | (70.0)<br>(70.0)         | 40.9<br>(65.8) | 64.0<br>(103.0) | 49.8<br>(80.1)      | 8.3<br>(13.4) |
| 1500-1700 | W     | 354            | 35.0            | 30.0                     | 43.0                     | 42.6           | 64.0<br>(103.0) | 50.7<br>(81.6)      | 6.9<br>(11.1) |
| ;         | E     | 476            | 35.7            | 28.0<br>(45.1)           | 42.8<br>(68.9)           | 41.0<br>(66.0) | 62.0<br>(99.8)  | 48.1<br>(77.4)      | 5.2<br>(8.4)  |
| ALL       | W     | 1799           | 39.8            | 28.0                     | 42.5                     | 41.8           | 64.0<br>(103.0) | 49.3<br>(79.3)      | 6.2           |
|           | E     | 1741           | 41.3            | 26.0                     | 42.1                     | 41.0           | 64.0            | 47.9 (76.8)         | 5.7           |

### (II) ALL GOODS VEHICLES, BUSES AND COACHES

|           |       | SAMDIT | 0. TN   | SPEED IN m.p.h. (km/h)   |                          |                          |                          |                          |                       |
|-----------|-------|--------|---------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-----------------------|
| PERIOD    | BOUND | SIZE   | PLATOON | MIN.                     | AVE.                     | MODE                     | MAX.                     | 85TH PER-<br>CENTILE     | S.D.                  |
| 0800-0900 | W     | 238    | 33.2    | 24.0                     | 39.0                     | 41.3                     | 56.0                     | 43.8                     | 5.0                   |
|           | E     | 237    | 42,6    | (38.6)<br>24.0<br>(38.6) | (62.8)<br>37.5<br>(60.3) | (60.2)                   | (90.1)<br>50.0<br>(80.5) | (70,5)<br>42,6<br>(68.5) | (8.1)<br>5.0<br>(8.1) |
| 1100-1200 | W     | 209    | 33.5    | 26.0                     | 39.7                     | 37.4                     | 62.0                     | 44.8                     | 5.2                   |
|           | E     | 244    | 34.4    | 28.0<br>(45.1)           | (53.9)<br>37.2<br>(59.9) | (50.2)<br>35.4<br>(57.0) | (99.8)<br>50.0<br>(80.5) | (72.1)<br>42.5<br>(68.4) | (8.4)<br>5.1<br>(8.2) |
| 1300-1400 | W     | 171    | 17.5    | 26.0                     | 40.6                     | 39.1                     | 56.0                     | 46.6                     | 6.2                   |
|           | E.    | 209    | 33.5    | 30.0                     | 38.9<br>(62.6)           | 39.5<br>(63.56)          | 46.0                     | 43.5<br>(70.0)           | 4.1<br>(6.6)          |
| 1600-1700 | ) W . | 179    | 21.0    | (35.4)                   | 40.4                     | 35.2                     | 58.0                     | 45.8                     | 5.4                   |
|           | E     | 179    | 45.2    | 24.0                     | 39.5                     | 40.7                     | 48.0                     | 42.2<br>(67.9)           | 4.0 (6.4)             |
| ALL       | W     | 797    | 27.2    | 22.0                     | 39.8                     | 39.6                     | 60.0                     | 45.2                     | 5.5                   |
|           | Ε,    | 8.69   | 38.7    | 24.0                     | 38.4                     | 40.4                     | 50.0                     | 43.1 (69.3)              | 4.6                   |

## TABLE 2C (CONT'D)

| (III) PASSENGER CARS UNDER FREE FLOWING CONDITION | (III) | PASSENGER | CARS UNDER | FREE | FLOWING | CONDITION |
|---|-------|-----------|------------|------|---------|-----------|
|---|-------|-----------|------------|------|---------|-----------|

|          |       |                |                    |                          | SPEED                    | IN m.p                   | .h. (km/                   | h)                       |                        |
|----------|-------|----------------|--------------------|--------------------------|--------------------------|--------------------------|----------------------------|--------------------------|------------------------|
| PERIOD   | BOUND | SAMPLE<br>SIZE | VEHICLE<br>FLOW/HR | MIN.                     | AVE,                     | MODE                     | MAX.                       | 85TH PER<br>CENTILE      | S.D.                   |
| OFF-PEAK | W     | 724            | 241                | 28.0                     | 44.2                     | 39.6                     | 64.0                       | 51.7                     | 6.9                    |
|          | E     | . 767          | 2.55               | (45.1)<br>30.0<br>(48.3) | (71.1)<br>44.1<br>(71.0) | (42.3)<br>41.3<br>(66.5) | (103.0)<br>64.0<br>(103.0) | (83.2)<br>50.1<br>(80.6) | (11.1)<br>5.6<br>(9.0) |

| OFF-PEAK | - | 1100-1200 | HR. |
|----------|---|-----------|-----|
|          |   | 1300-1400 | HR. |
|          |   | 1600-1700 | HR. |

S.D. - Standard deviation

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### TABLE 3 ACCIDENT STATISTICS

LUNG CHEUNG ROAD

|                       | NO. OF    |       | NO. OF CA | SUALTIES | ر وچوب محسوم - محمد . ماه د. که طرف محموم . چو بروی و داده |
|-----------------------|-----------|-------|-----------|----------|--|
| PERIOD                | ACCIDENTS | FATAL | SERIOUS   | SLIGHT   | TOTAL  |
| 1/10/74 -<br>31/12/74 | Ĵ         | 0     | 1         | 2        | З  |
| 1/1/75 -<br>31/12/75  | 26        | 1     | 14        | 28       | ÷4 ع   |
| 1/1/76 -<br>30/9/76 - | 8         | 1     | 3         | 10       | <u>i</u> 4   |

CHING CHEUNG ROAD

| PERIOD                | NO, OF    | NO. OF CASUALTIES |         |        |       |  |  |  |  |
|-----------------------|-----------|-------------------|---------|--------|-------|--|--|--|--|
| 1, LIKTOD             | ACCIDENTS | FATAL             | SERIOUS | SLIGHT | TOTAL |  |  |  |  |
| 1/10/74 -<br>31/10/74 | 3         | D                 | 3       | 9      | 14    |  |  |  |  |
| 1/1/75 -<br>31/12/75  | 5         | 0                 | 2       | 석      | 6     |  |  |  |  |
| 1/1/76 -<br>30/9/76   | 9         | 0                 | ių      | 6      | 10    |  |  |  |  |

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FIG. 2(A) CUMULATIVE FREQUENCY CURVES (OBSERVATION POINT "A")



FIG. 2(A) (CONT'D)





FIG. 2(A) (CONT'D)



FIG. 2(B) CUMULATIVE FREQUENCY CURVES (OBSERVATION POINT "B")

FIG. 2(B) (CONT'D)

(ii) Goods Vehicles, Buses and Coaches





FIG. 2(B) (CONT'D)



FIG. 2(C) CUMULATIVE FREQUENCY CURVES (OBSERVATION POINT "C")



(ii) Goods Vehicles, Buses and Coaches

FIG. 2(C) (CONT'D)



FIG. 2(C) (CONT'D)

### TRAFFIC & TRANSPORT SURVEY DIVISION PUBLIC WORKS DEPARTMENT HONG KONG

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Data Record No. 267

BEFORE AND AFTER STUDY OF THE EXPERIMENTAL PUBLIC TRANSPORT RESERVES ON KING'S ROAD BETWEEN SHU KUK ST. AND MODEL LANE

bу

YU Shu-yee

Ag. Chief Engineer: PANG Hau-chung

September 1978.

Background of Survey:

Commissioner of Police

A firm of engineering consultants was engaged by Government to undertake a feasibility study on the coastal route between the Cross Harbour Tunnel and Chai Wan along the northern shore of Hong Kong Island. The firm submitted its report in August 1975. The report included in its recommendations that as soon as Stage I of the Island Eastern Corridor (between Causeway Bay and Healthy Street) is completed, a comprehensive environmental and transport improvement scheme should be implemented along King's Road whereby road space is reallocated in favour of pedestrians and public transport.

Following the publication of this report, the Traffic Engineering Division (Hong Kong), carried out a preliminary investigation of the improvement scheme for the North Point section of King's Road between Ngan Mok Street and Healthy Street East. The results were reported on "King's Road Environmental Improvement Scheme - Report on Preliminary Investigation for North Point Section". This reportagain pointed out that the scheme had to await the completion of Stage I of the Island Eastern Corridor.

However, in view of the increasing need for improving the tram service, a meeting was held in December 1977

- 1 -

between Government and the public transport companies concerned. It was suggested that certain stretches of tramway could be designated tram reserve areas and that a suitable stretch should be selected for testing purpose.

Subsequent meetings on this issue were held in January 1978 and it was finally agreed that a tramway reserve in the eastbound direction and also a bus-only lane in the opposite direction on the section of King's Road between Shu Kuk Street and Model Lane would be implemented on an experimental basis as soon as possible. This section of King's Road is hereafter referred to as <u>the Study Section</u> in this Data Record.

The scheme was introduced on Sunday, 28th May 1978. The westbound kerb-side lane on the Study Section was reserved for the exclusive use of buses between 7 a.m. and 7 p.m. daily while the eastbound tram track for the exclusive use of trams on a 24-hour basis. Special arrangements were made for turning vehicles near/ at road junctions. <u>Fig. 1</u> shows the layout of the scheme.

To ascertain the effects on traffic of the introduction of the public transport reserves scheme on the Study Section.

The Scheme:

Object of Survey:

- 2 -

Site Characteristics:

The Study Section is approximately 1 km long. It is a 2-way 6-lane road of width about 24m, including that occupied by tram tracks. Excluding the two junctions at both ends, there are 5 junctions within the Study Section, of which 3 are controlled by signals. On each direction of travel 4 bus stops serving 12 bus routes and 3 tram stops are provided while signal controlled pedestrian crossings across King's Road are installed at the junction with Shu Kuk Street, Kam Hong Street, Tin Chiu Street and Healthy Street East. These details are shown in Fig. 1.

In 1977, the section of road carried an average weekday traffic of 46000 vehicles, with a peak hour factor of 6.4% which was among the lowest values on Hong Kong Island. Compared with the traffic volume 10 years ago in 1967, the growth was only 24% which when considered together with the low peak hour factor suggested that the existing traffic flow was approaching its saturation level.

Before the introduction of the scheme, the whole Study Section was under urban clearway restrictions (7 a.m. to 10 a.m. and 4 p.m. to 7 p.m.) but the PLB clearway restriction over the section between Shu Kuk Street and Healthy Street West was from 7 a.m. to 12 mid-night. In the scheme this kind of PLB restriction was extended eastwards to cover the whole Study Section.

- 3 -

Organisation of Survey:

The survey was conducted on weekdays between 20th and 22nd February 1978 for the "before" study and between 12th and 20th June 1978 for the "after" study. In each study, the following observations were made:-

- (a) Counts of vehicles using the Study Section and parallel side streets.
- (b) Classification and occupancy counts of vehicles passing a screenline located west of Shu Kuk Street which cuts across both King's Road and Java Road (hereafter referred to as <u>the Screenline</u> in this Data Record).
- (c) Bus and tram journey times along the Study Section.
- (d) Bus and tram journey delays at signal junctions and stops along the Study Section.
- (e) Car journey times along King's Road between Wing Hing Street and Westlands Road and also along Java Road.

Except for item (b) which was conducted for the 12-hour period between 0700 and 1900 hours, all the observations were carried out only during the a.m. peak (0800-0900 hrs) the off-peak (1000-1200 hrs) and the p.m. peak (1800-1900 hrs) periods.

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Tabulation of Survey Results:

The number of vehicles using the Study Section and parallel side streets before and after the introduction of the scheme are compared in Table 1. Tables 2 to 7 compare respectively the number of vehicles by type and passenger movements by mode of transport passing the Screenline. Table 8 tabulates the journey times, journey delays and journey speeds of buses travelling on the Study Section during the peak and the off-peak periods while similar tabulations for trams are shown in Table 9. Table 10 contains comparisons of car journey times along Java Road and along the section of King's Road between Wing Hing Street and Westlands Road which extends beyond both ends of the Study Section. A summary comparing the "Before" and "After" journey times and journey speeds for car, bus and tram is presented in Table 11 with a graphical comparison of journey speeds shown in Fig. 2.

Survey Findings:

(A) The Study Section - King's Road Traffic Flows - Table 1 No significant changes in total traffic flows were recorded in the <u>eastbound</u> direction during the three periods, viz. the a.m. peak, off-peak and p.m. peak.

> However, in the <u>westbound</u> direction a decrease of 16% in the a.m. peak and 14% in the off-peak were observed with an increase of 9% in the p.m. peak. The decreases were apparently due to vehicles using Tsat Tsz Mui Road and Java Road.

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## Bus Journey Time, Journey Speed

No significant changes in journey time/journey speed in the <u>eastbound</u> direction were observed during the three periods. Journey speeds remained at a level of about 15 km/h during the peak period.

The same is generally true for the <u>westbound</u> direction but with the exception that during the a.m. peak the journey time reduced considerably from 7.7 minutes to 3.5 minutes. The corresponding journey speeds were 7.4 km/h and 15.9 km/h. This remarkable improvement was mainly due to a reduction in delays at signal junctions resulting from the provision of a bus-only lane and the traffic signals over the Study Section having been linked up after the "before" study.

### Tram Journey Time/Journey Speed - Table 9

Slight improvements in journey time/ journey speed (ranging from 12.4 to 14.4 km/h compared with 11.6 to 13.8 km/h) in the <u>eastbound</u> direction were observed during the three periods. This observation is consistent with the introduction of the tram reserve though a much greater effect should have been expected had it not been constrained by the delays at junctions and stops of the tram operation on the Study Section.

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In the <u>westbound</u> direction, again slight improvements in journey time/journey speed were observed during the three periods. It should be noted that the speed in the a.m. peak remained at a very low level of 7 km/h.

## Car Journey Time/Journey Speed - Table 11

In the <u>eastbound</u> direction, a 30% reduction in journey speed was recorded in both the a.m. and the p.m. peak periods with the introduction of the tram reserve. In the off-peak period no significant change in speed was observed. Since the traffic flows remained unchanged during the three periods, this differential effect in the three periods could perhaps be explained by differential levels of passenger/pedestrian activities on the Study Section.

In the <u>westbound</u> direction, the journey speed increased by 53% in the a.m. peak (9.3 to 14.2 km/h) 12% the off-peak (16.9 to 19.0 km/h) and 33% the p.m. peak (14.8 to 19.7 km/h). The more prominent improvement in the a.m. period could be explained by the fact that any reduction in vehicle flow, though marginal, under a near saturated condition would tend to produce a prominent effect in converting a sluggish traffic movement into a smooth-flowing traffic stream.

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In the westbound direction, the journey speed increased by 53% in the a.m. peak (9.3 to 14.2 km/h) 12% the off-peak (16.9 to 19.0 km/h) and 33% the p.m. peak (14.8 to 19.7 km/h). The more prominent improvement in the a.m. period could be explained by the fact that any reduction in vehicle flow, though marginal, under a near saturated condition would tend to. produce a prominent effect in converting a sluggish traffic movement into a smooth-flowing traffic stream.

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(B) The Screenline - West of Shu Kuk St. Cutting Across King's Road and Java Road

> Vehicle Flows - Tables 4a and 4b Vehicle flows crossing the Screenline in the <u>eastbound</u> direction during the 12-hour period experienced marginal increases for all vehicle types, varying from 1.0% to 3.4%. In general, the hourly distribution pattern remained unchanged.

In the <u>westbound</u> direction, only very marginal increases in public transport vehicle flows but decreases again of a marginal nature in other vehicle flows were observed. It should however be noted that the bus flow increased by 5%, presumably due to the introduction of three new bus routes (Nos. 21, 85 and 116) after the introduction of the scheme.

## Passenger Movements - Tables 7a and 7b

Observations on passenger movements in the <u>eastbound</u> direction were consistent with those for vehicle flows across the Screenline.

Increases by mode ranging from 1.0% to 5.4% were recorded with the hourlydistribution pattern remaining unchanged.

Generally the corresponding remarks on vehicle flows are applicable to passenger movements across the Screenline in the westbound direction. The only difference is that there was recorded a decrease of 4.4% in PLB passengers despite an increase of 3.2% in PLB vehicle flow. The decrease could be due to less passengers picked up along the Study Section because of inconvenience to potential passengers caused by the extension of the PLB restriction hours.

Some Other Effects of the Scheme <u>Tsat Tsz Mui Road - Table 1</u> This is an one-way westbound road. Traffic flows increased by 15%, 200% and 11% during the a.m. Peak, off-peak and p.m. peak periods respectively. The increases were almost solely due to an increase in PLB movements using the road for picking up and setting down passengers though a substantial number of PLB's continued to use the PLB restricted King's Road, especially during the a.m. peak period.

Java Road - Tables 3a 3b and 10 As expected, increases in traffic flows in both directions were recorded for all vehicle types, the increases ranging from 3.1 to 7.7% during the 12-hour period. Similar increases ranging from 2.9 to 11.5%

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(C)

were also recorded for passenger movements on this road in both directions. No significant changes in journey times on this road were observed, as there was still adequate reserve capacity in Java Road to cope with the additional traffic. Journey speeds remained at a level of 20 km/h, consistently higher by 1 to 7 km/h than those recorded on King's Road during all the three periods.

#### Journey Time on Stretches of King's Road beyond the Study Section -Table 10

On the stretch of King's Road west of the Study Section between Wing Hing Street and Shu Kuk Street, no significant changes in journey time were observed in both directions.

On the other end of the Study Section between Java Road and Westlands Road changes in journey time varied from period to period and no remarks are warranted because of their small magnitude.

In the preceding section, remarks have been made, where appropriate, to explain or illustrate the results obtained from the survey. In this section, an attempt is made to summarise various advantages and disadvantages resulting from the introduction of the scheme, based onthe limited amount of information collected.

#### Supplementary Remarks:

#### Tram Reserve - Eastbound

This does not seem to produce significant advantages to public transport operation in the Study Section as bus and tram journey speeds remained more or less unchanged. But private motorists experienced a reduction in journey speed of about 30%. The overall effect is considered insignificantly small as the Study Section is rather short, being about 1 km.

#### Bus-only Lane ~ Westbound

The study suggests a doubling of the bus journey speed and a 50% increase in car journey speed on the Study Section during the a.m. peak. As a result, there was a corresponding reduction of 2.1 minutes in car journey time. It is to be noted however that the total journey time on King's Road between Wing Hing St. and Westlands Road remained unchanged between the "before" and "after' surveys. There was also a 13% increase in car journey time over the whole section of Java Road. Moreover, the apparent improvement in the Study Section was achieved with a reduction of 16% in traffic flow in King's Road during the a.m. peak period and is considered possible only if a parallel side street with adequate capacity is available to provide an alternative road for the displaced traffic and if bus drivers (observed to do so) confine themselves to the bus-only lane thus improving lane discipline. However, the use of alternative roads by the displaced traffic, will contribute to the deterioration of their environment. Whether the

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deterioration will continue to a detrimental extent remains to be seen. Surely there are other factors such as inconvenience to shoppers and shopowners to be considered but they are outside the scope of this study.

### A Note of Caution

It will be seen that this study can only ascertain the effects of public transport reserves when associated measures described earlier are also instituted. As special lanes have been carved out of the valuable road space, public transport operators are naturally expected to make better use of them by substantially stepping up their services.

It must also be emphasized that any remarks drawn from this study are only for the Study Section and should not be used indiscriminately to apply to other locations. Each location will have its own merits or demerits when its suitability for implementing public transport reserves is considered.

## TABLE 1COMPARISON OF TRAFFIC FLOWS ALONG THE STUDY SECTION ANDTURNING INTO SIDE STREETS

|              |       | EA:        | STBOU      | ND (A          | r j/o Ki        | ING'S RI       | )./SHU     | J KUK SI             | r.)                     | WESTBOUND (AT J/O KING'S RD./JAVA RD./MODEL LANE) |              |                 |              |                | ANE)         |                |            |               |                |
|--------------|-------|------------|------------|----------------|-----------------|----------------|------------|----------------------|-------------------------|---|--------------|-----------------|--------------|----------------|--------------|----------------|------------|---------------|----------------|
| PERIOI       | HOUR  |            | STR.<br>ON | AIGHT.<br>KING | AHEAD<br>'S RD. |                | L-T<br>SHU | INTO<br>KUK ST.      | E-B                     |   | STRA<br>ON K | IGHTAF<br>ING'S | HEAL/<br>RD. |                | L-T<br>MODE  | INTO<br>L LANE | R-T<br>JAV | INTO<br>A RD. | <b>₩-</b> B    |
|              |       | Bus        | Tram       | PLB            | Others          | Total          | PLB        | Others               | TOTAL,                  | Bus   | Tran         | PLB             | Others       | Total          | PLB          | Others         | PLB        | Others        | TOTAL          |
| A.M.<br>PEAK | 0809  | 73<br>(70) | 27<br>(25) | 51<br>(60)     | 608<br>(614)    | 759<br>(769)   | 4<br>(5)   | 212<br>(242)         | 975<br>(1016)           | 80<br>(87)  | 38<br>(31)   | 255<br>(210)    | 845<br>(695) | 1218<br>(1023) | 125<br>(144) | 97<br>(112)    | 90<br>(99) | 362<br>(395)  | 1892<br>(1773) |
| OFF<br>PEAK  | 10-11 | 83<br>(83) | 30<br>(27) | 19<br>(17)     | 832<br>(760)    | 964<br>(887)   | 7<br>(6)   | 223<br>(206)         | 119 <b>4</b><br>(1099)  | 76<br>(71)  | 27<br>(32)   | 161<br>(57)     | 760<br>(735) | 1024<br>(895)  | 2<br>(102)   | 36<br>(39)     | 48<br>(50) | 190<br>(202)  | 1300<br>(1288) |
|              | 11-12 | 76<br>(68) | 25<br>(29) | 18<br>(18)     | 817<br>(802)    | 936<br>(917)   | (7)<br>(7) | 226<br>(221)         | 1169<br>(11 <b>45)</b>  | 62<br>(63)  | 30<br>(28)   | 135<br>(41)     | 914<br>(836) | 1141<br>(968)  | 3<br>(88)    | 47<br>(58)     | 54<br>(55) | 217<br>(219)  | 1462<br>(1388) |
| P.M.<br>Peak | 18-19 | 86<br>(98) | 28<br>(35) | 39<br>(40)     | 858<br>(887)    | 1011<br>(1060) | 0<br>(0)   | 35 <b>4</b><br>(371) | 1 <b>3</b> 65<br>(1431) | 85<br>(92)  | 31<br>(33)   | 24<br>(26)      | 794<br>(864) | 934<br>(1015)  | 112<br>(124) | 67<br>(75)     | 66<br>(70) | 262<br>(281)  | 1441<br>(1563) |

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Note: "After" study figures are shown in brackets

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| ,       | ran andre generation and see | <u></u>        |       | VERCH              | - TYPE        | PLANCE CARENERS IN | <u></u> | 1997 - 19 | 68 19<br>19    |
|---------|------------------------------|----------------|-------|--------------------|---------------|--------------------|---------|--|----------------|
| HOUR    | Tram ;                       | Bus ;          | PLB   | Taxi (             | P/C           | 3/C                | G/V     | Others   |                |
| 0706-   | 25                           | 95             | 13    | 137                | 253           | (24                | 85      | 67   | 706            |
| 0800    | (32)                         | (98)           | (15)  |                    | (304)         | (28)               | (100)   | (79)   | (817)          |
| 0800-   | 29                           | 99             | 23    | :65                | 330           | 19                 | 125     | 19   | 810            |
| 0900    | (27)                         | (95)           | (27)  | (194)              | (388)         | (22)               | (148)   | (22)   | (923)          |
| 0900    | 26                           | 113            | 32    | 188                | 298           | 43                 | 167     | 13   | 880            |
| 1000    | (29)                         | (119)          | (30)  | (178)              | (283)         | (41)               | (158)   | (12)   | (850)          |
| 1000    | 28                           | 112            | 22    | 213                | 258           | 39                 | 138     | 9  | 799            |
| 1100    | (25)                         | (112)          | (20)  | (195)              | (217)         | (36)               | (126)   | (8)  | ( <b>73</b> 9) |
| 1100    | 22                           | 107            | 5     | 191                | 302           | 43                 | 219     | 27   | 916            |
| 1200    | (26)                         | (96)           | (5)   | (137)              | (296)         | (42)               | (215)   | (26)   | (893)          |
| 1 200-  | 26                           | 79             | 11    | 165                | 285           | 23                 | 168     | 85   | 842            |
| 1 300 * | (24)                         | (89)           | (12)  | (181)              | (312)         | (25)               | (184)   | (93)   | (920)          |
| 1300-   | 30                           | 87             | 11    | 255                | 186           | 24                 | 203     | 52   | 848            |
| 1400    | (29)                         | (94)           | (11)  | (248)              | (181)         | (23)               | (197)   | (51)   | (834)          |
| 1400-   | 38                           | 127            | 11    | 429                | 299           | 38                 | 263     | 24   | 1229           |
| 1500    | (33)                         | (106)          | (11)  | (431)              | (301)         | (38)               | (264)   | (24)   | (1208)         |
| 1500-   | 21                           | 96             | 11    | 309                | 331           | 68                 | 356     | 43   | 1235           |
| 1600    | (27)                         | (102)          | (9)   | ( <sub>264</sub> ) | (28 <b>3)</b> | (58)               | (304)   | (37)   | (1084)         |
| 1600    | 25                           | .115           | 20    | 246                | 385           | 64                 | 274     | 39   | 1168           |
| 1700    | (30)                         | (123)          | (19)  | (235)              | (368)         | (61)               | (262)   | (37)   | (11 <b>35)</b> |
| 1700    | 37                           | 116            | 30    | 273                | 430           | 91                 | 218     | 33   | 1228           |
| 1800    | (31)                         | (104)          | (33)  | (302)              | (475)         | (101)              | (241)   | (36)   | (1323)         |
| 1800    | 24                           | 109            | 50    | 373                | 483           | 98                 | 157     | 73   | 1367           |
| 1900    | (30)                         | (12 <b>4</b> ) | (51)  | (386)              | (499)         | (101)              | (162)   | (75)   | (1428)         |
| 12 Hou  | r 332                        | 1255           | 239   | 2944               | 3826          | 574                | 2374    | 484  | 12028          |
| Total   | (343)                        | (1262)         | (243) | (2962)             | (3907)        | (576)              | (2361)  | (500)  | (12154)        |
| % Diff  | +3.3                         | +0.6           | +1.6  | +0.6               | +2.1          | +0.3               | 0.5     | +3.3   | +1.0           |

## TABLE 2(A) COMPARISON OF VEHICLE FLOWS AT THE SCHEENLINE (KING'S ZOAD - TASEBOUND)

Note: "After" study figures are shown in brackets

|               |        |                |        | VEHICLE        | ry pe   |       |                    |             |                 |
|---------------|--------|----------------|--------|----------------|---------|-------|--------------------|-------------|-----------------|
| Hour          | Tram   | Bus            | PLB    | Taxi           | P/C     | M/C   | G/V                | Others      | Total           |
| 0700          | 35     | 9 <b>4</b>     | 203    | 263            | 506     | 82    | 118                | 136         | 1437            |
| 0800          | (47)   | (126)          | (201)  | (256)          | (492)   | (80)  | (115)              | (132)       | (1449)          |
| 0800-         | 37     | 108            | 341    | 320            | 663     | 187   | 229                | 96          | 1981            |
| 0900          | (30)   | (117)          | (318)  | (263)          | (545)   | (154) | (188)              | (79)        | (169 <b>4</b> ) |
| 0900-         | 40     | 106            | 113    | 121            | 423     | 54    | 262                | 38          | 1157            |
| 1000          | (33)   | (121)          | (135)  | (1 <b>32</b> ) | (460)   | (59)  | (285)              | (41)        | (1266)          |
| 1000-         | 23     | 102            | 55     | 211            | 386     | 13    | 397                | 68          | 1255            |
| 1100          | (27)   | (95)           | (54)   | (204)          | (373)   | (13)  | (384)              | (66)        | (1216)          |
| 1100-         | 28     | 95             | 86     | 221            | 460     | 24    | 430                | 89          | 1433            |
| 1200          | (26)   | (97)           | (80)   | (202)          | (421)   | (22)  | (393)              | (81)        | (1322)          |
| 1200-         | 23     | 92             | 43     | 229            | 498     | 39    | 2 <b>3</b> 7       | 11 <b>4</b> | · 1275          |
| 1 <b>300</b>  | (30)   | (1 <b>03</b> ) | (40)   | (215)          | (467)   | (37)  | (222)              | (107)       | (1221)          |
| 1300          | 26     | 111            | 32     | 335            | 365     | 30    | 321                | 70          | 1290            |
| 1400          | (27)   | (110)          | (33)   | (334)          | (364)   | (30)  | (320)              | (70)        | (1288)          |
| 1400-         | 37     | 101            | 78     | 389            | 553     | 75    | 441                | 80          | 1754            |
| 1500          | (36)   | (104)          | (72)   | <b>(3</b> 57)  | (508)   | (69)  | (405)              | (73)        | (1624)          |
| 1500          | 31     | 116            | 91     | 319            | 506     | 73    | <b>4</b> 12        | 84          | 1632            |
| 1600          | (30)   | (110)          | (88)   | ( <b>29</b> 6) | . (469) | (68)  | ( <b>3</b> 82)     | (78)        | (1521)          |
| 160 <b>0-</b> | 19     | 97             | 62     | 2 <b>3</b> 4   | 462     | 54    | 371                | 79          | 1378            |
| 1700          | . (18) | (97)           | (69)   | (229)          | (452)   | (53)  | (363)              | (77)        | (1358)          |
| 1700-         | 28     | 107            | 90     | 337            | 518     | 78    | 2 <b>4</b> 8       | 60          | 1466            |
| 1800          | (29)   | (108)          | (95)   | (339)          | (521)   | (78)  | ( <sub>249</sub> ) | (60)        | (1479)          |
| 1800          | 32     | 91             | 100    | <b>40</b> 2    | 490     | 71    | 205                | 79          | 1470            |
| 1900          | (34)   | (99)           | (110)  | ( <b>43</b> 7) | (533)   | (77)  | (223)              | (86)        | (1599)          |
| 12 Hour       | 359    | 1220           | 1294   | 3381           | 5830    | 780   | 3671               | 993         | 17528           |
| Total         | (367)  | (1287)         | (1295) | (3264)         | (5605)  | (740) | (3529)             | (950)       | (17037)         |
| % Diff.       | +2.2   | +5.5           | +0.1   | -3.5           | -3.9    | -5.1  | -3.9               | -4.3        | -2.8            |

## TABLE 2(b) COMPARISON OF VEHICLE FLOWS AT THE SCREENLINE (KING'S ROAD - WESTBOUND)

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Note: "After" study figures are shown in brackets

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| \$ Diff. | 12 Hour<br>Total        | 1800-<br>1900        | 1700-<br>1800 | 1600-<br>1700      | 1500-<br>1600         | 1400-<br>1500        | 1300-        | 1200-<br>1300 | 1100-<br>1200 | 1000<br>1100 | 0900-<br>1000 | 0800-         | 0700-<br>0800 | II V O II  | HOLD   |
|----------|-------------------------|----------------------|---------------|--------------------|-----------------------|----------------------|--------------|---------------|---------------|--------------|---------------|---------------|---------------|------------|--|
|          |                         |                      |               |                    |                       |                      |              |               |               |              |               |               |               | r<br>Tran  |  |
| +3.1     | 260<br>(268)            | 28<br>(30)           | 25<br>(26)    | 23<br>(25)         | 25<br>(24)            | 35<br>(29)           | 17<br>(20)   | (11)<br>(18)  | 14<br>(14)    | 23<br>(24)   | 28<br>(24)    | 21<br>(23)    |               | Bus        |  |
| +4.4     | 25 <b>4</b> 7<br>(2658) | 227<br>(243)         | 201<br>(213)  | 201<br>(217)       | (194<br>(188)         | 236<br>(193)         | 150<br>(176) | 128<br>(209)  | 189<br>(191)  | 214<br>(227) | 319<br>(276)  | 226<br>(247)  | 262<br>(278)  |            | VERIC.   |
| +6.2     | (580)                   | 59<br>(63)           | 75<br>(79)    | <b>4</b> 6<br>(50) | 42<br>(41)            | (38<br>(31)          | (46)<br>(39  | (51)<br>(51)  | (34)<br>34    | 55<br>(58)   | 44<br>(38)    | (\$1)<br>(51) | (38)<br>(35)  |            |  |
| +4.2     | 1575<br>(1641)          | 84<br>(90)           | 72<br>(76)    | 124<br>(134)       | 160<br>(155)          | <b>23</b> 6<br>(193) | 146<br>(171) | (139)         | 150<br>(152)  | 129<br>(137) | 128<br>(111)  | 169<br>(185)  | (98)<br>92    | <u>5/a</u> |  |
| ; +6.7   | 268<br>(286)            | 25<br>(27)           | 33<br>(35)    | ( <b>4</b> 4)      | 13<br>(13)            | 26<br>(21)           | (13)         | 19<br>(31)    | 22            | (27<br>(29)  | (20)<br>20)   | 16<br>(17)    | (0)<br>(0)    | 5/3        |  |
| +3.4     | 1727<br>(1785)          | (33<br>(35)          | (60)<br>57    | 144<br>(155)       | 2 <b>04</b><br>(198)  | 273<br>(223)         | 169<br>(199) | 107<br>(175)  | 208<br>(210)  | 205<br>(217) | 184<br>(159)  | (88)<br>(88)  | 62<br>(66)    | 3/5        | الم المراجع المراجع المراجع المراجع ال<br>محمد المراجع الم |
| +4.6     | 306<br>(320)            | (8)                  | 28<br>(30)    | 34<br>(37)         | 30<br>(29)            | 45<br>(37)           | 17<br>(20)   | 15<br>(25)    | (31)<br>(31)  | 14<br>(15)   | (16)<br>18    | (31)<br>(34)  | (38)<br>(38)  | Otiete     |  |
| +4.3     | 7229<br>(7538)          | <b>4</b> 63<br>(496) | 491<br>(519)  | 616<br>(666)       | 668<br>( <b>64</b> 8) | 889<br>((727))       | 549<br>(645) |               | 648<br>(654)  | 667<br>(707) | 1644          | 6 <b>4</b> 5  | 557)<br>(539) |            | 3<br>3<br>4  |

TABLE 3(e) GOURARISCH OF VEHICLE VIOUS AT THE SCREENLIVE (JAVA ROLD - FASTROUND)

| anon          |      | VEHIC      | CLE TYPE       |            |            |              |                |            | Total          |
|---------------|------|------------|----------------|------------|------------|--------------|----------------|------------|----------------|
| nuun -        | Tram | Bus        | PLB            | Taxi       | P/C        | M/C          | G/V            | Others     |                |
| 0700-         |      | 18         | 123            | 38         | 165        | 10           | 59             | 47         | 460            |
| 0800          |      | (19)       | (1 <b>3</b> 0) | (40)       | (175)      | (11)         | (62)           | (50)       | (487)          |
| 0800          |      | 20         | 87             | 25         | 204        | 27           | 12 <b>4</b>    | 29         | 516            |
| 0900          |      | (22)       | (95)           | (27)       | (223)      | (30)         | (135)          | (32)       | (564)          |
| 0900-         |      | 23         | 115            | 22         | 91         | 39           | 162            | 17         | <b>46</b> 9    |
| 1000          |      | (20)       | (100)          | (19)       | (79)       | (34)         | (140)          | (15)       | (407)          |
| 1000-         |      | 9          | 108            | 27         | 76         | 19           | 138            | 6          | <b>3</b> 83    |
| 1100          |      | (10)       | (114)          | (29)       | (80)       | (20)         | (1 <b>4</b> 6) | (6)        | (405)          |
| 1100-         |      | 19         | 154            | 21         | 65         | 12           | 114            | 14         | 399            |
| 1200          |      | (19)       | (156)          | (21)       | (66)       | (12)         | (115)          | (14)       | (403)          |
| 1200-         |      | 11         | 118            | 18         | 44         | .9           | 67             | 20         | 287            |
| 1 <b>3</b> 00 |      | (18)       | (192)          | (30)       | (71)       | (14)         | (110)          | (33)       | (468)          |
| 1300-         |      | 15         | 90             | 23         | 60         | .6           | 115            | 5          | 314            |
| 1400          |      | (18)       | (106)          | (27)       | (70)       | (7)          | (135)          | (6)        | (369)          |
| 1400-         |      | 21         | 184            | 16         | 104        | 12           | 213            | 21         | 571            |
| 1500          |      | (17)       | (150)          | (13)       | (85)       | (10)         | (174)          | (17)       | ( <b>4</b> 66) |
| 1500          |      | 22         | 182            | 31         | 84         | (11)         | 133            | 10         | 473            |
| 1600          |      | (21)       | (177)          | (30)       | (82)       | (11)         | (129)          | (10)       | (460)          |
| 1600-         |      | 17         | 151            | 38         | 64         | . 16         | 90             | 15         | 391            |
| 1700          |      | (18)       | (163)          | (41)       | (69)       | (17)         | (97)           | (16)       | (421)          |
| 1700-<br>1800 |      | 16<br>(17) | 127<br>(134)   | 38<br>(40) | 76<br>(80) | ( <b>4</b> ) | 73<br>(77)     | 25<br>(26) | 359<br>(378)   |
| 1800          |      | 17         | 185            | 59         | 96         | 6            | 50             | 13         | 426            |
| 1900          |      | (18)       | (198)          | (63)       | (103)      | (6)          | (54)           | (14)       | (456)          |
| 12 Hou        | F    | 208        | 162 <b>4</b>   | 356        | 1129       | 171          | 1338           | 222        | 5048           |
| Total         |      | (217)      | (1715)         | (380)      | (1183)     | (176)        | (1374)         | (239)      | (5284)         |
| % Diff        | •    | +4.3       | +5.6           | +6.7       | +4.8       | +2.9         | +2.7           | +7.7       | +4.7           |

### TABLE 3(b) COMPARISON OF VEHICLE FLOWS AT THE SCREENLINE (JAVA ROAD - WESTBOUND)

Note: "After" study figures are shown in brackets

| U ANA        |                   | · · · · · · · · · · · · · · · · · · · | ſ      | TYPE OF VI | SHICLE  |       | <b></b> |        | The second se |
|--------------|-------------------|---------------------------------------|--------|------------|---------|-------|---------|--------|---|
| HOUR         | Tram              | Bus                                   | PLB    | Taxi       | P/C     | M/C   | C/V     | Cthers | Total   |
| 0700-        | 26                | 105                                   | 275    | 173        | 351     | 33    | 147     | 103    | 1213  |
| 0800         | (32)              | (109)                                 | (293)  | (199)      | (402)   | (38)  | (166)   | (117)  | (1356)  |
| 0800-        | 29                | 120                                   | 249    | 212        | 499     | 35    | 207     | 50     | 1401  |
| 09 <b>00</b> | (27)              | (118)                                 | (274)  | (245)      | (573)   | (39)  | (236)   | (56)   | (1568)  |
| 0900-        | 26                | 141                                   | 351    | 232        | 426     | 66    | 351     | 31     | 1624  |
| 1000         | ( <sub>29</sub> ) | (143)                                 | (306)  | (216)      | (394)   | (61)  | (317)   | (28)   | (149 <b>4</b> )   |
| 1000         | 28                | 135                                   | 236    | 268        | 367     | 66    | 343     | 23     | 1466  |
| 1100         | (25)              | (136)                                 | (247)  | (253)      | (354)   | (65)  | (343)   | (23)   | (1446)  |
| 1100-        | 22                | 121                                   | 194    | 225        | 452     | 65    | 427     | 58     | 1564  |
| 1200         | (26)              | (110)                                 | (196)  | (221)      | (448)   | (64)  | (425)   | (57)   | (1547)  |
| 1200-        | 26                | 90                                    | 139    | 196        | 370     | 42    | 275     | 100    | 1238  |
| 1 <b>300</b> | (24)              | (107)                                 | (221)  | (232)      | (451)   | (56)  | (359)   | (118)  | (1568)  |
| 1300-        | 30                | 104                                   | 161    | 294        | 332     | 35    | 372     | 69     | 1397  |
| 1400         | (29)              | (114)                                 | (187)  | (294)      | (352)   | (36)  | (396)   | (71)   | (1479)  |
| 1400-        | 38                | 162                                   | 247    | 467        | 535     | 64    | 536     | 69     | 2118  |
| 1500         | (33)              | (135)                                 | (204)  | (462)      | (494)   | (59)  | (487)   | (61)   | (1935)  |
| 1500-        | 2†                | 121                                   | 205    | 351        | 491     | 81    | 560     | 73     | 1903  |
| 1600         | (27)              | (126)                                 | (197)  | (305)      | (438)   | (71)  | (502)   | (66)   | (1732)  |
| 1600–        | 25                | 138                                   | 221    | 292        | 509     | 108   | 418     | 73     | 1784  |
| 1700         | (30)              | (148)                                 | (236)  | (285)      | (502)   | (109) | (417)   | (74)   | (1801)  |
| 1700         | 37                | 141                                   | 231    | 348        | 502     | 124   | 275     | 61     | 1719  |
| 1800         | (31)              | (130)                                 | (246)  | (381)      | (551) · | (136) | (301)   | (66)   | (1842)  |
| 1800-        | 24                | 137                                   | 277    | 432        | 567     | 123   | 190     | 80     | 1830  |
| 1900         | (30)              | (154)                                 | (294)  | (449)      | (589)   | (128) | (197)   | (83)   | (1924)  |
| 12 Hour      | 332               | 1515                                  | 2786   | 3490       | 5401    | 842   | 4101    | 790    | 19257   |
| Total        | (343)             | (1530)                                | (2901) | (3542)     | (5548)  | (862) | (4146)  | (820)  |   |
| ℅ Diff.      | +3.3              | +1.0                                  | +4 - 1 | ÷1.5       | +2.7    | +2.4  | +1.1    | +3.4   | +2.3  |

# TABLE 4(a)COMPARISON OF VEHICLE FLOWS AT THE SCREENLINE(KING'S RD. AND JAVA ROAD COMBINED - EASTBOUND)

Note: "After" study figures are shown in brackets

|                  |            |                | TYPE (         | F VENICL     | E              |                  | ,<br>,     |            |               |
|------------------|------------|----------------|----------------|--------------|----------------|------------------|------------|------------|---------------|
| HOUR             | Tram       | Bus            | PLB            | Taxi         | P/C            | M/C              | G/V        | Others     | Total         |
| 0700             | 35         | 112            | 326            | 301          | 671            | 92               | 177        | 183        | 1897          |
| 0800             | (47)       | (145)          | (331)          | (296)        | (667)          | (91)             | (177)      | (182)      | (1936)        |
| 0800             | 37         | 128            | 428            | 345          | 867            | 214              | 353        | 125        | 2497          |
| 0900             | (30)       | (1 <b>3</b> 9) | (413)          | (290)        | (768)          | (184)            | (323)      | (111)      | (2258)        |
| 0900             | 40         | 129            | 228            | 143          | 51 <b>4</b>    | 93               | 424        | 55         | 1626          |
| 1000             | (33)       | (141)          | (235)          | (151)        | (539)          | (93)             | (425)      | (56)       | (1673)        |
| 1000 <del></del> | 2 <b>3</b> | 111            | 163            | 238          | 462            | 32               | 535        | 7 <b>4</b> | 16 <b>3</b> 8 |
| 1100             | (27)       | (105)          | (168)          | (233)        | (453)          | (33)             | (530)      | (72)       | (1621)        |
| 1100-            | 28         | 114            | 240            | 242          | 525            | 36               | 544        | 103        | 1832          |
| 1200             | (26)       | (116)          | (236)          | (223)        | ( <b>48</b> 7) | (34)             | (508)      | (95)       | (1725)        |
| 1200             | 23         | 103            | 161            | 247          | 542            | 48               | <b>304</b> | 134        | 1562          |
| 1 <b>300</b>     | (30)       | (121)          | (232)          | (245)        | (538)          | (51)             | (332)      | (140)      | (1689)        |
| 1300-            | 26         | 126            | 122            | 358          | 425            | . <del>3</del> 6 | 436        | 75         | 1604          |
| 1400             | (27)       | (128)          | (139)          | (361)        | (434)          | (37)             | (455)      | (76)       | ( 1657 )      |
| 1400             | 37         | 122            | 262            | 405          | 657            | 87               | 654        | 101        | 2 <b>32</b> 5 |
| 1500             | (36)       | (121)          | (222)          | (370)        | (59 <b>3</b> ) | (79)             | (579)      | (90)       | (2090)        |
| 1500-            | 31         | 138            | 273            | 350          | 590            | 84               | 545        | 94         | 2105          |
| 1600             | (30)       | (131)          | (265)          | (326)        | (551)          | (79)             | (511)      | (88)       | (1981)        |
| 1600-            | 19         | 114            | 213            | 272          | 526            | 70               | 461        | 94         | 1769          |
| 1700             | (18)       | (115)          | ( <b>23</b> 2) | (270)        | (521)          | (70)             | (460)      | (93)       | (1779)        |
| 1700             | 28         | 123            | 217            | 375          | 594            | 8 <b>2</b>       | 321        | 85         | 1825          |
| 1800             | (29)       | (125)          | (229)          | (379)        | (601)          | (82)             | (326)      | (86)       | (1857)        |
| 1800-            | 32         | 108            | 285            | 461          | 586            | 77               | 255        | 92         | 1896          |
| 1900             | (34)       | (117)          | (308)          | (500)        | (636)          | (83)             | (277)      | (100)      | (2055)        |
| 12 Hour          | 359        | 1428           | 2918           | 37 <b>37</b> | 6959           | 951              | 5009       | 1215       | 22576         |
| Total            | (367)      | (1504)         | (3010)         | (3644)       | (6788)         | (916)            | (4903)     | (1189)     | (22321)       |
| % Diff.          | +2.2       | +5.3           | +3.2           | -2.4         | -2.5           | -3.7             | -2.1       | -2.1       | 1.1           |

# TABLE 4(b)COMPARISON OF VEHICLE FLOWS AT THE SCREENLINE.(KING'S RD. AND JAVA RD. COMBINED - WESTBOUND)

Note: "After" study figures are shown in brackets

| $\begin{array}{ c c c c c c c c c c c c c c c c c c c$  | HOUR         | <u></u> |         | MOD    | E of TRAN | ISPORT | an <sub>a</sub> an an an air an | and a second | <u></u> | note)   |
|---|--------------|---------|---------|--------|-----------|--------|---|--|---------|---------|
| $\begin{array}{cccccccccccccccccccccccccccccccccccc$  | noon         | Tram    | Bus     | PLB    | Taxi      | P/C    | M/C   | G/V  | Others  |         |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$   | 0700-        | 1085    | 4820    | 148    | 289       | 433    | 26  | 165  | 408     | 7374    |
|   | 0800         | (1315)  | (4966)  | (170)  | (339)     | (508)  | (31)  | (194)  | (479)   | (8002)  |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$   | 0800         | 1177    | 5029    | 264    | 316       | 525    | 25  | 221  | 165     | 7722    |
|   | 0900         | (1090)  | (4822)  | (310)  | (371)     | (617)  | (29)  | (259)  | (194)   | (7692)  |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$   | 0900-        | 810     | 2550    | 67     | 380       | 468    | 46  | 326  | 46      | 4693    |
|   | 1000         | (897)   | (2681)  | (64)   | (360)     | (444)  | (44)  | (309)  | (44)    | (4843)  |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$   | 1000-        | 1004    | 1849    | 61     | 440       | 394    | 45  | 293  | 16      | 4102    |
|   | 1100         | (904)   | (1849)  | (55)   | (402)     | (360)  | (41)  | (268)  | (15)    | (3894)  |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$   | 1100-        | 809     | 2865    | 10     | 409       | 599    | 51  | 493  | 151     | 5387    |
|   | 1200         | (938)   | (2563)  | (10)   | (401)     | (587)  | (50)  | (483)  | (148)   | (5180)  |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$   | 1200-        | 1506    | 2301    | 80     | 396       | 506    | 26  | 357  | 700     | 5872    |
|   | 1 <b>300</b> | (1412)  | (2598)  | (86)   | (433)     | (554)  | (28)  | (393)  | (766)   | (6270)  |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$   | 1300-        | 1425    | 3511    | 78     | 542       | 397    | 26  | 436  | 815     | 7230    |
|   | 1400         | (1385)  | (3785)  | (78)   | (527)     | (386)  | (25)  | (420)  | (792)   | (7398)  |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$   | 1400         | 1055    | 3275    | 54     | *859      | 538    | 41  | 507  | 137     | 6466    |
|   | 1500         | (927)   | (2743)  | (54)   | (863)     | (541)  | (41)  | (510)  | (138)   | (5817)  |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$   | 1500         | 1228    | 3395    | 122    | 743       | 582    | 73  | 735  | 562     | 7440    |
|   | 1600         | (1547)  | (3607)  | (100)  | (635)     | (497)  | (62)  | (628)  | (480)   | (7556)  |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$   | 1600         | 1301    | 4664    | 246    | 578       | 680    | 78  | 501  | 332     | 8380    |
|   | 1700         | (1561)  | (5005)  | (236)  | (553)     | (651)  | (75)  | (479)  | (318)   | (8878)  |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$   | 1700         | 2665    | 8549    | 452    | 731       | 810    | 105   | 410  | 465     | 14187   |
|   | 1800         | (2249)  | (7694)  | (492)  | (808)     | (895)  | (116)   | (453)  | (514)   | (13221) |
| 12 Hour15909512742317667070716564846496093703Total(16530)(51960)(2409)(6712)(7218)(660)(4812)(5090)(95391) $\%$ Diff.+3.9+1.3+4.0+0.6+2.1+0.6 $=0.7$ +2.6+1.4 | 1800-        | 1844    | 8466    | 735    | 987       | 1139   | 114   | 402  | 1163    | 14850   |
|   | 1900         | (2305)  | (9647)  | (754)  | (1020)    | (1178) | (118)   | . (416)  | (1202)  | (16640) |
| <b>%</b> Diff. +3.9 +1.3 +4.0 +0.6 +2.1 +0.6 -0.7 +2.6 +1.5   | 12 Hour      | 15909   | 51274   | 2317   | 6670      | 7071   | 656   | 4846   | 4960    | 93703   |
|   | Total        | (16530) | (51960) | (2409) | (6712)    | (7218) | (660)   | (4812)   | (5090)  | (95391) |
|   | % Diff.      | +3.9    | +1.3    | +4.0   | +0.6      | +2.1   | +0.6  | -0.7   | +2.6    | +1.8    |

## TABLE 5(a) COMPARISON OF PASSENGER MOVEMENTS AT THE SCREENLINE (KING'S ROAD - EASTBOUND)

Note: "After" study figures are shown in brackets

|                   | MODE OF TRANSPORT |                 |         |                 |              |       |        |         |                |
|-------------------|-------------------|-----------------|---------|-----------------|--------------|-------|--------|---------|----------------|
| HOUR              | T <sub>ram</sub>  | Bus             | PLB     | Taxi            | P/C          | M/C   | g/V    | Others  | Total          |
| 0700-             | 3660              | 8417            | 2904    | 788             | 122 <b>4</b> | 94    | 235    | 2157    | 19 <b>4</b> 79 |
| 0800              | (4880)            | (11335)         | (2555)  | (766)           | (1190)       | (91)  | (228)  | (2097)  | (23142)        |
| 0800              | 3371              | 10457           | 5046    | 1662            | 1442         | 235   | 564    | 1127    | 2 <b>3904</b>  |
| 0900              | (2750)            | (11372)         | (4664)  | (1 <b>36</b> 7) | (1186)       | (193) | (464)  | (927)   | (22923)        |
| 0900-             | 1885              | 5980            | 1672    | 351             | 70 <b>4</b>  | 63    | 494    | 176     | 11325          |
| 1000              | (1562)            | (6857)          | (1736)  | 1 (381)         | (765)        | (69)  | (537)  | (191)   | (12098)        |
| 1000-             | 724               | 3996            | 739     | 503             | 658          | 14    | 762    | 146     | 7542           |
| 1100              | (858)             | (3733)          | (651)   | (486)           | (636)        | (14)  | (737)  | (141)   | (7256)         |
| 1100              | 951               | 2805            | 1100    | 474             | 853          | 25    | 951    | 542     | 7701           |
| 1200              | (888)             | (2850)          | (806)   | (434)           | (780)        | (23)  | (870)  | (496)   | (7147)         |
| 1200 <del>-</del> | 1227              | 3746            | 537     | 450             | 976          | 45    | 551    | 1492    | 902 <b>4</b>   |
| 1300              | (1578)            | ( <b>4</b> 193) | (375)   | (422)           | (916)        | (42)  | (517)  | (1400)  | (9443)         |
| 1300              | 805               | 4020            | 433     | 817             | 671          | 37    | 731    | 567     | 8081           |
| 1400              | (833)             | (3968)          | (381)   | (814)           | (669)        | (37)  | (728)  | (565)   | (7995)         |
| 1400-             | 1357              | 3631            | 990     | 875             | 978          | 94    | 1003   | 510     | 9438           |
| 1500              | (1313)            | (3724)          | (753)   | (803)           | (898)        | (86)  | (921)  | (468)   | (8966)         |
| 1500              | 77 <b>4</b>       | 3796            | 1092    | 764             | 909          | 86    | 962    | : 193   | 8576           |
| 1600              | (748)             | (3599)          | (664)   | (708)           | (843)        | (80)  | (892)  | : (179) | (7713)         |
| 1600              | 569               | 3557            | 541     | 509             | 976          | 62    | 893    | 173     | 7280           |
| 1700 ·            | (533)             | (3557)          | (476)   | (498)           | (956)        | (61)  | (874)  | (169)   | (7124)         |
| 1700-             | 121 <b>3</b>      | 5224            | -827    | 744             | 1085         | 84    | 596    | 163     | 9936           |
| 1800              | (1258)            | (5288)          | (728)   | (748)           | (1091)       | (84)  | (599)  | (164)   | (9960)         |
| 1800-             | 132 <b>4</b>      | 5665            | 1148    | 880             | 923          | 85    | 448    | 413     | 10886          |
| 1900              | (1409)            | (6131)          | (1010)  | (958)           | (1004)       | (92)  | (488)  | (449)   | (11541)        |
| 12 Hour           | 17860             | 61294           | 17029   | 8817            | 11399        | 924   | 8190   | 7659    | 133172         |
| Total             | (18610)           | (66607)         | (14799) | (8385)          | (10934)      | (872) | (7855) | (7246)  | (135308)       |
| % Diff.           | , <b>+4.</b> 2    | +8.7            | -13.1   | -4.9            | _4.1         | -5.6  | -4.1   | -5.4    | +1.5           |

# TABLE 5(b) COMPARISON OF PASSENGER MOVEMENTS AT THE SCREENLINE (KING'S ROAD - WESTBOUND)

Note: "After" study figures are shown in brackets

1.15

|               | MODE OF TRANSPORT |                |                   |             |                  |       |        |                 |                 |
|---------------|-------------------|----------------|-------------------|-------------|------------------|-------|--------|-----------------|-----------------|
| HOUR          | Tram              | Bus            | PLB               | Taxi        | P/C              | M/C   | G/V    | Others          | Total           |
| 0700-         |                   | 378            | 3099              | 75          | 185              | 9     | 116    | 403             | 4265            |
| 0800          |                   | (401)          | (3284)            | (80)        | (196)            | (10)  | (123)  | (427)           | (4521)          |
| 0800          |                   | 500            | 2656              | 78          | 267              | 17    | 135    | 246             | 5899            |
| 0900          |                   | ( <b>546)</b>  | (2903)            | (85)        | (292)            | (19)  | (147)  | (269)           | (4261 <b>)</b>  |
| 0900-         | ,                 | 459            | 2635              | 91          | 238              | 27    | 432    | 37              | 3919            |
| 1000          |                   | (398)          | (2283)            | (79)        | (206)            | (23)  | (374)  | (32)            | (3395)          |
| 100 <b>0</b>  |                   | 199            | 1814              | 115         | 213              | 30    | 436    | 136             | 294 <b>3</b>    |
| 1100          |                   | (211)          | (1921)            | (122)       | (226)            | (32)  | (462)  | (144)           | (3118)          |
| 1100-         |                   | 163            | 1645              | 76          | 266              | 23    | 429    | 280             | 2882            |
| 1200          |                   | (165)          | (1663)            | (77)        | (269)            | (23)  | (434)  | (283)           | (291 <b>4</b> ) |
| 1200-         |                   | 155            | 1180              | 86          | 135              | 20    | 218    | 249             | 2 <b>04</b> 3   |
| 1300          |                   | (25 <b>3</b> ) | (1926)            | (140)       | (221)            | (33)  | (356)  | (406)           | (3335)          |
| 1300-         |                   | 3 <b>30</b>    | 1569              | 95          | 262              | 15    | 371    | 162             | 2804            |
| 1 <b>4</b> 00 |                   | (387)          | (18 <b>4</b> 2)   | (111)       | (308)            | (18)  | (436)  | (190)           | (3292)          |
| 1400          |                   | 482            | 1565              | 66          | 409              | 26    | 609    | 83              | 3240            |
| 1500          |                   | (394)          | (1279)            | (54)        | (334)            | (21)  | (498)  | (68)            | (2648)          |
| 1500-         |                   | 363            | 1508              | ,57         | 255              | 15    | 405    | 138             | 2741            |
| 1600          |                   | (353)          | (1465)            | (55)        | (248)            | (15)  | (393)  | (134)           | (2663)          |
| 1600-         |                   | 5 <b>36</b>    | 1763              | 97          | 193              | 52    | 269    | 257             | 3167            |
| 1700          |                   | (579)          | (1904)            | (105)       | (208)            | (56)  | (290)  | (278)           | (3420)          |
| 1700          |                   | 779            | 2123              | 190         | 134              | 36    | 125    | 173             | 3560            |
| 1800          |                   | (825)          | (2248)            | (201)       | (142)            | (38)  | (132)  | (183)           | (37 <u>6</u> 9) |
| 1800          |                   | 1253 (         | 2510              | 155         | 155 <sup>,</sup> | 31    | 70     | (38             | 4212            |
| 1900          |                   | (1341)         | (2686)            | (166)       | (166)            | (33)  | (75)   | (41)            | (4508)          |
| 12 Hour       |                   | 5597           | 24067             | 1181        | 2712             | 301   | 3615   | 2202            | 39675           |
| Total         |                   | <b>(5853</b> ) | (25404)           | (1275)      | (2816)           | (321) | (3720) | (2 <b>4</b> 55) | (41844)         |
| % Diff.       | -<br>-<br>-<br>-  | +4.6           | <sup>-</sup> +5,6 | <b>+8.0</b> | +3.8             | +6.6  | +2,9   | +11.5           | +5.5            |
|               |                   |                | <u></u>           | <b>.</b>    | ·····            | L     |        | I               |                 |

## TABLE 6(a) COMPARISON OF PASSENGER MOVEMENTS AT THE SCREENLING (JAVA ROAD - EASTBOUND)

Note: "After" study figures are shown in brackets

| HOUR          | MODE OF TRANSPORT |        |         |                |        |       |        |        |                 |
|---------------|-------------------|--------|---------|----------------|--------|-------|--------|--------|-----------------|
|               | Tram              | Bus    | PLB     | Taxi           | P/C    | M/C   | G/V    | Others | 10141           |
| 0700-         |                   | 1378   | 1324    | 134            | 369    | 12    | 112    | 1051   | 4380            |
| 0800          |                   | (1460) | (1403)  | (1 <b>4</b> 2) | (391)  | (13)  | (119)  | (1114) | ( <b>4</b> 642) |
| 0800          |                   | 1684   | 1115    | 69             | · 392  | 34    | 219    | 370    | <b>38</b> 83    |
| 0900          |                   | (1840) | (1219)  | (75)           | (428)  | (37)  | (239)  | (404)  | (4242)          |
| 0900-         |                   | 1293   | 1198    | 46             | 150    | 46    | 324    | 45     | 3102            |
| 1000          |                   | (1120) | (1038)  | (40)           | (130)  | (40)  | (281)  | (39)   | (2688)          |
| 1000          |                   | 391    | 1088    | 67             | 120    | 21    | 297    | 13     | 1997            |
| 1100          |                   | (414)  | (1152)  | (71)           | (127)  | (22)  | (314)  | (14)   | (2114)          |
| 1100-         |                   | 347    | 1389    | 51             | 132    | 15    | 301    | 61     | 2296            |
| 1200          |                   | (351)  | (1404)  | (52)           | (133)  | (15)  | (304)  | (62)   | (2321)          |
| 1200-         |                   | 489    | 1016    | <b>4</b> 7     | 97     | 9     | 167    | 199    | 2024            |
| 1300          |                   | (798)  | (1657)  | (77)           | (158)  | (15)  | (272)  | (325)  | (3302)          |
| 1 300-        |                   | 409    | 825     | 90             | 103    | 6     | 261    | 81     | 1775            |
| 14 <b>0</b> 0 |                   | (480)  | (969)   | (106)          | (121)  | (7)   | (306)  | (95)   | (2084)          |
| 1400-         |                   | 411    | 1564    | 33             | 186    | 13    | 433    | 58     | 2698            |
| 1500          |                   | (336)  | (1278)  | (27)           | (152)  | (11)  | (354)  | (47)   | (2205)          |
| 1500-         |                   | 302    | 1394    | 69             | 149    | 12    | 288    | 26     | 2240            |
| 1600          |                   | (293)  | (1354)  | (67)           | (145)  | (12)  | (280)  | (25)   | (2176)          |
| 1600-         |                   | 287    | 1038    | 69             | 130    | · 17  | 197    | 43     | 1781            |
| 1700          |                   | (310)  | (1121)  | (74)           | (140)  | (18)  | (213)  | (46)   | (1922)          |
| 1700          |                   | 480    | 1231    | 75             | 179    | 4     | 165    | 136    | 2270            |
| 1800          |                   | (508)  | (1303)  | (79)           | (189)  | (4)   | (175)  | (144)  | (2402)          |
| 1800-         |                   | 514    | 1773    | 109            | 182    | (7)   | 114    | 165    | 2864            |
| 1900          |                   | (550)  | (1897)  | (117)          | (195)  | (7)   | (122)  | (177)  | (3065)          |
| 12 Hour       |                   | 7985   | 14955   | 859            | 2189   | 196   | 2878   | 2248   | 31310           |
| Total         |                   | (8460) | (15795) | (927)          | (2309) | (201) | (2979) | (2492) | (33163)         |
| % Diff.       |                   | +5.9   | +5.6    | +7.9           | +5.5   | +2.6  | +3.5   | +10.'9 | +5.9            |

## TABLE 6(b) COMPARISON OF PASSENGER MOVEMENTS AT THE SCREENLINE (JAVA ROAD - WESTBOUND)

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Note: "After" study figures are shown in brackets
| TATT         |                  | 1992 - C. | M              | ODE OF T     | RANSPORT     |            |                |                 | Mode 1           |
|--------------|------------------|---|----------------|--------------|--------------|------------|----------------|-----------------|------------------|
| HOUR         | Tram             | Bus   | PLB            | Taxi         | P/C          | M/C        | G/V            | Others          | Total            |
| 0700<br>0800 | 1085<br>(1315)   | 5198<br>(5367)                                | 3247<br>(3454) | 364<br>(419) | 618<br>(704) | 35<br>(41) | 281<br>(317)   | 811<br>(906)    | 11639<br>(12523) |
| 0800         | 1177             | 5529  | 2920           | 394          | 792          | 42         | 356            | 411             | 11621            |
| 0900         | (1090)           | (5368)  | (3213)         | (456)        | (909)        | (48)       | (406)          | (463)           | (11953)          |
| 0900-        | 810              | 3009  | 2702           | 471          | 706          | 73         | 758            | 83              | 8612             |
| 1000         | (897)            | (3079)  | (2347)         | (439)        | (650)        | (67)       | (683)          | (76)            | (8238)           |
| 1000-        | 1004             | 2048  | 1875           | 555          | 607          | 75         | 729            | 152             | 70 <b>4</b> 5    |
| 1100         | (904)            | (2060)  | (1976)         | (524)        | (586)        | (73)       | (730)          | (159)           | (7012)           |
| 1100         | 809              | 3028  | 1655           | 485          | 865          | 74         | 922            | 431             | 8269             |
| 1200         | (938)            | (2728)  | (1673)         | (478)        | (856)        | (73)       | (917)          | (431)           | (8094)           |
| 1200-        | 1506             | 2456  | 1260           | 482          | 641          | 46         | 575            | .949            | 7915             |
| 1300         | (1412)           | (2851)  | (2012)         | (573)        | (775)        | (61)       | ( <b>74</b> 9) | (1172)          | (9605)           |
| 1300-        | 1425             | 3841  | 1647           | 637          | 659          | 41         | 807            | 977             | 10034            |
| 1400         | (1385)           | (4172)  | (1920)         | (638)        | (694)        | (43)       | (856)          | (982)           | (10690)          |
| 1400         | 1055             | 3757  | 1619           | 925          | 947          | 67         | 1116           | 220             | 9706             |
| 1500         | (927)            | (3137)  | (1333)         | (917)        | (875)        | (62)       | (1008)         | (206)           | (8465)           |
| 1500-        | 1228             | 3758  | 1630           | 800          | 837          | 88         | 1140           | 700             | 10181            |
| 1600         | (1547)           | (3960)  | (1565)         | (690)        | (745)        | (77)       | (1021)         | (614)           | (10219)          |
| 1600         | 1301             | 5200  | 2009           | 675          | 873          | 130        | 770            | 589             | 11547            |
| 1700         | (1561)           | (5584)  | (2140)         | (658)        | (859)        | (131)      | (769)          | (596)           | (12298)          |
| 1700         | 2665             | 9328  | 2575           | 921          | 944          | 141        | 535            | 638             | 177 <b>4</b> 7   |
| 1800         | (2249)           | (8519)  | (2740)         | (1009)       | (1037)       | (154)      | (585)          | (697)           | (16990)          |
| 1800-        | 1844             | 9719  | 3245           | 1142         | 1294         | 145        | 472            | ,1201           | 19062            |
| 1900         | (2305)           | (10988)                                       | (3440)         | (1186)       | (1344)       | ′(151)     | (491)          | (12 <b>43</b> ) | (21148)          |
| 12 Hour      | 15909            | 56871   | 26384          | 7851         | 9783         | 957        | 8461           | 7162            | 133378           |
| Total        | (165 <u>3</u> 0) | (57813)                                       | (27813)        | (7987)       | (10034)      | (981)      | (8532)         | (7545)          | (137235)         |
| % Diff.      | +3.9             | +1.7  | +5.4           | +1.7         | +2.7         | +2.5       | +1,0           | +5.3            | +2.9             |

## TABLE 7(a) COMPARISON OF PASSENGER MOVEMENTS AT THE SCREENLINE (KING'S RD. AND JAVA RD. COMBINED - EASTBOUND)

Note: "After" study figures are shown is brackets

| HOUR          |                |                  | MOI            | DE OF TRA    | INSPORT      |                 |                |              | Total          |
|---------------|----------------|------------------|----------------|--------------|--------------|-----------------|----------------|--------------|----------------|
|               | Tram           | Bus              | PLB            | Taga.        | P/C          | M/C             | G/V            | Others       | -0181          |
| 0700-         | 3660           | 9795             | 4228           | 922          | 1593         | 106             | 347            | 3208         | 23859          |
| 0800          | (4880)         | (12795)          | (3958)         | (908)        | (1581)       | (104)           | (347)          | (3211)       | (27784)        |
| 0800-         | 3371           | 12141            | 6161           | 1731         | 1834         | 269             | 783            | 1497         | 27787          |
| 0900          | (2750 <b>)</b> | (13 <u>212</u> ) | (5883)         | (1442)       | (1614)       | (2 <b>30</b> )  | (703)          | (1331)       | (27165)        |
| 09 <b>00-</b> | 1885           | 7273             | 2870           | 397          | 85 <b>4</b>  | 109             | 818            | 221          | 14427          |
| 1000          | (1562)         | (7977)           | (2774)         | (421)        | (895)        | (109)           | (818)          | (230)        | (14786)        |
| 1000<br>1100  | 724<br>(858)   | 4387<br>(4147)   | 1827<br>(1803) | 570<br>(557) | 778<br>(763) | :<br>35<br>(36) | 1059<br>(1051) | 159<br>(155) | 9539<br>(9370) |
| 1100-         | 951            | 3152             | 2489           | 525          | 985          | 40              | 1252           | 603          | 9997           |
| 1200          | (888)          | (3201)           | (2210)         | (486)        | (913)        | (38)            | (1174)         | (558)        | (9468)         |
| 1200-         | 1227           | 4235             | 1553           | 497          | 1073         | 54              | 718            | 1691         | 11048          |
| 1300          | (1578)         | (4991)           | (2032)         | (499)        | (1074)       | (57)            | (789)          | (1725)       | (12745)        |
| 1300          | 805            | <b>4</b> 429     | 1258           | 907          | 77 <b>4</b>  | <b>43</b>       | 992            | 648          | 9856           |
| 1400          | (833)          | (4448)           | (1350)         | (920)        | (790)        | (44)            | (1034)         | (660)        | (10079)        |
| 1400-         | 1357           | 4042             | 2554           | 908          | 1164         | 107             | 1436           | 568          | 12136          |
| 1500          | (1313)         | (4060)           | (2031)         | (830)        | (1050)       | •((97)          | (1275)         | (515)        | (11171)        |
| 1500 <b>-</b> | 774            | <b>4</b> 098     | 2486           | 8 <b>33</b>  | 1058         | 98              | 1250           | 219          | 10816          |
| 1600          | (748)          | (3892)           | (2018)         | (775)        | (988)        | (92)            | (1172)         | (204)        | (9889)         |
| 1600-         | 569            | 3844             | 1579           | 578          | 1106         | 79              | 1090           | 216          | 9061           |
| 1700          | (533)          | (3867)           | (1597)         | (572)        | (1096)       | (79)            | (1087)         | (215)        | (9046)         |
| 1700          | 1213           | 570 <b>4</b>     | 2058           | 819          | 1264         | 88              | 761            | 299          | 12206          |
| 1800          | (1258)         | (5796)           | (2031)         | (827)        | (1280)       | (88)            | (774)          | (308)        | (12362)        |
| 1800-         | (1324          | 6179             | 2921           | 989          | 1105         | · (92)          | 562            | 578          | 13750          |
| 1900          | (1409)         | (6681)           | (2907)         | (1075)       | (1199)       |                 | (610)          | (626)        | (14606)        |
| 12 Hour       | 17860          | 69279            | 31984          | 9676         | 13588        | 1120            | 11068          | 9907         | 164482         |
| Total         | (18610)        | (75067)          | (30594)        | (9312)       | (13243)      | (1073)          | (10834)        | (9738)       | (168471)       |
| % Diff.       | +4.2           | +8.4             | -4•4           | -3.8         | -2.5         | -4.2            | -2.1           | -1.7         | +2.4           |

#### TABLE 7(b) COMPARISON OF PASSENGER MOVEMENTS AT THE SCREENLINE (KING'S RD. AND JAVA RD. COMBINED - WESTBOUND)

Note: "After" study figures are shown in brackets

### TABLE 8 COMPARISON OF BUS JOURNEY TIMES, DELAYS AND JOURNEY SPEEDS ALONG THE STUDY SECTION

|                   | Easti<br>(       | ound Ton<br>with Tra   | vards S<br>um Rese   | haukiv<br>rve) | ran                        | Westbound Towards Central<br>(with Bus Lane) |                        |                      |       |                 |  |
|-------------------|------------------|------------------------|----------------------|----------------|----------------------------|--|------------------------|----------------------|-------|-----------------|--|
| PERIOD            | JOU              | RNEY TIP               | ie (Min              | .)             |                            | JOURNEY TIME (MIN.)                          |                        |                      |       |                 |  |
|                   | RUNN ING<br>TIME | DELAY<br>AT<br>SIGNALS | DELAY<br>AT<br>STOPS | TOTAL          | JOURNEY<br>SPEED<br>(km/h) | RUNNING<br>TIME                              | DELAY<br>AT<br>SIGNALS | DELAY<br>AT<br>STOPS | TOTAL | SPEED<br>(km/h) |  |
| A.M. PEAK         | 2.1              | 1.0                    | 0.6                  | 3.7            | 15.4                       | 2.7  | <b>4.4</b>             | 0.6                  | 7.7   | 7 <b>.4</b>     |  |
| (08-09)           | (2.4)            | (0.8)                  | (0.6)                | (3.8)          | (14.8)                     | (2.4)  | (0.7)                  | (0.4)                | (3.5) | (15.9)          |  |
| 0 <b>FF-PEAK</b>  | 2.0              | 0.7                    | 0.5                  | 3.2            | 17.7                       | 2.0  | 0.8                    | 0.5                  | 3.3   | 16.9            |  |
| (10-12)           | (2.1)            | (0.5)                  | (0.4)                | (3.0)          | (18.7)                     | (2.3)  | (0.7)                  | (0.4)                | (3.4) | (16.6)          |  |
| P. <b>M. PEAK</b> | 2.2              | 0.9                    | 0.6                  | 3.7            | 15.4                       | 2.0  | 1.0                    | 0.5                  | 3.5   | 16.0            |  |
| (18-19)           | (2.1)            | (0.9)                  | (0.7)                | (3.7)          | (15.4)                     | (2.5)  | (0.5)                  | (0.4)                | (3.4) | (16.7)          |  |

Note: "After" study figures are shown in brackets -

#### TABLE 9 COMPARISON OF TRAM JOURNEY TIMES, DELAYS AND JOURNEY SPEEDS ALONG THE STUDY SECTION

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| PERIOD           | Eastbo<br>(1            | ound Towa<br>with Tran | ards S<br>n Rese     | haukiw<br>rve) | an              | Westbound Towards Central<br>(with Bus Lane) |                        |                     |             |                 |
|------------------|-------------------------|------------------------|----------------------|----------------|-----------------|--|------------------------|---------------------|-------------|-----------------|
| PERIOD           | JOUR                    | NEY TIME               | (MIN.                | )              | JOURNEY         | JOURNEY TIME (MIN.)                          |                        |                     |             | JOURNEY         |
|                  | RUNNING<br>TI <b>ME</b> | DELAY<br>AT<br>SIGNALS | delay<br>At<br>Stops | TOTAL          | SPEED<br>(km/h) | RUNNING<br>TIME                              | DELAY<br>AT<br>SIGNALS | DELAY<br>AT<br>STOP | TOTAL       | SPEED<br>(km/h) |
| A.M. PEAK        | 3.5                     | 0.5                    | 0.9                  | 4.9            | 11.6            | 5.4  | 2.1                    | 1.0                 | 8.5         | 6.6             |
| (08–09)          | (3.2)                   | (0.6)                  | (0.7)                | (4.5)          | (12.4)          | (3.5)  | (3.8)                  | (0.7)               | (8.0)       | (7.1)           |
| 0 <b>FF-PEAK</b> | 3.0                     | 0.8                    | 0.3                  | 4.1            | . 13.8          | 3.1  | 0.8                    | 0.3                 | 4.2         | 13 <b>-4</b>    |
| (10-12)          | (2.9)                   | (0.6)                  | (0.4)                | (3.9)          | (14.4)          | (2.7)  | (0.8)                  | (0.4)               | (3.9)       | (14.4)          |
| P.M. PEAK        | 3.3                     | 0.7                    | 0.7                  | 4.7            | 12.1            | 3.3  | 0.6                    | 0.6                 | <b>4.</b> 5 | 12.5            |
| (18-19)          | (3.0)                   | (0.7)                  | (0.7)                | (4.4)          | (12.9)          | (3.0)  | (0.7)                  | (0.6)               | (4.3)       | (13.1)          |

Note: "After" study figures are shown in brackets

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#### TABLE 10 COMPARISON OF CAR JOURNEY TIMES ALONG FING'S ROAD (SECTION . BETWEEN WING HING ST. AND WESTLANDS RD.) AND JAVA ROAD ;

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|             | SECTION  | SIBVEYED        |                | JC                    | URNEY T        | IME IN         | MINUTES              |                | ·····          |
|-------------|--|-----------------|----------------|-----------------------|----------------|----------------|----------------------|----------------|----------------|
| ROAD        | $\begin{array}{ c c c c c c c c c c c c c c c c c c c$ | Towards<br>tral |                |                       |                |                |                      |                |                |
|             |  |                 | нц<br>П        | A.M.<br>PEAK          | OFF<br>PEAK    | P.M.<br>PEAK   | A.M.<br>Peak         | off<br>Peak    | P.M.<br>Feak   |
|             | WIŅG HING ST.  | OIL ST.         | 0.32           | 0.7<br>(1.4)          | 1.1<br>(1.0)   | 2.1<br>(0.9)   | 1.0<br>(1.4)         | 0.5<br>:(0.6)  | 0.8<br>(0.5)   |
|             | OIL ST.  | NORTH POINT RD. | 0.46           | 1.6<br>(1.1)          | 1.7<br>(1.5)   | 1.2<br>(1.7)   | 2.1<br>(3.3)         | 1.2<br>(1.5)   | 1.0<br>(1.3)   |
| VINCIO      | NORTH POINT RD.  | TONG SHUI RD.   | 0.24           | 0.6<br>(0.7)          | 0.7<br>(0.9)   | 0.6<br>(0.8)   | 1.2<br>(1.1)         | 0.7<br>(0.6)   | 1.0<br>(0.6)   |
| RD.         | TONG SHUI RD.  | SHU KUK ST.     | 0.14           | 0.5<br>(0.7)          | 0.3<br>(0.3)   | 0.3<br>(0.4)   | 0.8<br>(0.3)         | 0.7<br>(0.3)   | 0.5<br>(0.3)   |
|             | SHU KUK ST.<br>(STUDY SECTI                            | JAVA RD.<br>ON) | 0.94           | 2.4<br>(3.3)          | 2.6<br>(2.7)   | 1.9<br>(2.8)   | 6 <b>.1</b><br>(4.0) | 3:3<br>(3.0)   | 3.8<br>(2.9)   |
|             | JAVA ROAD  | WESTLANDS RD.   | 0.80           | 3.0<br>(4.4)          | 3.3<br>(3.3)   | 3.1            | 2.1<br>(3.1)         | (2.4)          | 2.7            |
|             | TOTAL JOURNEY  | <b>TIME</b>     | 2.90           | 8.8<br>(11.6)         | 9.7<br>(9.7)   | 9.2<br>(9.2)   | 13.3<br>(13.2)       | 8.8<br>(8.4)   | 9.2<br>(7.7)   |
|             | OVERALL JOURN  | ey speed        |                | 19.8<br>(15.0)        | 17.9<br>(17.9) | 18.9<br>(18.9) | 13.1<br>(13.2)       | 19.8<br>(20.7) | 18.9<br>(22.6) |
|             | NORTH POINT RD.  | TONG SHUI RD.   | 0.24           | 0.6<br>(0.6)          | 0.8<br>(0.8)   | 1.1<br>(0.6)   | 0.9<br>(0.8)         | 1.2<br>(0.8)   | 0.9<br>(0.6)   |
|             | TONG SHUI RD.  | KAM HONG ST.    | 0.29           | 1.5<br>(1 <b>.4</b> ) | 1.7<br>(1.6)   | 2.1<br>(1.8)   | 1.1<br>(1.2)         | / 1.1<br>(1.0) | 1.1<br>(1.0)   |
| JAVA<br>RD. | KAM HONG ST.   | KING'S RD.      | 0.98           | 1.9<br>(2.0)          | 2.0<br>(2.0)   | 1.6<br>(1.7)   | 2.0<br>(2.5)         | 1.9<br>(2.1)   | 2.2<br>(2.2)   |
|             | TOTAL JOURNEY  | TIME            | 1.51           | 4.0<br>(4.0)          | 4.5<br>(4.4)   | 4.8<br>(4.1)   | 4.0<br>(4.5)         | 4.2<br>(3.9)   | 4.2            |
|             | OVERALL JOURN  |                 | 22.7<br>(22.7) | 20.1<br>(20.6)        | 18.9<br>(22.1) | 22.7<br>(20.1) | 21.6<br>(23.2)       | 21.6<br>(23.8) |                |
| L           |  | <u></u>         |                |                       |                |                |                      |                |                |

Note: "After" study figures are shown in brackets

|           | Ea    | Eastbound Towards Shaukiwan<br>(with Tram Reserve) |          |                         |        |        |                        |             | Westbound Towards Central<br>(with Bus Lane) |                         |        |        |  |  |
|-----------|-------|--|----------|-------------------------|--------|--------|------------------------|-------------|--|-------------------------|--------|--------|--|--|
| PERIOD    | JOU   | RNEY T:<br>(MIN.                                   | IME<br>) | JOURNEY SPEED<br>(km/h) |        |        | JOURNEY TIME<br>(MIN.) |             |  | JOURNEY SPEED<br>(km/h) |        |        |  |  |
|           | BUS   | TRAM   | CAR      | BUS                     | TRAM   | CAR    | BUS                    | TRAM        | C AR   | BUS                     | TRAM   | CAR    |  |  |
| A.M. PEAK | 3.7   | 4.9  | 2.4      | 15 <b>.4</b>            | 11.6   | 23.9   | 7.6                    | 8.5         | 6.1  | 7 <b>.4</b>             | 6.6    | 9.3    |  |  |
| (08-09)   | (3.8) | (4.5)  | (3.3)    | (1 <b>4.8)</b>          | (12.4) | (17.0) | (3.5)                  | (8.0)       | (4.0)  | (15.9)                  | (7.1)  | (14.2) |  |  |
| 0FF-PEAK  | 3.2   | 4.1  | 2.6      | 17.7                    | 13.8   | 22.0   | 3.3                    | <b>4.</b> 2 | 3.3  | 16.9                    | 13.4   | 16.9   |  |  |
| (10-12)   | (3.0) | (3.9)  | (2.7)    | (18.7)                  | (14.4) | (20.9) | (3.4)                  | (3.9)       | (3.0)  | (16.6)                  | (14.4) | (19.0) |  |  |
| P.M. PEAK | 3.7   | 4.7  | 1.9      | 15.4                    | 12.1   | 30.0   | 3.5                    | 4.5         | 3.8  | 15.9                    | 12.5   | 14.8   |  |  |
| (18-19)   | (3.7) | (4.4)  | (2.8)    | (15.4)                  | (12.9) | (19.9) | (3.4)                  | (4.3)       | (2.9)  | (16.7)                  | (13.1) | (19.7) |  |  |

## TABLE 11SUMMARY OF VEHICLE JOURNEY TIMES AND JOURNEYSPEEDS ALONG THE STUDY SECTION

Note: "After" study figures are shown in brackets





FIG. 2 COMPARISON OF CAR, BUS & TRAM JOURNEY SPEEDS (KM/H) ALONG KING'S ROAD

#### TRAFFIC & TRANSPORT SURVEY DIVISION PUBLIC WORKS DEPARTMENT HONG KONG

Data Record No. 268

BUS TERMINI BLANKET SURVEY - 1978 HONG KONG ISLAND

Job No. 542

Ъу

YU Shu-yee

Ag. Chief Engineer: PANG Hau-chung

.

0ctober 1978

#### Requested by:

Introduction:

The Survey:

Commissioner for Transport

Since 1973 "Blanket" surveys have been conducted annually at major bus termini to determine the frequency of service provided by the franchised bus companies.

This year, the survey at the bus termini on Hong Kong Island was carried out in June 1978 and the results of the survey are presented in this report.

During the period between the last year and this year the total number of CMB operating buses registered increased from 708 (made up of 704 double deckers and 4 single deckers) in June 1977 to 759 (made up of 755 double deckers and 4 single deckers) in June 1978. Within the same period, a number of bus route/terminus changes took place, the details of which are given in <u>APPENDIX</u> A.

The survey involved recording the departure time, carrying capacity and boarding passengers at major termini of every bus by route. It was conducted on Hong Kong Island between 0700 and 2100 hours on weekdays between 27th and 30th June 1978. It covered the following 8 termini of which the last 3 were new termini included in this year's survey as requested by the client:

a. Kennedy Town

- b. Cleverly Street
- c. Central (Bus Station)
- d. North Point Ferry
- e. Shau Kei Wan
- f. Wan Chai Ferry
- g. Chai Wan (San Ha St.)
- h. Wah Fu

- 1 -

#### Results of Survey:

TABLE 1 summarises both scheduled and observed 14-hour daily total number of bus departures for each of the termini surveyed together with comparisons with the corresponding figures in 1977. Graphs illustrating the variation of both scheduled and observed bus departures through the years from 1973 to 1978 are given in <u>FIGURES</u> la and 1b.

TABLES 2a to 2h compare 1978 with 1977 the daily bus departures by route as well as the total daily departures from a terminus.

TABLES 3a to 3h present the hourly total bus departures, carrying capacity and passengers boarding of all bus routes at each terminus with detailed analysis on a route by route basis being shown in sub-tables <u>3a/1 to</u> <u>3h/5</u>.

#### 1. Overall Performance (TABLE 1)

#### a. All Termini Surveyed this Year

The overall performance ratio (i.e. the ratio of observed bus departures to scheduled bus departures) of all the 8 bus termini surveyed this year is 0.8 with values at individual termini varying from 0.73 to 0.94.

#### b. 5 Termini Surveyed Previously

For the 5 bus termini surveyed previously, the overall performance ratio is 0.76 in 1978 which is considered unsatisfactory as far as adherence to schedules is concerned.

Compared with the corresponding figure of 0.88 in 1977, this figure represents a decrease of 14% though an 8% increase in bus departures is shown in the schedules.

Comments:

#### 2. <u>Bus Departures at Individual</u> <u>Termini (TABLE 1, FIG. 1)</u>

Of the 5 bus termini which were surveyed in the previous years 3 termini namely Kennedy Town, Cleverly Street and Central (Bus Station) all recorded a 15% decrease in observed daily bus departures from the 1977 figure; the scheduled daily bus departures during the year remaining unchanged. Decreases from 1976 to 1977 were also recorded in T.T.S.D. Data Record No. 259.

At the two remaining termini i.e. North Point Ferry and Shau Kei Wan, the observed daily bus departures increased by 6% and 10% reprectively over 1977. However, despite such increases, the obverved daily departures still fell short of the scheduled departures by about 20% since the latter also increased by 18% and 32% at respectively North Point Ferry and Shau Kei Wan.

Of the 3 new termini surveyed in the current year, a performance ratio of 0.73 was recorded at Wan Chai Ferry while those for Chai Wan and Wah Fu were respectively 0.94 and 0.92.

#### 3. Bus Departures on Individual Routes (TABLES 2a to 2h)

Comparing between termini, the performance ratio of individual routes showed the greatest variation at the Central Bus Station with values varying from 0.32 (being also the lowest of all the routes surveyed) to 1.02. Of all the 14 routes accommodated at this terminus, 11 recorded a decrease in observed daily departures from the corresponding figures in the preceding year.

> - 1991日本 **新知** (私本) (株本) (4) - 1991日本会社 (1992年) - 1991日本会社 (1993年)

4. <u>Occupancy Index at Individual</u> <u>Termini (TABLES 3a to 3h)</u>

Of all the 8 bus termini surveyed, the terminus at Wah Fu and Wan Chai Ferry recorded respectively the highest (39%) and the lowest (12%) value of daily average occupancy index of buses departing from the terminus.

Except for the Chai Wan Terminus where the passenger occupancy index showed a prominent a.m. peak, there were only small hourly variations in occupancy index at the termini.

- 5. Carrying Capacity and Occupancy Index on Individual Routes (Sub-tables 3a/1 to 3h/5)
  - Examination of the hourly (a) passenger occupancy index for individual routes revealed that out of the total 45 routes\* surveyed, 8 recorded a highest hourly occupancy index exceeding 100% which indicates that almost all the buses departing from the terminus during that particular hour were packed full. These 8 routes were No. 4, (Central Bus Station), No. 4 (Wah Fu), No. 9, No. 10A, No. 15, No. 27 No. 40 and No. 48. These peak hours occurred in the morning on all routes except for routes No. 4 (Central) and No. 9.

Distribution of bus routes by the highest hourly occupancy index can be broadly grouped as follows:-

Highest Hourly Occupancy Index Route No.

Over 100% .

No. 4 (Central), No. 4 (Wah Fu), No. 9, No. 10A, No. 15, No. 27, No. 40, No. 48

\* Some of the routes may have been surveyed at both termini

| Highest Hourly<br>Occupancy Index | Route No.   |
|-----------------------------------|---|
| 90% - 100%                        | No. 10, No. 12,<br>No. 20, No. 23B,<br>No. 41 (North<br>Point), No. 41<br>(Wah Fu), No. 70. |
| 70% - 90%                         | No. 2, No. 6, No. 6A,<br>No. 7, No. 11, No. 23<br>No. 25, No. 40, No. 82<br>No. 84, No. 85. |
| 50% - 70%                         | No. 2, No. 8, No. 17,<br>No. 19, No. 80, No. 83   |

.

Below 50% Remaining routes

- (b) At the foot of each sub-table, there are some remarks on peak hour characteristics which contain the following information:
  - a. "Observed carrying capacity" -This is the highest hourly observed capacity.
  - b. "Scheduled carrying capacity" - This is the minimum capacity in a peak hour as stipulated in the schedule.
  - c. "Ratio a/b" This gives an indication of the compliance of peak hour observed capacity to the minimum required capacity. Any values of this ratio which are less than 1 would indicate non-compliance with the requirement stated in "b" above.

Of all the 45 routes surveyed at terminus 19 recorded a value less than 1 for the "ratio a/b". The distribution of the value of this ratio of those 19 routes is as follows:

| <u>Ratio a/b</u> | Routes  |
|------------------|---|
| 0.8-0.99         | No. 1, No. 2(Shau Kei<br>Wan), No. 5, No. 5B,<br>No. 10A, No. 11, No. 11A,<br>No. 12A, No. 19, No. 20,<br>No. 40, No. 80, No. 84. |
| 0.7-0.8          | No. 2(Cleverly St.), No. 3<br>No. 5C, No. 23B, No. 40<br>(Central), No. 70  |

- 5 -

## TABLE 1COMPARISON OF OBSERVED AND SCHEDULEDBUS DEPARTURES BETWEEN 1977 AND 1978

|                           |              | 14 Hr.             | (0700-2       | 100) To     | tal No.            | of Bus        | Depart   | ires |
|---------------------------|--------------|--------------------|---------------|-------------|--------------------|---------------|--|------|
| Terminus                  | No. (<br>Dej | of Obse<br>parture | rved<br>s     | No. (<br>Di | of Sche<br>epartur | duled<br>es   | Performance<br>Ratic<br>(Observed/<br>Scheduled) |      |
|                           | 1978         | 1977               | 1978/<br>1977 | 1978        | 1977               | 1978/<br>1977 | 1978   | 1977 |
| a. Kennedy Town           | 346          | 405                | 0.85          | 436         | 436                | 1.00          | 0.79   | 0.93 |
| b. Cleverly Street        | 494          | 578                | 0.85          | 680         | 680                | 1.00          | 0.73   | 0.85 |
| c. Central(Bus Station)   | 1 033        | 1 233              | 0.84          | 1 388       | 1 388              | 1.00          | 0.74   | 0.89 |
| d. North Point Ferry      | 782          | 735                | 1.06          | 977         | 826                | 1.18          | 0.80   | 0.89 |
| e. Shau Kei Wan           | 401          | . 363              | 1.10          | 550         | 416                | 1.32          | 0.73   | 0.87 |
| 5 Termini Combined        | 3 056        | 3 314              | 0.92          | 4 031       | 3 746              | 1.08          | 0.76   | 0.88 |
| f. Wan Chai Ferry*        | 219          | -                  | - 1           | 299         | -                  | -             | 0.73   |      |
| g. Chai Wan (San Ha St.)* | 325          | -                  | -             | 346         |                    | -             | 0.94   | -    |
| h. Wah Fu*                | . 462        | -                  | -             | 500         | -                  | -             | 0.92   | -    |
| All Termini Combined      | 4 062        | _                  |               | 5 176       |                    | -             | 0.80   | . =  |

\*New termini included in this year's survey

# TABLE 2 a COMPARISON OF OBSERVED AND SCHEDULED BUS DEPARTURES BY ROUTE TERMINUS:

|                   | 14 Hr. (0700-2100) Total No. of Bus Departures<br>Ratio of |         |                      |      |           |              |               |                        |  |  |  |  |
|-------------------|--|---------|----------------------|------|-----------|--------------|---------------|------------------------|--|--|--|--|
| Route             |  | October | 1977                 |      | June 1978 | 8            | Rat:<br>1978, | lo of<br>/ <u>1977</u> |  |  |  |  |
| Number            | Obs.   | Sch.    | <sup>0bs.</sup> Sch. | Obs. | Sch.      | Obs.<br>Sch. | Obs.          | Sch.                   |  |  |  |  |
| 5                 | 124  | 151     | 0.82                 | 96   | 151       | 0.64         | 0.77          | 1.00                   |  |  |  |  |
| 5A                | 64   | 68      | 0.94                 | 50   | 68        | 0,74         | 0.78          | 1.00                   |  |  |  |  |
| 5B                | 59   | 78      | 0.76                 | 59   | 78        | 0.76         | 1.00          | 1.00                   |  |  |  |  |
| 101               | 158  | 139     | 1.14                 | 141  | 139       | 1.01         | 0.89          | 1,00                   |  |  |  |  |
|                   |  |         |                      |      |           |              |               |                        |  |  |  |  |
|                   |  |         |                      |      |           | • .          |               |                        |  |  |  |  |
|                   |  |         |                      |      |           |              |               |                        |  |  |  |  |
|                   |  |         |                      |      |           |              |               |                        |  |  |  |  |
| -                 |  |         |                      |      |           |              |               |                        |  |  |  |  |
|                   |  |         |                      |      |           |              |               |                        |  |  |  |  |
|                   |  |         |                      |      |           |              |               |                        |  |  |  |  |
|                   |  |         |                      |      |           |              |               |                        |  |  |  |  |
|                   |  |         |                      |      |           |              |               |                        |  |  |  |  |
|                   |  |         |                      |      |           | ·            |               |                        |  |  |  |  |
|                   |  |         |                      |      |           |              |               |                        |  |  |  |  |
|                   |  |         |                      |      |           |              |               |                        |  |  |  |  |
| Combined<br>Total | 405  | 436     | 0.93                 | 346  | 436       | 0.79         | 0.85          | 1.00                   |  |  |  |  |

## TABLE 2 b COMPARISON OF OBSERVED AND SCHEDULED BUS DEPARTURES BY ROUTE TERMINUS: CLEVERLY STREET

|                   |  | 14 Hr. ( | 0700-2100) | Potal No. | of Bus D    | epartures    |              |                           |
|-------------------|--|----------|------------|-----------|-------------|--------------|--------------|---------------------------|
| Route             |  | October  | 1977       |           | June 197    | 8            | Rat:<br>1978 | io of<br>/1977            |
| Number            | Obs.                                   | Sch.     | Obs. Sch.  | Obs.      | Sch.        | Obs.<br>Sch. | Obs.         | Sch.                      |
| 1                 | 113                                    | .129     | 0.88       | 90        | 129         | 0.70         | 0.80         | 1.00                      |
| 2                 | 201                                    | 254      | 0.79       | 147       | 254         | 0.58         | 0.73         | 1₌00                      |
| 3                 | 106                                    | 151      | 0.70       | 107       | <b>1</b> 51 | 0.71         | 1.01         | 1.00                      |
| 111               | 158                                    | 146      | 1.09       | 150       | 146         | 1.03         | 0.95         | 1.00                      |
|                   |  |          |            |           |             |              |              |                           |
|                   |  |          |            |           |             |              |              |                           |
|                   |  |          |            |           |             | •            |              |                           |
|                   |  | -        |            |           |             |              |              |                           |
|                   |  |          |            |           |             |              |              | -                         |
|                   |  |          |            |           |             |              |              | -                         |
|                   |  |          |            |           |             |              |              | :                         |
|                   |  |          |            |           |             |              |              |                           |
|                   |  |          |            |           |             |              |              |                           |
|                   | ······································ |          |            |           |             | •            | v            |                           |
|                   |  |          |            |           |             |              |              | · · · · · · · · · · · · · |
|                   |  |          | · .        |           |             | · · · ·      |              |                           |
| Combined<br>Total | 578                                    | 680      | 0.85       | 494       | 680         | 0.73         | 0.85         | 1.00                      |

# TABLE 2 cCOMPARISON OF OBSERVED AND SCHEDULEDBUS DEPARTURES BY ROUTETERMINUS:CENTRAL BUS STATION

|                   |      | 14 Hr. ( | 0700-2100)   | Total No. | of Bus D | epartures    |             |                |
|-------------------|------|----------|--------------|-----------|----------|--------------|-------------|----------------|
| Reute             |      | October  | 1977         |           | June 197 | 8            | Rat<br>1978 | io of<br>/1977 |
| Number            | Obs. | Sch.     | Obs.<br>Sch. | Obs.      | Sch.     | Obs.<br>Sch. | Obs.        | Sch.           |
| 3A                | 13   | .11      | 1.18         | : 11      | 11       | 1.00         | 0.85        | 1.00           |
| 4                 | 186  | 189      | 0,98         | 152       | 189      | 0.80         | 0.82        | 1.00           |
| 40                | 102  | 114      | 0.89         | 78        | 114      | 0.68         | 0.76        | 1.00           |
| 6                 | 89   | 102      | 0.87         | 83        | 102      | 0.81         | 0.93        | 1.00           |
| 6A                | 54   | 73       | 0.74         | 59        | 73       | 0.81         | 1.09        | 1.00           |
| 7                 | 176  | 214      | 0.82         | 147       | 214      | 0.69         | 0.84        | 1.00           |
| 70                | 56   | 100      | 0.56         | 32        | 100      | 0.32         | 0.57        | 1.00           |
| 71                | 97   | 102      | 0.95         | 80        | 102      | 0.78         | 0.82        | 1.00           |
| 11                | 120  | 122      | 0.98         | 76        | 122      | 0.62         | 0.63        | 1.00           |
| 12                | 109  | 118      | 0.92         | 104       | 118      | 0.88         | 0.95        | 1.00           |
| 12A               | 77   | 73       | 1.05         | 68        | 73       | 0.93         | 0.88        | , 1•00         |
| 15                | 49   | 49       | 1.00         | 50        | 49       | 1.02         | 1.02        | 1.00           |
| 17                | 37   | 39       | 0.95         | 38        | 39       | 0.97         | 1.03        | 1.00           |
| 25                | 68   | 82       | 0.83         | 55        | 82       | 0.67         | 0.81        | 1.00           |
|                   |      |          |              |           |          |              |             |                |
|                   |      |          | •            |           |          | :            |             |                |
| Combined<br>Total | 1233 | 1388     | 0.89         | 1033      | 1388     | 0,74         | 0.84        | 1.00           |

#### TABLE 2 d COMPARISON OF OBSERVED AND SCHEDULED BUS DEPARTURES BY ROUTE TERMINUS: NORTH POINT FERRY

|                   | 14 Hr. (0700-2100) Total No. of Bus Departures |         |           |            |           |              |      |                       |  |
|-------------------|--|---------|-----------|------------|-----------|--------------|------|-----------------------|--|
| Route             |  | October | • 1977    |            | June 1978 |              |      | Ratio of<br>1978/1977 |  |
| Number            | Obs.   | Sch.    | Obs. Sch. | Obs.       | Sch.      | Obs.<br>Sch. | Obs. | Sch.                  |  |
| 10                | 176  | 197     | 0.89      | 157        | 197       | 0.80         | 0.89 | 1.00                  |  |
| 10A               | 95   | 92      | 1.03      | 96         | 92        | 1.ºO4        | 1.01 | 1.00                  |  |
| 19                | 97   | 99      | 0.98      | 79         | 99        | 0.80         | 0.81 | 1.00                  |  |
| 23                | 99   | 123     | 0.80      | 87         | 123       | 0.71         | 0.88 | 1.00                  |  |
| 23B               | 87   | 120     | 0.73      | 5 <b>9</b> | 121       | 0.49         | 0,68 | 1.01                  |  |
| 27+               | -  | -       | -         | 53         | 49        | 1.08         | -    | -                     |  |
| 41                | 71   | 71      | 1.00      | 66         | 72        | 0.92         | 0.93 | 1.01                  |  |
| 82                | 110  | 124     | 0.89      | 113        | 151       | 0.75         | 1.03 | 1.22                  |  |
| 85*               | -  |         | -         | 72         | 73        | 0.99         | via  | _                     |  |
|                   |  |         |           |            |           |              |      |                       |  |
|                   |  |         |           |            |           |              |      | :                     |  |
|                   |  |         |           |            |           |              |      | •                     |  |
|                   |  |         |           |            |           |              |      |                       |  |
|                   |  |         |           |            |           | ,            |      |                       |  |
|                   |  |         |           |            |           |              |      |                       |  |
|                   |  |         |           |            |           |              |      |                       |  |
| Combined<br>Total | 735  | 826     | 0.89      | 782        | 977       | 0,80         | 1.06 | 1.18                  |  |

+ New Route introduced on 3rd April 1978

\* New Route introduced on 1st March 1978

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#### TABLE 20 COMPARISON OF OBSERVED AND SCHEDULED BUS DEPARTURES BY ROUTE TERMINUS: SHAU KEI WAN

|                   | 14 Hr. (0700-2100) <sup>T</sup> otal No. of Bus Departures |         |              |             |      |              |                       |             |
|-------------------|--|---------|--------------|-------------|------|--------------|-----------------------|-------------|
| Route             |  | October | 1977         | June 1978   |      |              | Ratio of<br>1978/1977 |             |
| Number            | Obs.   | Sch.    | Obs.<br>Sch. | Obs.        | Sch. | Obs.<br>Sch. | 0bs.                  | Sch.        |
| 2                 | 197  | 252     | 0.78         | 158         | 252  | 0.63         | 0.80                  | 1.00        |
| 9                 | 30   | 25      | 1.20         | 35          | 25   | 1, 40        | 1.17                  | 1.00        |
| 20                | 136  | 139     | 0.98         | 107         | 140  | 0.76         | 0.79                  | 1.01        |
| 84*               | _  | _       |              | 1 <b>01</b> | 1.33 | 0.76         | -                     | r <b></b> 1 |
|                   |  |         |              |             |      |              |                       |             |
|                   |  |         |              |             |      |              |                       |             |
|                   |  |         |              |             |      | •            |                       |             |
|                   |  |         |              |             |      |              |                       |             |
|                   |  |         |              |             |      |              |                       |             |
|                   |  |         |              |             |      |              |                       |             |
|                   |  |         |              |             |      |              |                       | :           |
|                   |  |         |              |             |      |              |                       |             |
|                   |  |         |              |             |      |              |                       |             |
|                   |  |         |              |             |      |              | و                     |             |
|                   |  |         |              |             |      |              |                       |             |
|                   |  |         |              |             |      |              |                       |             |
| Combined<br>Total | 363  | 416     | 0.87         | 401         | 550  | 0.73         | 1.10.                 | 1.32        |

\* New Route introduced on 20th April 1978 13.5

## TABLE 2 f COMPARISON OF OBSERVED AND SCHEDULED BUS DEPARTURES BY ROUTE TERMINUS: WAN CHAI FERRY

|                   | 14 Hr. (0700-2100) <sup>T</sup> otal No. of Bus Departures |         |                 |      |          |              |             |  |
|-------------------|--|---------|-----------------|------|----------|--------------|-------------|--|
| Route             |  | October | 1977            |      | June 197 | 8            | Rat<br>1978 | io of<br>/1977                         |
| Number            | Obs.   | Sch.    | Obs.<br>Sch.    | Obs. | Sch.     | Obs.<br>Sch. | Obs.        | Sch.                                   |
| 50                | -  |         | ·<br>· <b>_</b> | 5    | 6        | 0.83         | -           | -                                      |
| 8                 | -  | -       |                 | 115  | 125      | 0, 92        | -           | 1                                      |
| 11 <b>A</b>       | -  | -       | -               | 99   | 168      | 0.59         | -           | 1                                      |
|                   |  |         |                 |      | 1 C      |              |             |  |
|                   |  |         |                 |      |          |              |             |  |
|                   |  |         |                 |      |          |              |             |  |
|                   |  |         |                 |      |          | н            |             |  |
|                   |  |         |                 |      |          |              |             | ······································ |
|                   |  |         |                 |      |          |              |             |  |
|                   |  |         |                 |      |          |              |             |  |
|                   |  |         |                 |      |          |              |             | 1                                      |
|                   |  |         |                 |      |          |              |             |  |
|                   |  |         |                 |      |          |              |             |  |
|                   |  |         |                 |      |          | •            | Ļ           |  |
|                   |  |         |                 |      |          |              |             |  |
|                   |  |         |                 |      |          |              | ·           |  |
| Combined<br>Total | -  |         |                 | 219  | 299      | 0.73         | -           |  |

# TABLE 2 gCOMPARISON OF OBSERVED AND SCHEDULEDBUS DEPARTURES BY ROUTETERMINUS:CHAI WAN (SAN HA STREET)

| [                 | 14 Hr. (0700-2100) Total No. of Bus Departures |         |              |            |          |              |                       |      |
|-------------------|--|---------|--------------|------------|----------|--------------|-----------------------|------|
| Route             |  | October | 1977         |            | June 197 | 8            | Ratic of<br>1978/1977 |      |
| Number            | Obs.   | Sch.    | Obs.<br>Sch. | Obs.       | Sch.     | Obs.<br>Sch. | Obs.                  | Sch. |
| 8                 |  |         | -            | <u>114</u> | 123      | 0.93         | _                     | -    |
| 80                | -  | -       | -            | 93 ·       | 93       | 1.00         |                       |      |
| 83                | -  | -       | <b>_</b>     | 118        | 130      | 0.91         |                       |      |
|                   |  |         |              |            |          |              |                       |      |
|                   |  |         |              |            |          |              |                       |      |
|                   |  |         |              |            |          |              |                       |      |
|                   |  |         |              |            |          |              |                       |      |
|                   |  |         |              |            |          |              |                       |      |
|                   |  |         |              |            |          |              |                       |      |
|                   |  |         |              |            |          |              |                       |      |
|                   |  |         |              |            |          |              |                       | ·    |
|                   |  |         |              |            |          |              |                       |      |
|                   |  |         |              |            |          |              |                       |      |
|                   |  |         |              |            |          | ,            |                       |      |
|                   |  |         |              |            |          |              |                       |      |
|                   |  |         | ·            |            |          |              |                       |      |
| Combined<br>Total | -  | -       | -            | 325        | 346      | 0.94         | -                     | -    |

#### TABLE 2h COMPARISON OF OBSERVED AND SCHEDULED BUS DEPARTURES BY ROUTE TERMINUS: WAH FU

|                   |      | 14 Hr. (                               | 0700-2100)   | Total No. | of Bus D | epartures    |                       |      |
|-------------------|------|--|--------------|-----------|----------|--------------|-----------------------|------|
| Route             |      | October                                | 1977         |           | June 197 | 8            | Ratio of<br>1978/1977 |      |
| Number            | Obs. | Sch.                                   | Obs.<br>Sch. | Obs.      | Sch.     | Obs.<br>Sch. | Obs.                  | Sch. |
| 4                 | _    | _                                      |              | 175       | 188      | 0.93         | -                     | -    |
| 40                | -    | -                                      | _            | 92        | 117      | <b>0.79</b>  | -                     | _    |
| 41                | -    |  |              | 72        | 72       | 1:00         |                       | ·    |
| 48                | _    | _                                      |              | 73        | 73       | 1,00         | _                     |      |
| 73                |      | _                                      | -            | 50        | 50       | 1.00         | -                     |      |
|                   |      |  |              |           |          |              |                       |      |
|                   |      |  |              |           |          | · ·          | -                     |      |
|                   |      |  |              |           |          |              |                       |      |
|                   | •    |  |              |           |          |              |                       |      |
|                   |      |  |              |           |          |              |                       |      |
|                   |      |  |              |           |          |              | 1                     | 1    |
|                   |      |  |              |           |          | •            |                       |      |
|                   |      |  |              |           |          |              | -                     |      |
|                   |      |  |              |           |          | (            |                       |      |
|                   |      |  |              |           |          |              |                       |      |
|                   |      |  | <u> </u>     |           |          |              |                       |      |
| Combined<br>Total |      | ······································ | <u></u>      | 462       | 500      | 0.92         | -                     |      |

## TABLE 3 aCOMPARISON OF HOURLY TOTAL DEPARTURES, CARRYING CAPACITYAND PASSENGERS BOARDING AT TERMINUS IN JUNE 1978

TERMINUS:KENNEDY TOWNROUTES COVERED:5,54,58,101

| 35<br>36<br>36<br>34<br>24 | 24<br>25<br>27<br>28                    | 2504<br>2443<br>2750  | 323<br>446  | 13<br>18   |
|----------------------------|---|---|---|--|
| 36<br>36<br>34<br>24       | 25<br>27<br>28                          | 2443<br>2750  | 446   | 18   |
| 36<br>34<br>24             | 27<br>28                                | 2750  |   |  |
| 34<br>24                   | 28                                      |   | 143   | 5  |
| 24                         |   | 2836  | 47  | 2  |
|                            | 26                                      | 2645  | 24  | 1  |
| 18                         | 18 🖛                                    | 1782  | 52  | 3  |
| 28                         | 21                                      | 2161  | 39  | 2  |
| 30                         | 28                                      | 2844  | 32  | 1  |
| 34                         | 26                                      | . 2675  | 44  | 2  |
| 36                         | 32                                      | 3152  | 47  | 1  |
| 36                         | 24                                      | 2447  | 83  | 3  |
| 36                         | 23                                      | 2293  | 44  | 2  |
| 29                         | 25                                      | 2562  | 32  | 1  |
| 24                         | 19                                      | 2036  | 42  | 2  |
| 436                        | 346                                     | 35130   | 1398  | 4  |
|                            | 34<br>36<br>36<br>36<br>29<br>24<br>436 | 34       26         36       32         36       24         36       23         29       25         24       19         436       346 | 34262675363231523624244736232293292525622419203643634635130 | 34 $26$ $2675$ $44$ $36$ $32$ $3152$ $47$ $36$ $24$ $2447$ $83$ $36$ $23$ $2293$ $44$ $29$ $25$ $2562$ $32$ $24$ $19$ $2036$ $42$ $436$ $346$ $35130$ $1398$ |

#### TABLE 36/1 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY AND PASSENGERS BOARDING BY ROUTE IN JUNE 1978

#### ROUTE NO .: 5

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 12                                | 6                                | 510                              | 230                               | 45                      |
| 08                | 12                                | 8                                | 680                              | 259                               | 38                      |
| 09                | 12                                | 9                                | 765                              | 86                                | 11                      |
| 10                | 12                                | 9                                | 765                              | 27                                | 4                       |
| 11                | 10                                | 7                                | 595                              | 1                                 | 0                       |
| 12                | б                                 | 4                                | 340                              | 6                                 | 2                       |
| 13                | 11                                | 6                                | 510                              | 16                                | 3                       |
| 14                | 12                                | 6                                | 510                              | 4                                 | 1                       |
| 15                | 12                                | 6                                | 510                              | 3                                 | 1                       |
| 16                | 12                                | 11                               | 935                              | 22                                | 2                       |
| 17                | 12                                | 6                                | 510                              | 11                                | 2                       |
| 18                | 12                                | 7                                | 595                              | 16                                | 3                       |
| 19                | 10                                | 7                                | 595                              | 10                                | 2                       |
| 20                | 6                                 | 4                                | 340                              | 15                                | 4                       |
| 14 Hours<br>Total | 151                               | 96                               | 8160                             | 706                               | 9                       |

#### at Kennedy Town Terminus

Peak Hour Characteristics

(a) Observed carrying capacity = 935

- (b) Scheduled carrying capacity **≕** 960
- (c) Ratio (a) (b) . # 0.97

## TABLE 3a/2COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITYAND PASSENGERS BOARDING BY ROUTE IN JUNE 1978

| Eour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 6                                 | 2                                | 186                              | 31                                | 17                      |
| 08                | 6                                 | 4                                | 354                              | 72                                | 20                      |
| 09                | 6                                 | 5                                | 462                              | 41                                | 9                       |
| 10                | 6                                 | 5                                | 463                              | 7                                 | 2                       |
| 11                | 4                                 | 4                                | 367                              | 16                                | 4                       |
| 12                | 3                                 | 3                                | 279                              | 16                                | 6                       |
| 13                | 6                                 | 2                                | 186                              | 6                                 | 3                       |
| 14                | 6                                 | 5                                | 466                              | 8                                 | 2                       |
| 15                | 6                                 | 5                                | 467                              | 14                                | 3                       |
| 16                | 6                                 | 6                                | 559                              | 12                                | 2                       |
| 17                | 6                                 | 3                                | 279                              | 5                                 | 2                       |
| 18                | 6                                 | 4                                | 374                              | 4                                 | 1                       |
| 19                | 1                                 | 2                                | 186                              | 3                                 | 2                       |
| 20                | -                                 | -                                | -                                | -                                 | -                       |
| 14 Hours<br>Total | 68                                | 50                               | 4628                             | 235                               | 5                       |

at Kennedy Town Terminus

<u>5A</u>

ROUTE NO .:

### Peak Hour Characteristics

(a) Observed carrying capacity = 559
 (b) Scheduled carrying capacity = 480
 (c) Ratio (a)
 (b) = 1.17

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### TABLE 3a/3 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY AND PASSENGERS BOARDING BY ROUTE IN JUNE 1978

#### ROUTE NO.: 5B

| at | Kennedy | Town | Terminus |
|----|---------|------|----------|
| _  |         |      |          |

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 6                                 | 4                                | 340                              | 45                                | 13                      |
| 08                | 6                                 | 5                                | 425                              | 86                                | 20                      |
| 09                | 6                                 | 2                                | 170                              | 12                                | 7                       |
| 10                | 6                                 | 3                                | 255                              | 4                                 | 2                       |
| 11                | 4                                 | 4                                | 340                              | 0                                 | 0                       |
| 12                | 3                                 | 5                                | 425                              | 10                                | 2                       |
| 13                | 5                                 | 3                                | 255                              | 9                                 | 4                       |
| 14                | 6                                 | 6                                | 515                              | 10                                | 2                       |
| 15                | 6                                 | 4                                | 345                              | 9                                 | 3                       |
| 16                | 6                                 | 5                                | 428                              | 3                                 | 1                       |
| 17                | 6                                 | 5                                | 428                              | 25                                | 6                       |
| 18                | 6                                 | 4                                | 340                              | 4                                 | 1                       |
| 19                | 6                                 | .5                               | 428                              | 13                                | 3                       |
| 20                | 6                                 | 4                                | 343                              | 7                                 | 2                       |
| 14 Hours<br>Total | 78                                | 59                               | 5037                             | 237                               | 5                       |

#### Peak Hour Characteristics

 (a) Observed carrying capacity = 428
 (b) Scheduled carrying capacity = 480
 (c) Ratio (a) (b) = 0.89

#### TABLE 3 a/4 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY AND PASSENGERS BOARDING BY ROUTE IN JUNE 1978

ROUTE NO.: 101

| at | Kennedy | Town | Terminus |
|----|---------|------|----------|
|    |         |      |          |

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 11                                | 12                               | 1468                             | 17                                | 1                       |
| 08                | 12                                | 8                                | 984                              | 29                                | 3                       |
| 09                | 12                                | 11                               | 1353                             | 4                                 | 0                       |
| 10                | 10                                | 11                               | 1353                             | 9                                 | 1                       |
| 11                | 6                                 | 11                               | 1343                             | 7                                 | 1                       |
| 12                | 6                                 | 6                                | 738                              | 20                                | 3                       |
| 13                | 6                                 | 10                               | 1210                             | 8                                 | 1                       |
| 14                | 6                                 | 11                               | 1353                             | 10                                | 1                       |
| 15                | 10                                | 11                               | 1353                             | 18                                | 1                       |
| 16                | 12                                | 10                               | 1230                             | 10                                | 1                       |
| 17                | 12                                | 10                               | 1230                             | 42                                | 3                       |
| 18                | 12                                | 8                                | 984                              | 20                                | 2                       |
| 19                | 12                                | 11                               | 1353                             | б                                 | 1                       |
| 20                | 12                                | 11                               | 1353                             | 20                                | 2                       |
| 14 Hours<br>Total | 139                               | 141                              | 17305                            | 220                               | 1                       |

#### Peak Hour Characteristics

- (a) Observed carrying capacity = 1468
- (b) Scheduled carrying capacity = 1464 and Arthurst Carrying capacity

(c) Ratio  $\frac{(a)}{(b)}$ 

- Second Second

s and second s **- 1.0**0

## TABLE 3bCOMPARISON OF HOURLY TOTAL DEPARTURES, CARRYING CAPACITYAND PASSENGERS BOARDING AT TERMINUS IN JUNE 1978

TERMINUS: ROUTES COVERED: CLEVERLY STREET

1,2,3,111

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 54                                | 30                               | 2869                             | 668                               | 23                      |
| 08                | 54                                | 36                               | 3444                             | 605                               | 18                      |
| 09                | 53                                | 39                               | 3776                             | 268                               | 7                       |
| 10                | 41                                | 31                               | 3051                             | 197                               | 6                       |
| 11                | 39                                | 36                               | 3601                             | 334                               | 9                       |
| 12                | 38                                | 33                               | 3229                             | 420                               | 13                      |
| 13                | 52                                | 35                               | 3404                             | 419                               | 12                      |
| 14                | 54                                | 36                               | 3449                             | 401                               | 12                      |
| 15                | 54                                | 38                               | 3725                             | 489                               | 13                      |
| 16                | 54                                | 38                               | 3571                             | 568                               | 16                      |
| 1 <b>7</b>        | 54                                | 38                               | 3652                             | 1315                              | 36                      |
| 18                | 54                                | - 35                             | 3255                             | 1045                              | 32                      |
| 19                | 42                                | 38 <sup></sup>                   | 3770                             | 706                               | 19                      |
| 20                | .37                               |                                  | 3031                             | 374                               | 12                      |
| 14 Hours<br>Total | 680                               | 494                              | 47827                            | 7809                              | 16                      |

## TABLE 3b/1 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY AND PASSENGERS BOARDING BY ROUTE IN JUNE 1978

#### ROUTE NO.: 1

| at | Cleverly | Street | Terminus |
|----|----------|--------|----------|
|    |          |        |          |

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. cf<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 10                                | 5                                | 450                              | 53                                | 12                      |
| 08                | 10                                | 7                                | 636                              | 54                                | 9                       |
| 09                | 10                                | 7                                | 641                              | 28                                | 4                       |
| 10                | 8                                 | 5                                | 455                              | 7                                 | 2                       |
| 11                | 7                                 | 6                                | 548                              | 30                                | 6                       |
| 12                | 10                                | 6                                | 548                              | 41                                | 8                       |
| 13                | 10                                | 5                                | 455                              | 28                                | 6                       |
| 14                | 10                                | 6                                | 535                              | 38                                | 7                       |
| 15                | 10                                | 7                                | 625                              | 60                                | 10                      |
| 16                | 10                                | 8                                | 700                              | 68                                | 10                      |
| 17                | 10                                | 7                                | 629                              | 82                                | 13                      |
| 18                | 10                                | 8                                | 707                              | 76                                | 11                      |
| 19                | 5                                 | 5                                | 456                              | 49                                | 11                      |
| 20                | 9                                 | 8                                | 709                              | 20                                | 3                       |
| 14 Hours<br>Total | 129                               | 90                               | 8094                             | 634                               | 8                       |

Peak Hour Characteristics

- (a) Observed carrying capacity
- (B) Scheduled carrying capacity
- (v) Ratio (a) (b)

- **=** 800
- 🖬 0,89
- **n** 709

## TABLE 3b/2 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY AND PASSENGERS BOARDING BY ROUTE IN JUNE 1978

#### ROUTE NO.: 2

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 20                                | 9                                | 778                              | 190                               | 24                      |
| 08                | 20                                | 11                               | 935                              | 280                               | 30                      |
| 09                | 20                                | 11                               | 948                              | 140                               | 15                      |
| 10                | 20                                | 12                               | 1033                             | 131                               | 13                      |
| 11                | 18                                | 10                               | 850                              | 169                               | 20                      |
| 12                | 10                                | 7                                | 595                              | 148                               | 25                      |
| 13                | 19                                | 10                               | 863                              | 129                               | 15                      |
| 14                | 20                                | 12                               | 1033                             | 164                               | 16                      |
| 15                | 20                                | 11                               | 935                              | 211                               | 23                      |
| 16                | 20                                | 12                               | 1033                             | 245                               | 24                      |
| 17                | 20                                | 13                               | 1105                             | 657                               | 59                      |
| 18                | 20                                | 12                               | 1033                             | 435                               | 42                      |
| 19                | 17                                | 11                               | 935                              | 222                               | 24                      |
| 20                | 10                                | 6                                | 523                              | 214                               | 41                      |
| 14 Hours<br>Total | 254                               | 147                              | 12599                            | 3335                              | 26                      |

at Cleverly Street Terminus

#### Peak Hour Characteristics

| (a) | Observed carrying capacity   | <b>m</b> 1105 |     |
|-----|--|---------------|-----|
| (b) | Scheduled carrying capacity  | <b>⊭</b> 1600 | : * |
| (c) | $\begin{array}{c} \text{Ratio} \ \underline{(a)} \\ (b) \end{array}$ | <b>₩</b> 0.69 |     |

#### TABLE 3b/3 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY AND PASSENGERS BOARDING BY ROUTE IN JUNE 1978

#### ROUTE NO.: 3

| $\mathbf{at}$ | Cleverly | Street | Terminus   |
|---------------|----------|--------|--|
|               |          |        | the second s |

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 12                                | 8                                | 657                              | 189                               | 29                      |
| 08                | 12                                | 8                                | 643                              | 105                               | 16                      |
| 09                | 12                                | 9                                | 728                              | 49                                | 7                       |
| 10                | 7                                 | 4                                | 333                              | 25                                | 8                       |
| 11                | 8                                 | 6                                | 481                              | 61                                | 13                      |
| 12                | 12                                | 9                                | 733                              | 138                               | 19                      |
| 13                | 12                                | 9                                | 733                              | 155                               | 21                      |
| 14                | 12                                | 8                                | 651                              | 102                               | 16                      |
| 15                | 12                                | 7                                | 570                              | 64                                | 11                      |
| 16                | 12                                | 9                                | 733                              | 115                               | 16                      |
| 17                | 12                                | 7                                | 569                              | 120                               | 21                      |
| 18                | 12                                | 8                                | 656                              | 167                               | 25                      |
| 19                | 8                                 | 8                                | 663                              | 106                               | 16                      |
| 20                | 8                                 | 7                                | 581                              | 64                                | 11                      |
| 14 Hours<br>Total | 151                               | 107                              | 8731                             | 1460                              | 17                      |

#### Peak Hour Characteristics

#

- (a) Observed carrying capacity
- 733 Ħ 960, et al. 1976 de la 1976 de la
- (b) Scheduled carrying capacity (c) Ratio (a)(b)

0.76 =

### TABLE 3 b/4 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY AND PASSENGERS BOARDING BY ROUTE IN JUNE 1978

#### ROUTE NO.: 111

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 12                                | 8                                | 984                              | 236                               | 24                      |
| 08                | 12                                | 10                               | 1230                             | 166                               | 13                      |
| 09                | 11                                | 12                               | 1459                             | 51                                | 3                       |
| 10                | 6                                 | 10                               | 1230                             | 34                                | 3                       |
| 11                | 6                                 | 14                               | 1722                             | 74                                | 4                       |
| 12                | 6                                 | 11                               | 1353                             | 93                                | 7                       |
| 13                | .11                               | 11                               | 1353                             | 107                               | 8                       |
| 14                | 12                                | 10                               | 1230                             | 97                                | 8                       |
| 15                | 12                                | 13                               | 1595                             | 154                               | 10                      |
| 16                | 12                                | 9                                | 1105                             | 140                               | 13                      |
| 17                | 12                                | 11                               | 1349                             | 456                               | 34                      |
| 18                | 12                                | 7                                | 859                              | 367                               | 43                      |
| 19                | 12                                | 14                               | 1716                             | 329                               | 19                      |
| 20                | 10                                | 10                               | 1218                             | 76                                | 6                       |
| 14 Hours<br>Total | 146                               | 150                              | 18403                            | 2380                              | 13                      |

at Cleverly Street Terminus

#### Peak Hour Characteristics

(a) Observed carrying capacity = 1722
(b) Scheduled carrying capacity = 1320

(c) Ratio  $\frac{(a)}{(b)}$ 

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<u>⊯</u> 1₊31

### TABLE 3 c COMPARISON OF HOURLY TOTAL DEPARTURES, CARRYING CAPACITY AND PASSENGERS BOARDING AT TERMINUS IN JUNE 1978

TERMINUS:

CENTRAL

ROUTES COVERED: <u>3A,4,6,6A,7,11,12,12A,</u> <u>15,17,25,40,70,71</u>

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 108                               | 78                               | 7287                             | 4379                              | 60                      |
| 08                | 116                               | 72                               | 6748                             | 3156                              | 47                      |
| 09                | 109                               | 79                               | 7306                             | 1565                              | 21                      |
| 10                | 94                                | 71                               | 6532                             | 1214                              | 19                      |
| 11                | 76                                | 59                               | 5596                             | 1278                              | 23                      |
| 12                | 92                                | 66                               | 6194                             | 1699                              | 27                      |
| 13 -              | 104                               | 77                               | 7255                             | 1766                              | 24                      |
| 14                | 104                               | 69                               | 6411                             | 1766                              | 28                      |
| 15                | 105                               | 78                               | 7320                             | 2214                              | 30                      |
| 16                | 112                               | 86                               | 8011                             | 2563                              | 32                      |
| 17                | 116                               | 89                               | 8325                             | 4640                              | 56                      |
| 18                | 111                               | 90                               | 8415                             | 5757                              | 68                      |
| 19                | 78                                | 62                               | 5793                             | 2690                              | 46                      |
| 20                | 63                                | 57                               | 5421                             | 1136                              | 21                      |
| 14 Hours<br>Total | 1388                              | 1033                             | 96614                            | 35823                             | 37                      |

## TABLE 3 c/1 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY AND PASSENGERS BOARDING BY ROUTE IN JUNE 1978

#### ROUTE NO.: 3A

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | i                                 | . 1                              | 80                               | 6                                 | 8                       |
| . 08              | ÷,                                | 1                                | 80                               | 6                                 | 8                       |
| 09                | 1                                 | 1                                | . 80                             | 4                                 | 5                       |
| 10                | -                                 | -                                |                                  | -                                 |                         |
| 11                | 1                                 | 1                                | 80                               | 2                                 | 3                       |
| 12                | 1                                 | 1                                | 80                               | 29                                | 36                      |
| 13                | 1                                 | 1                                | 80                               | 18                                | 23                      |
| 14                | 1                                 | 1                                | 80                               | 12                                | 15                      |
| 15                | 1                                 | 1                                | 80                               | 7                                 | 9                       |
| 16                | 1                                 | 1                                | 80                               | 8                                 | 10                      |
| 17                | 1                                 | 1                                | 80                               | 38                                | 48                      |
| 18                | 1                                 | 1                                | 80                               | 35                                | 44                      |
| 19                |                                   |                                  | . –                              | -                                 | -                       |
| 20                | -                                 | _                                |                                  | -                                 | -                       |
| 14 Hours<br>Total | 11                                | 11                               | 880                              | 165                               | 19                      |

#### at Central Bus Station

#### Peak Hour Characteristics

- (a) Observed carrying capacity = 80
- (b) Scheduled carrying capacity

(c) Ratio  $\frac{(a)}{(b)}$ 

**a** 80

.

**≥** 1.00
### TABLE 3 c/2 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY AND PASSENGERS BOARDING BY ROUTE IN JUNE 1978

#### ROUTE NO.: 4

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 15                                | 13                               | 1268                             | 620                               | 49                      |
| 08                | 15                                | . 12                             | 1069                             | 485                               | 45                      |
| 09                | 15                                | 12                               | 1088                             | 231                               | 21                      |
| 10                | 15                                | 14                               | . 1185                           | 215                               | 18                      |
| 11                | 8                                 | б                                | 546                              | 172                               | 32                      |
| 12                | 11                                | 8                                | 734                              | 244                               | 33                      |
| 13                | 15                                | 12                               | 1201                             | 298                               | 25                      |
| 14                | 15                                | 10                               | 914                              | 193                               | 21                      |
| 15                | 15                                | 10                               | 935                              | 321                               | 34                      |
| 16                | 15                                | 10                               | 917                              | 280                               | 31                      |
| 17                | 15                                | 13                               | 1193                             | . 777                             | 65                      |
| 18                | 15                                | 13                               | 1176                             | 1210                              | 103                     |
| 19                | 11                                | 9                                | 792                              | 742                               | 94                      |
| 20                | 9                                 | 10                               | 889                              | 320                               | 36                      |
| 14 Hours<br>Total | 189                               | 152                              | 13907                            | 6108                              | 44                      |

#### at Central Bus Station

## Peak Hour Characteristics

- (a) Observed carrying capacity
- (b) Scheduled carrying capacity

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## TABLE 3c/3 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY AND PASSENGERS BOARDING BY ROUTE IN JUNE 1978

#### ROUTE NO.: 6

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 7                                 | 5                                | 480                              | 340                               | 71                      |
| 08                | 8                                 | 6                                | 602                              | 295                               | 49                      |
| 09                | 8                                 | 5                                | 480                              | 109                               | 23                      |
| 10                | 6                                 | б                                | 574                              | 61                                | 11                      |
| 11                | 8                                 | 7                                | 708                              | 101                               | 14                      |
| 12                | 8                                 | 5                                | 474                              | 75                                | 16                      |
| 13                | 8                                 | 8                                | 800                              | 177                               | 22                      |
| 14                | 8                                 | 6                                | 562                              | 188                               | 33                      |
| 15                | 8                                 | 8                                | 770                              | 230                               | 30                      |
| 16                | 8                                 | 5                                | 469                              | 197                               | 42                      |
| 17                | 8                                 | 7                                | 672                              | 231                               | 34                      |
| 18                | 7                                 | 5                                | 469                              | 169                               | 36                      |
| 19                | 4                                 | 4                                | 364                              | 98                                | 27                      |
| 20                | 6                                 | 6                                | 558                              | 97                                | 17                      |
| 14 Hours<br>Total | 102                               | 83                               | 7982                             | 2368                              | 30                      |

#### at Central Bus Station

Peak Hour Characteristics

- (a) Observed carrying capacity
- (b) Scheduled carrying capacity
- (c) Ratio  $\frac{(a)}{(b)}$

**≖** 800

.

= 1.00

<del>=</del> 800

a da e

# TABLE 3<sub>c</sub>/4 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY AND PASSENGERS BOARDING BY ROUTE IN JUNE 1978

### ROUTE NO.: 6A

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 6                                 | 2                                | 187                              | 77                                | 41                      |
| 08                | 6                                 | 4                                | 372                              | 154                               | 41                      |
| 09                | 6                                 | 3                                | 280                              | 67                                | 24                      |
| 10                | 5                                 | 4                                | 373                              | 79                                | 21                      |
| 11                | 4                                 | 3                                | 283                              | 39                                | 14                      |
| 12                | 5                                 | 1.                               | 93                               | 15                                | 16                      |
| 13                | 6                                 | 3                                | 279                              | 32                                | 11                      |
| 14                | б                                 | 5                                | 467                              | 422                               | 90                      |
| 15                | 6                                 | 6                                | 558                              | 439                               | 79                      |
| 16                | 6                                 | 8                                | 718                              | 384                               | 53                      |
| 17                | 6                                 | . 8                              | 720                              | 284                               | 39                      |
| 18                | 5                                 | 7                                | 624                              | 98                                | 16                      |
| 19                | 3                                 | 2                                | 187                              | 61                                | 33                      |
| 20                | 3                                 | 3                                | 280                              | 22                                | 8                       |
| 14 Hours<br>Total | 73                                | 59                               | 5421                             | 2173                              | 40                      |

#### at Central Bus Station

#### Peak Hour Characteristics

- (a) Observed carrying capacity
- (b) Scheduled carrying capacity

(c) Ratio 
$$\frac{(a)}{(b)}$$

ţ

•

= 720

**=** 480

## TABLE 3 c/5 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY AND PASSENGERS BOARDING BY ROUTE IN JUNE 1978

#### ROUTE NO.: 7

| Hour<br>Beginning | Scheduled<br>Nc. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 17                                | 11                               | 959                              | 595                               | 62                      |
| 08                | 17                                | 6                                | 524                              | 421                               | 80                      |
| 09                | 17                                | 12                               | 1056                             | 321                               | 30                      |
| 10                | 15                                | 11                               | 956                              | 270                               | 28                      |
| 11                | 9                                 | 7                                | 602                              | 313                               | 52                      |
| 12                | 15                                | 11                               | 965                              | 432                               | 45                      |
| 13                | 17                                | 11                               | 975                              | 370                               | 38                      |
| 14                | 18                                | 13                               | 1134                             | 358                               | 32                      |
| 15                | 17                                | 11                               | 960                              | 342                               | 36                      |
| 16                | 17                                | 14                               | 1237                             | 466                               | 38                      |
| 17                | 17                                | 11                               | 966                              | 764                               | 79                      |
| 18                | 17                                | 13                               | 1153                             | 952 <sub>.</sub>                  | 83                      |
| 19                | 8                                 | 5                                | 424                              | 310                               | 73                      |
| 20                | 13                                | 11                               | 981                              | 260                               | 27                      |
| 14 Hours<br>Total | 214                               | 147                              | 12892                            | 6174                              | 48                      |

| at | Central | Bus | Station |
|----|---------|-----|---------|
|    |         |     |         |

#### Peak Hour Characteristics

(a) Observed carrying capacity = 1237(b) Scheduled carrying capacity = 1200(c) Ratio (a)(b) = 1.03

**.**...

## TABLE 3 c/6COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITYAND PASSENGERS BOARDING BY ROUTE IN JUNE 1978

### ROUTE NO.: 11

|  | at | Central | Bus | Station |
|--|----|---------|-----|---------|
|--|----|---------|-----|---------|

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. cf<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 9                                 | 4                                | 486                              | 347                               | 71                      |
| 08                | 10                                | 4                                | 486                              | 176                               | 36                      |
| 09                | 10                                | 4                                | 486                              | 93                                | 19                      |
| 10                | 8                                 | 4                                | 484                              | 45                                | 9                       |
| † <b>1</b>        | 8                                 | 5                                | 605                              | 70                                | 12                      |
| 12                | 8                                 | 5                                | 605                              | 90                                | 15                      |
| 13                | 8                                 | 5                                | 607                              | 98                                | 16                      |
| 14                | 8                                 | 4                                | 484                              | 132                               | 27                      |
| 15                | 8.                                | 6                                | 726                              | 239                               | 33                      |
| 16                | 10                                | 7                                | 847                              | 169                               | 20                      |
| 17                | 10                                | · 6                              | 726                              | 324                               | 45                      |
| 18                | 9                                 | 9                                | 1066                             | 734                               | 69                      |
| 19                | 8                                 | 6                                | 726                              | 166                               | 23                      |
| 20                | 8                                 | 7                                | 824                              | 52                                | 6                       |
| 14 Hours<br>Total | 122                               | 76                               | 9158                             | 2735                              | 30                      |

## Peak Hour Characteristics

- (a) Observed carrying capacity
- (b) Scheduled carrying capacity

(c) Ratio 
$$\frac{(a)}{(b)}$$

<del>=</del> 1066

- = 1200
- **= 0.8**9

# TABLE 3 c/7 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY AND PASSENGERS BOARDING BY ROUTE IN JUNE 1978

ROUTE NO.: 12

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 12                                | 11                               | 1074                             | 847                               | 79                      |
| 08                | 12                                | 9                                | 882                              | 341                               | 39                      |
| 09                | 8                                 | 7                                | 686                              | 180                               | 26                      |
| 10                | 6                                 | б                                | 588                              | 176                               | 30                      |
| 11                | 7                                 | 7                                | 686                              | 229                               | 33                      |
| 12                | - 7                               | 8                                | 784                              | 319                               | 41                      |
| 13                | 8                                 | 6                                | 588                              | 136                               | 23                      |
| 14                | 7                                 | 6                                | 588                              | 147                               | 25                      |
| 15                | 8                                 | 7                                | 684                              | 171                               | 25                      |
| 16                | 8                                 | 10                               | 978                              | 390                               | 40                      |
| 17                | 12                                | 8                                | 784                              | 605                               | 77                      |
| 18                | 11                                | 7                                | 686                              | 621                               | 91                      |
| 19                | 6                                 | б                                | 585                              | 268                               | 46                      |
| 20                | 6                                 | б                                | 588                              | 167                               | 28                      |
| 14 Hours<br>Total | 118                               | 104                              | , 10181                          | 4597                              | 45                      |

at Central Bus Station

| Peak | Hour Characteristics        |          |      |                           | -     |
|------|-----------------------------|----------|------|---------------------------|-------|
| (a)  | Observed carrying capacity  | <b>7</b> | 1074 | · 1.4.                    |       |
| (ъ)  | Scheduled carrying capacity |          | 960  | . <b>₹</b> ₹ <u>1</u> ],2 | • • • |
| (c)  | Ratio (a)<br>(b)            | WK       | 1.12 |                           |       |

# TABLE 3 c/8 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY AND PASSENGERS BOARDING BY ROUTE IN JUNE 1978

ROUTE NO.: 12A

| at | Central | Bus | Station |
|----|---------|-----|---------|
|    |         |     |         |

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 5                                 | 5                                | 394                              | 172                               | 44                      |
| 08                | 6                                 | 6                                | 474                              | 145                               | 31                      |
| 09                | 6                                 | 6                                | 474                              | 125                               | 26                      |
| 10                | 5                                 | 5                                | 397                              | 88                                | 22                      |
| 11                | 4                                 | 4                                | 327                              | 72                                | 22                      |
| 12                | 5                                 | 5                                | 397                              | 94                                | 24                      |
| 13                | 6                                 | 5                                | 394                              | 113                               | 29                      |
| 14                | 6                                 | 3                                | 240                              | 28                                | 12                      |
| 15                | б                                 | 6                                | 478                              | 86                                | 18                      |
| 16                | 6                                 | 6                                | 478                              | 111                               | 23                      |
| 17                | 6                                 | 6                                | 478                              | 147                               | 31                      |
| 18                | 6                                 | 5                                | 398                              | 155                               | 39                      |
| 19                | 4                                 | 4                                | 318                              | 57                                | 18                      |
| 20                | 2                                 | 2                                | 160                              | 22                                | 14                      |
| 14 Hours<br>Total | 73                                | 68                               | 5407                             | 14 <b>1</b> 5                     | 26                      |

## Peak Hour Characteristics

- (a) Observed carrying capacity
- (b) Scheduled carrying capacity

(c) Ratio (a) (b)

- **4**78
- -
- **≝ 0.99**

## TABLE 3 c/9 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY AND PASSENGERS BOARDING BY ROUTE IN JUNE 1978

#### **ROUTE NO.:** <u>15</u>

| at | Central | Bus    | Station |
|----|---------|--------|---------|
|    |         | تنب ال |         |

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 3                                 | 3                                | 239                              | 247                               | 103                     |
| 08                | 4                                 | 4                                | 320                              | 227                               | 71                      |
| 09                | 4                                 | 4                                | 319                              | 50                                | 16                      |
| 10                | 4                                 | 4                                | 319                              | 78                                | 24                      |
| 11                | 3                                 | 3                                | 240                              | 30                                | 13                      |
| 12                | 4                                 | 5                                | 399                              | 71                                | 18                      |
| . 13              | 4                                 | 4                                | 320                              | 66                                | 21                      |
| 14                | 4                                 | 5                                | 396                              | 71                                | 18                      |
| 15                | 4                                 | 4                                | 319                              | 28                                | 9                       |
| 16                | 4                                 | 4                                | 319                              | 79                                | 25                      |
| 17                | 4                                 | 3                                | 240                              | 90                                | - 38                    |
| 18                | 3                                 | 3                                | 239                              | 107                               | 45                      |
| 19                | 2                                 | 2                                | 160                              | 42                                | 26                      |
| 20                | 2                                 | 2                                | 160                              | 28                                | 18                      |
| 14 Hours<br>Total | 49                                | 50                               | 3989                             | 1214                              | 30                      |

#### Peak Hour Characteristics

- (a) Observed carrying capacity = 399
- (b) Scheduled carrying capacity = 320

(b)

**=** 1.25

.

## TABLE 3 C/10COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY AND PASSENGERS BOARDING BY ROUTE IN JUNE 1978

## ROUTE NO.: 17

|--|

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 3                                 | 4                                | 320                              | 183                               | 57                      |
| 08                | 3                                 | 2                                | 160                              | 49                                | 31                      |
| 09                | 3                                 | 4                                | 320                              | 67                                | 21                      |
| 10                | 3                                 | 2                                | 160                              | 6                                 | 4                       |
| 11                | 3                                 | 3                                | 240                              | 13                                | 5                       |
| 12                | 3                                 | 3                                | 240                              | 31                                | 13                      |
| 13                | 3                                 | 3                                | 240                              | 49                                | 20                      |
| 14                | 3                                 | 2                                | 159                              | 27                                | 17                      |
| 15                | 3                                 | 3                                | 239                              | 14                                | 6                       |
| 16                | 3                                 | 3                                | 240                              | 19                                | 8                       |
| 17                | 3                                 | 4                                | 320                              | 95                                | 30                      |
| 18                | 3                                 | 3                                | 240                              | 62                                | 26                      |
| 19                | 3                                 | 2                                | 160                              | 11                                | 7                       |
| 20                | -                                 |                                  | -                                |                                   | _                       |
| 14 Hours<br>Total | 39                                | 38                               | 3038                             | 626                               | -21                     |

## Peak Hour Characteristics

- (a) Observed carrying capacity = 320
- (b) Scheduled carrying capacity
- (c) Ratio  $\frac{(a)}{(b)}$

- **= 240** pha and the
  - = 1.33

## TABLE 3 c/11 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY AND PASSENGERS BOARDING BY ROUTE IN JUNE 1978

#### ROUTE NO.: 25

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 6                                 | 2                                | 242                              | 189                               | 78                      |
| 08                | .6                                | 5                                | 607                              | 369                               | 61                      |
| 09                | 6                                 | 4                                | 486                              | 91                                | 19                      |
| 10                | 6                                 | 4                                | 484                              | 30                                | 6                       |
| 11                | 6                                 | 4 <sup>·</sup>                   | 484                              | 29 -                              | 6                       |
| 12                | 6                                 | 4                                | 484                              | 67                                | 14                      |
| 13                | 6                                 | 4                                | 422                              | 114                               | 27                      |
| 14                | 6                                 | 3                                | 363                              | 41                                | 11                      |
| 15                | 6                                 | 4                                | 484                              | 103                               | 21                      |
| 16                | 6                                 | 4                                | 443                              | 71                                | 16                      |
| 17                | 6                                 | 5                                | 605                              | 312                               | 52                      |
| 18                | 6                                 | 5                                | 564                              | 385                               | 68                      |
| 19                | 6                                 | 5                                | 564                              | 106                               | 19                      |
| 20                | 4                                 | 2                                | 242                              | 7                                 | 3                       |
| 14 Hours<br>Total | 82                                | 55                               | 6474                             | 1914                              | 30                      |

#### at Central Bus Station

Peak Hour Characteristics

- **≖** 607
- (a) Observed carrying capacity
- (b) Scheduled carrying capacity =
- (c) Ratio  $\frac{(a)}{(b)}$

- **=** 480
- **\*** 1.26

## TABLE 30/12 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY AND PASSENGERS BOARDING BY ROUTE IN JUNE 1978

#### ROUTE NO.: 40

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 9                                 | 8                                | 758                              | 124                               | 16                      |
| 08                | 12                                | 7                                | 660                              | 95                                | 14                      |
| 09                | 9                                 | 8                                | 755                              | 28                                | 4                       |
| 10                | 6                                 | 3                                | 286                              | 7                                 | 2                       |
| 11                | 6                                 | 4                                | 379                              | 68                                | 18                      |
| 12                | 6                                 | 5                                | 471                              | 100                               | 21                      |
| 13                | 6                                 | 6                                | 565                              | 107                               | 19                      |
| 14                | б                                 | 4                                | 379                              | 45                                | 12                      |
| 15                | 7                                 | 4                                | 380                              | 52                                | 14                      |
| 16                | 12                                | 6                                | 569                              | 224                               | 39                      |
| 17                | 12                                | 6                                | 572                              | 432                               | 76                      |
| 18                | 12                                | 7                                | 663                              | 509                               | 77                      |
| 19                | 8                                 | 7                                | 663                              | 224                               | 34                      |
| 20                | 3                                 | 3                                | 283                              | 45                                | 16                      |
| 14 Hours<br>Total | 114                               | 78                               | 7383                             | 2060                              | 28                      |

### at Central Bus Station

## Peak Hour Characteristics

- (a) Observed carrying capacity
- (b) Scheduled carrying capacity

**≖ 7**58

- 960
- = n an an the second s
- 0.79 (a. 1912) (b. 1913)

### TABLE 3c/13 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY AND PASSENGERS BOARDING BY ROUTE IN JUNE 1978

#### ROUTE NO.: 70

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 7                                 | 2                                | 156                              | 95                                | 61                      |
| 08                | 8                                 | 2                                | 156                              | 110                               | 71                      |
| 09                | 8                                 | 1                                | 79                               | 41                                | 52                      |
| 10                | 7                                 | 1                                | 77                               | 8                                 | 10                      |
| 11                | 4                                 | 2                                | 156                              | 62                                | 40                      |
| 12                | 7                                 | 0                                | 0                                | 0                                 | 0                       |
| 13                | 8                                 | 2                                | 154                              | 45                                | 29                      |
| 14                | 8                                 | 1                                | 79                               | 21                                | 27                      |
| 15                | 8                                 | 3                                | 248                              | 55                                | 22                      |
| 16                | 8                                 | 3                                | 242                              | 60                                | 25                      |
| 17                | 8                                 | 4                                | 314                              | 285                               | 91                      |
| 18                | 8                                 | 4                                | 319                              | 248                               | 78                      |
| 19                | 8                                 | 6                                | 479                              | 371                               | 77                      |
| 20                | 3                                 | 1                                | 79                               | 24                                | 30                      |
| 14 Hours<br>Total | 100                               | 32                               | 2538                             | 1425                              | 56                      |

#### at Central Bus Station

#### Peak Hour Characteristics

- (a) Observed carrying capacity **=** 479 <u>≕</u> 640 (b) Scheduled carrying capacity (c) Ratio <u>(a)</u> (b) , har to the first **≠** 0.75

## TABLE 3c/14 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY AND PASSENGERS BOARDING BY ROUTE IN JUNE 1978

#### ROUTE NO.: 71

| at | Central | Bus | Station |
|----|---------|-----|---------|
|    |         |     |         |

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 8                                 | '7                               | 644                              | 537                               | 83                      |
| 08                | 8                                 | 4                                | 356                              | 283                               | 79                      |
| 09                | 8                                 | 8                                | 717                              | 158                               | 22                      |
| 10                | 8                                 | 7                                | 649                              | 151                               | 23                      |
| 11                | 5                                 | 3                                | 260                              | 78                                | 30                      |
| 12                | б                                 | 5                                | 468                              | 132                               | 28                      |
| . 13              | 8                                 | 7                                | 630                              | 143                               | 23                      |
| 14                | 8                                 | 6                                | 566                              | 81                                | 14                      |
| 15                | ÷ 8                               | 5                                | 459                              | 127                               | 28                      |
| 16                | 8                                 | 5                                | 474                              | 105                               | 22                      |
| 17                | 8                                 | 7                                | 655                              | 256                               | 39                      |
| 18                | 8                                 | 8                                | 738                              | 472                               | 64                      |
| 19                | 7                                 | 4                                | 371                              | 234                               | 63                      |
| 20                | 4                                 | 4                                | 377                              | 92                                | 24                      |
| 14 Hours<br>Total | 102                               | 80                               | 7364                             | 2849                              | 39                      |

## Peak Hour Characteristics

- (a) Observed carrying capacity
- (b) Scheduled carrying capacity
- (c) Ratio <u>(s)</u> (b)

= 717

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- = 640
- = 1.12

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## TABLE 3 å COMPARISON OF HOURLY TOTAL DEPARTURES, CARRYING CAPACITY AND PASSENGERS BOARDING AT TERMINUS IN JUNE 1978:

TERMINUS: NORTH POINT FERRY

ROUTES COVERED

| D: | 10,10A,19,23,23B,27 |  |
|----|---------------------|--|
|    | 41,82,85            |  |

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| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 79                                | 73                               | 7021                             | 5401                              | 77                      |
| 08                | 83                                | 64                               | , <b>6</b> 246                   | . 4728                            | -<br>76                 |
| 09                | 82                                | 66                               | 6485                             | 1996                              | 31                      |
| 10                | 50                                | 49                               | 4679                             | 835                               | 18                      |
| 11                | 48                                | 41                               | 3959                             | 641                               | 16                      |
| 12                | 69                                | 53                               | 5121                             | 2008                              | <b>39</b> _             |
| 13                | 80                                | 61                               | 5737                             | 1316                              | 23                      |
| 14                | 70                                | 44                               | 4229                             | 658                               | 16                      |
| 15                | 70                                | 54                               | 5191                             | 778                               | 15                      |
| 16                | 83                                | 65                               | 6390                             | 1398                              | 22                      |
| 17                | 83                                | 64                               | 6145                             | 2159                              | 35                      |
| 18                | 77                                | 60                               | 5823                             | 2595                              | 45                      |
| 19                | 55                                | 45                               | 4394                             | 1698                              | 39                      |
| 20                | 48                                | 43 ·                             | 4107                             | 1269                              | 31                      |
| 14 Hours<br>Total | 977                               | 782                              | 75527                            | 27480                             | 36                      |

### TABLE 3 d/1 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY AND PASSENGERS BOARDING BY ROUTE IN JUNE 1978

| ROUTE | NO. | : | 10 |
|-------|-----|---|----|
|       |     |   |    |

at North Point Ferry Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 15                                | 15                               | 1274                             | 1121                              | 88                      |
| 08                | 15                                | 10                               | 850                              | 794                               | 93                      |
| 09                | 15                                | 13                               | 1104                             | 403                               | 37                      |
| 10                | 15                                | 10                               | 849                              | 221                               | 26                      |
| 11                | 10                                | 7                                | 633                              | 160                               | 25                      |
| 12                | 14                                | 9                                | 764                              | 383                               | 50                      |
| 13                | 15                                | 14                               | 1190                             | 356                               | 30                      |
| 14                | 15                                | 10                               | 850                              | 155                               | 18                      |
| 15                | 15                                | 11                               | 941                              | 204                               | 22                      |
| 16                | 15                                | 14                               | 1196                             | 221                               | 18                      |
| 17                | 15                                | 12                               | 1019                             | 393                               | 39                      |
| 18                | 15                                | 12                               | 1026                             | 637                               | 62                      |
| 19                | 12                                | 9                                | 770                              | 385                               | 50                      |
| 20                | 11                                | 11                               | 935                              | 352                               | 38                      |
| 14 Hours<br>Total | 197                               | 157                              | 13401                            | 5785                              | 43                      |

## Peak Hour Characteristics

- (a) Observed carrying capacity 52 1274 (b) Scheduled carrying capacity
- = (c) Ratio (a)(b) 1200
  - 1.06 .

# TABLE 3d/2 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY AND PASSENGERS BOARDING BY ROUTE IN JUNE 1978

#### ROUTE NO.: 10A

| at | North | Point | Ferrv | Terminus |
|----|-------|-------|-------|----------|
|    |       |       |       |          |

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 10                                | 10                               | 1138                             | 976                               | 86                      |
| 08                | 12                                | 10                               | 1112                             | 1211                              | 109                     |
| 09                | 12                                | 9                                | 1052                             | 602                               | 57                      |
| 10                | · 1                               | 4                                | 467                              | 72                                | 15                      |
| 11                | _                                 | 4                                | 462                              | 21                                | 5                       |
| 12                | 5                                 | 6                                | 678                              | 51                                | 8                       |
| 13                | 10                                | 8                                | 869                              | 92                                | 11                      |
| 14                | 1                                 | 4                                | 446                              | 34                                | 8                       |
| 15                |                                   | 5                                | 615                              | 34                                | 6                       |
| 16                | 12                                | 10                               | 1148                             | 68                                | 6                       |
| 17                | 12                                | 10                               | 1192                             | 154                               | 13                      |
| 18                | 11                                | <sup>-</sup> 10                  | 1152                             | 94                                | 8                       |
| 19                | 6                                 | б                                | 7 <i>3</i> 8                     | 45                                | 6                       |
| 20                | -                                 | _                                | _                                |                                   | _                       |
| 14 Hours<br>Total | 92                                | 96                               | 11069                            | 3454                              | 31                      |

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#### Peak Hour Characteristics

| (a) | Observed carrying capacity  | stat | 1192 |
|-----|-----------------------------|------|------|
| (b) | Scheduled carrying capacity | =    | 1440 |
| (c) | Ratio (a)<br>(b)            | ×    | 0.83 |

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### TABLE 3d/3 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY AND PASSENGERS BOARDING BY ROUTE IN JUNE 1978

### ROUTE NO.: 19

| _ + | Nowth | Paint | Ferm  | Terminus   |
|-----|-------|-------|-------|------------|
| at  | North | FOID  | rerry | 7.01.01.00 |

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 8                                 | 7                                | 566                              | 381                               | 67                      |
| 08                | 8                                 | 6                                | 487                              | 302.                              | 62                      |
| 09                | 8                                 | 7                                | 566                              | 121                               | 21                      |
| 10                | 5                                 | 4                                | 329                              | <b>4</b> 4                        | 13                      |
| 11                | 4                                 | 4                                | 314                              | 26                                | 8                       |
| 12                | 8                                 | 6                                | 487                              | 61                                | 13                      |
| 13                | 8                                 | 6                                | 487                              | 57                                | 12                      |
| 14                | 8                                 | 4                                | 316                              | 51                                | 16                      |
| 15                | 8                                 | . 7                              | 552                              | 45                                | 8                       |
| 16                | 8                                 | 5                                | 394                              | 87                                | 22                      |
| 17                | 8                                 | 7                                | 552                              | 85                                | 15                      |
| 18                | б                                 | 6                                | 472                              | 101                               | 21                      |
| 19                | 4                                 | 4                                | 316                              | 74                                | 23                      |
| 20                | 8                                 | 6                                | 472                              | 37                                | 8                       |
| 14 Hours<br>Total | 99                                | 79                               | 6310                             | 1472                              | 23                      |

### Peak Hour Characteristics

- (a) Observed carrying capacity
- (b) Scheduled carrying capacity = 640

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(c) Ratio  $\frac{(a)}{(b)}$ 

- And the second second
- 19 **566**, and the transfer of the second second

## TABLE 3 d/4 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY AND PASSENGERS BOARDING BY ROUTE IN JUNE 1978

#### ROUTE NO.: 23

| at | North | Point | Ferry | Terminus |
|----|-------|-------|-------|----------|
|    |       |       |       |          |

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 10                                | 7                                | 831                              | 672                               | 81                      |
| 08                | 10                                | 8                                | 954                              | 684                               | 72                      |
| 09                | 10                                | 8                                | 984                              | 132                               | 13                      |
| 10                | 5                                 | 6                                | 678                              | 153                               | 23                      |
| 11                | 8                                 | 6                                | 738                              | 78                                | 11                      |
| 12                | 10                                | 6                                | 708                              | 321                               | 45                      |
| 13                | 10                                | 7                                | 831                              | 221                               | 27                      |
| 14                | 10                                | 6                                | 678                              | 60                                | 9                       |
| 15                | 10                                | 7                                | 831                              | 74                                | 9                       |
| 16                | 10                                | 6                                | 708                              | 117                               | 17                      |
| 17                | 10                                | 6                                | 678                              | 167                               | 25                      |
| 18                | 10                                | 6                                | 678                              | 312                               | 46                      |
| 19                | 5                                 | 3                                | 339                              | 81                                | 24                      |
| 20                | 5                                 | 5                                | 615                              | 98                                | 16                      |
| 14 Hours<br>Total | 123                               | 87                               | 10251                            | 3170                              | 31                      |

## Peak Hour Characteristics

| (a) | Observed | carrying | capacity | = | 984 |
|-----|----------|----------|----------|---|-----|
|     |          |          |          |   | ÷   |

- (b) Scheduled carrying capacity = 800
- (c) Ratio  $\frac{(a)}{(b)}$

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**1.23** 

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#### TABLE 3d/2 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY AND PASSENGERS BOARDING BY ROUTE IN JUNE 1978

### ROUTE NO .: 23B

at North Point Ferry Terminus

| Rour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 10                                | 6                                | 558                              | 509                               | 91                      |
| 08                | 10                                | 4                                | 372                              | 219                               | 59                      |
| 09                | 10                                | 5                                | 465                              | 153                               | 33                      |
| 10                | 5                                 | 2                                | 186                              | 22                                | 12                      |
| 11                | 8                                 | 4                                | 372                              | 55                                | 15                      |
| 12                | 10                                | 5                                | 465                              | 165                               | 35                      |
| 13                | 10                                | 3                                | 279                              | 24                                | 9                       |
| 14                | 10                                | 3                                | 309                              | 39                                | 13                      |
| 15                | 10                                | 4                                | <b>3</b> 72                      | 23                                | 6                       |
| 16                | 10                                | 6                                | 558                              | 62                                | 11                      |
| 17                | 10                                | б                                | 558                              | °- 53                             | 9                       |
| 18                | 8                                 | 5                                | 465                              | 26                                | б                       |
| 19                | 5                                 | 2                                | 186                              | 55                                | 30                      |
| 20                | 5                                 | 4                                | 372                              | 54                                | 15                      |
| 14 Hours<br>Total | 121                               | 59                               | 5517                             | 1459                              | 26                      |

## Peak Hour Characteristics

- (a) Observed carrying capacity
- (b) Scheduled carrying capacity = 2800 an pairway of the second state
- (c) Ratio (a)(b)

- 🖷 558 (1) a chuir a bha a bha a chuir a bha
- **■** 0.70

### TABLE 3 d/6 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY AND PASSENGERS BOARDING BY ROUTE IN JUNE 1978

#### ROUTE NO.: 27

at North Point Ferry Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 2                                 | . 7                              | 595                              | 523                               | 88                      |
| 08                | 4.                                | 4                                | 314                              | 341                               | 109                     |
| 09                | 4                                 | 3                                | 237                              | 114                               | 48                      |
| 10                | 4                                 | 4                                | 314                              | 38                                | 12                      |
| 11                | 4                                 | 4                                | 314                              | 33                                | 11                      |
| 12                | 4                                 | 4                                | 314                              | 88                                | 28                      |
| 13                | 4                                 | 5                                | 391                              | 85                                | 22                      |
| 14                | 4                                 | 3                                | 240                              | 22                                | 9                       |
| 15                | 4                                 | 4                                | 363                              | 36                                | 10                      |
| 16                | 4                                 | 5                                | 445                              | 31                                | 7                       |
| 17                | 4                                 | 3                                | 255                              | 48                                | 19                      |
| 18                | 4                                 | 4                                | 350                              | 75                                | 21                      |
| 19                | 3                                 | 3                                | 270                              | 36                                | 13                      |
| 20                | -                                 | -                                | -                                | -                                 |                         |
| 14 Hours<br>Total | 49                                | 53                               | 4402                             | 1470                              | 33                      |

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## Peak Hour Characteristics

- (a) Observed carrying capacity = 595 320
- (b) Scheduled carrying capacity =
- (c) Ratio (a) (b) 3.1 **1** 1.86

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 $\sum_{i=1}^{n} e^{-i\frac{i}{2}} \int dx^{2} dx^{2}$ 

## TABLE 3 d/7COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITYAND PASSENGERS BOARDING BY ROUTE IN JUNE 1978

#### ROUTE NO.: 41

at North Point Ferry Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Obs <b>erve</b> d<br>Passeng <b>e</b> r<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|---|-------------------------|
| 07                | 6                                 | 6                                | 470                              | 445   | 95                      |
| 08                | 6                                 | 5                                | 406                              | 398   | 98                      |
| 09                | 6                                 | 5                                | 395                              | 143   | 36                      |
| 10                | 4                                 | 4                                | 313                              | 84  | 27                      |
| 11                | 4                                 | 3                                | 234                              | 51  | 22                      |
| 12                | 6                                 | 3                                | 236                              | 56  | 24                      |
| 13                | 5                                 | 6                                | 470                              | 123   | 26                      |
| 14                | 4                                 | 3                                | 233                              | 65  | 28                      |
| 15                | 5                                 | 6                                | 470                              | 79  | 17                      |
| 16                | б                                 | 4                                | 309                              | 114   | 37                      |
| 17                | 6                                 | 7                                | 549                              | 178   | 32                      |
| 18                | 6                                 | 5                                | 389                              | 270   | 69                      |
| 19                | 4                                 | 6                                | 469                              | 110   | 23                      |
| 20                | 4                                 | . 3                              | 236                              | 86  | 36                      |
| 14 Hours<br>Total | 72                                | 66                               | 5179                             | 2202  | 43                      |

## Peek Hour Characteristics

- (a) Observed carrying capacity
- (b) Scheduled carrying capacity
- (c) Ratio (a) (b)

- and the second second
- **≝** 1**480** and the state of a
- **1.14**

# TABLE 3a/8 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY AND PASSENGERS BOARDING BY ROUTE IN JUNE 1978

#### ROUTE NO.: 82

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| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 12                                | 10                               | 1116                             | 647                               | 58                      |
| 08                | 12                                | 10                               | 1088                             | 463                               | 43                      |
| 09                | 12                                | 11                               | 1209                             | 203                               | 17                      |
| 10                | 7                                 | 8                                | 896                              | 125                               | 14                      |
| 11                | 6                                 | 5                                | 529                              | 155                               | 29                      |
| 12                |                                   | 8                                | 901                              | 572                               | 63                      |
| 13                | 12                                | 7                                | 747                              | 266                               | 36                      |
| 14                | 12                                | 6                                | 682                              | 137                               | 20                      |
| 15                | 12                                | 6                                | 667                              | 214                               | 32                      |
| 16                | 12                                | 9                                | 962                              | 505                               | 52                      |
| 17                | 12                                | 9                                | 962                              | 783                               | 81                      |
| 18                | 12                                | 8                                | 913                              | 766                               | 84                      |
| 19                | 12                                | 8                                | 928                              | 764                               | 82                      |
| 20                | 11                                | 8                                | 909 <sub>1</sub> ,               | 460                               | 51                      |
| 14 Hours<br>Total | 151                               | 113                              | 12509                            | 6060                              | 48                      |

## at North Point Ferry Terminus

#### Peak Hour Characteristics

| (a) | Observed carrying capacity   | = | 1209 |
|-----|--|---|------|
| (b) | Scheduled carrying capacity  |   | 1000 |
| (c) | $\begin{array}{c} \text{Ratio} \ \underline{(a)} \\ (b) \end{array}$ |   | 1.21 |

### TABLE 3 d/9 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY AND PASSENGERS BOARDING BY ROUTE IN JUNE 1978

ROUTE NO.: 85

| at | North | Point | Ferry | Terminus |
|----|-------|-------|-------|----------|
|----|-------|-------|-------|----------|

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 6                                 | 5                                | 473                              | 127                               | 27                      |
| 08                | 6                                 | 7                                | 663                              | 316                               | 48                      |
| 09                | 5                                 | 5                                | 473                              | 125                               | 26                      |
| 10                | 4                                 | 7                                | 647                              | 76                                | 12                      |
| 11                | 4                                 | 4                                | 363                              | 62                                | 17                      |
| 12                | 5                                 | 6                                | 568                              | 311                               | 55                      |
| 13                | 6                                 | 5                                | 473                              | 92                                | 19                      |
| 14                | 6                                 | 5                                | 475                              | 95                                | 20                      |
| 15                | 6                                 | 4                                | 380                              | 69                                | 18                      |
| 1 <del>6</del>    | б                                 | 6                                | 670                              | 193                               | 29                      |
| 17                | 6                                 | 4                                | 380                              | 298                               | 78                      |
| 18                | 5                                 | 4                                | 378                              | 314                               | 83                      |
| 19                | 4                                 | 4                                | 378                              | 148                               | 39                      |
| 20                | 4                                 | 6                                | 568                              | 182                               | 32                      |
| 14 Hours<br>Total | 73                                | 72                               | 6889                             | 2408                              | 35                      |

## Peak Hour Characteristics

- (c) Ratio (a) (b)

- e at a production of the
- (b) Scheduled carrying capacity at 5480 and 54

## TABLE 3e COMPARISON OF HOURLY TOTAL DEPARTURES, CARRYING CAPACITY AND PASSENGERS BOARDING AT TERMINUS IN JUNE 1978

TERMINUS:SHAU KEI WANROUTES COVERED:2,9,20,84

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 43                                | 35                               | 3273                             | 2402                              | 73                      |
| 08                | 46                                | 29                               | 2678                             | 1947                              | 73                      |
| 09                | 46                                | 30                               | 2779                             | 1060                              | 38                      |
| 10                | 38                                | 25                               | 2310                             | 701                               | 30                      |
| 11                | 29                                | 22                               | 2071                             | 531                               | 26                      |
| 12                | 39                                | 30                               | 2749                             | 1064                              | 39                      |
| 13                | 42                                | 33                               | 3035                             | 988                               | 33                      |
| 14                | 38                                | 30                               | 2848                             | 748                               | 26                      |
| 15                | 38                                | 24                               | 2225                             | 422                               | 19                      |
| 16                | 40                                | 31                               | 2889                             | 710                               | 25                      |
| 17                | 46                                | 36                               | ,<br>3295                        | 1093                              | 33                      |
| 18                | 44                                | 33                               | 2959                             | 975                               | 33                      |
| 19                | 32                                | 23                               | 2170                             | 551                               | 25                      |
| 20                | 29 .                              | 20                               | 1702                             | 303                               | 18                      |
| 14 Hours<br>Total | 550                               | 401                              | 36983                            | 13495                             | 36                      |

# TABLE 3e/1 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY AND PASSENGERS BOARDING BY ROUTE IN JUNE 1978

#### ROUTE NO.: 2

| at | Shau | Kei | Wan | Terminus |
|----|------|-----|-----|----------|
|    |      |     |     |          |

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 20                                | 14                               | 1190                             | 1022                              | 86                      |
| 08                | 20                                | 9                                | 775                              | 652                               | 84                      |
| 09                | 20                                | 10                               | 850                              | 257                               | 30                      |
| 10                | 20                                | 11                               | 945                              | 240                               | 25                      |
| 11                | 10                                | 7                                | 595                              | 118                               | 20                      |
| 12                | 17                                | 10                               | 860                              | 242                               | 28                      |
| 13                | 20                                | 15                               | 1285                             | 229                               | 18                      |
| 14                | 20                                | 12                               | 1033                             | 175                               | 17                      |
| 15                | 20                                | 12                               | 1033                             | 113                               | 11                      |
| 16                | 20                                | 12                               | 1020                             | 105                               | 10                      |
| 17                | 20                                | 13                               | 1105                             | 190                               | 17                      |
| 18                | 19                                | , 12                             | 1020                             | 200                               | 20                      |
| 19                | 10                                | 6                                | 510                              | 135                               | 26                      |
| 20                | 16                                | 15                               | 1275                             | 144                               | 11                      |
| 14 Hours<br>Total | 252                               | 158                              | 13496                            | 3822                              | 28                      |

## Peak Hour Characteristics

- (a) Observed carrying capacity
- (b) Scheduled carrying capacity
- (c) Ratio (a)(b)

**=** 1285

**=** 1600

🛥 🕔 0.80

# TABLE 3 e/2 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY AND PASSENGERS BOARDING BY ROUTE IN JUNE 1978

## ROUTE NO.: 9

| at | Shau | Kei | Wan | Terminus |
|----|------|-----|-----|----------|
|    |      |     |     |          |

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 2                                 | 3                                | 281                              | 53                                | 19                      |
| 08                | 2                                 | 2                                | 186                              | 23                                | 12                      |
| 09                | 2                                 | 2                                | 188                              | 81                                | 43                      |
| 10                | 2                                 | 2                                | 188                              | 62                                | 33                      |
| 11                | 1                                 | 1                                | 95                               | 31                                | 33                      |
| 12                | 2                                 | 3                                | 268                              | 268                               | 100                     |
| 13                | 2                                 | 3                                | 268                              | 260                               | 97                      |
| 14                | 2                                 | 4 .                              | 374                              | 364                               | 97                      |
| 15                | 2                                 | 2                                | 174                              | 157                               | 90                      |
| 16                | 2                                 | 3                                | 267                              | 238                               | 89                      |
| 17                | 2                                 | 4                                | 360                              | 242                               | 67                      |
| 18                | 2                                 | 2                                | 174                              | 107                               | 61                      |
| 19                | 1                                 | 2                                | 186                              | 113                               | 61                      |
| 20                | 1                                 | 2                                | 188                              | 79                                | 42                      |
| 14 Hours<br>Total | 25                                | 35                               | ,3197                            | 2078                              | 65                      |

#### Peak Hour Characteristics

| (a) | Observed carrying capacity  | <b>8</b> 2  | 374  | , |
|-----|-----------------------------|-------------|------|---|
| (b) | Scheduled carrying capacity | =           | 160  |   |
| (c) | Ratio (a)<br>(b)            | <b>8</b> 22 | 2.34 |   |

# TABLE 30/3COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITYAND PASSENGERS BOARDING BY ROUTE IN JUNE 1978

ROUTE NO.: 20

| Eour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 12                                | 10                               | 1166                             | 953                               | 82                      |
| 08                | 12                                | 8                                | 924                              | 877                               | 95                      |
| 09                | 12                                | 8                                | 945                              | 537                               | 57                      |
| 10                | 10                                | 7                                | 780                              | 256                               | 33                      |
| 11                | 10                                | 8                                | 903                              | 264                               | 29                      |
| 12                | 10                                | . 7                              | 827                              | 230                               | 28                      |
| 13                | 10                                | 8                                | 925                              | 203                               | 22                      |
| 14                | 10                                | 8                                | 924                              | 109                               | 12                      |
| 15                | 10                                | 6                                | 698                              | 72                                | 10                      |
| 16                | 12                                | 9                                | 1047                             | 131                               | 13                      |
| 17                | 12                                | 10                               | 1115                             | 163                               | 15                      |
| 18                | 11                                | 10                               | 1050                             | 137                               | 13                      |
| 19                | 9                                 | 8                                | 919                              | 113                               | 12                      |
| 20                | -                                 | •                                | -                                |                                   | _                       |
| 14 Hours<br>Total | 140                               | 107                              | 12223                            | 4045                              | 33                      |

at Shau Kei Wan Terminus

Peak Hour Characteristics

- (a) Observed carrying capacity \_\_\_\_1166
- (b) Scheduled carrying capacity
- (c) Ratio (a) (b)

**=** 1440

= 0.81

# TABLE 3e/4 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY AND PASSENGERS BOARDING BY ROUTE IN JUNE 1978

#### ROUTE NO.: 84

| at | Shau | Kei | Wan | Ter | minus |
|----|------|-----|-----|-----|-------|
|    |      |     |     |     |       |

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 9                                 | 8                                | 636                              | 374                               | 59                      |
| 08                | 12                                | 10                               | 793                              | 395                               | 50                      |
| 09                | 12                                | 10                               | 796                              | 185                               | 23                      |
| 10                | 6                                 | 5                                | 397                              | 143                               | 36                      |
| 11                | 8                                 | 6                                | 478                              | 118                               | 25                      |
| 12                | 10                                | 10                               | 794                              | 324                               | 41                      |
| 13                | 10                                | 7                                | 557                              | 296                               | 53                      |
| 14                | 6                                 | 6                                | 517                              | 100                               | 19                      |
| 15                | 6                                 | 4                                | 320                              | 80                                | 25                      |
| 16                | 6                                 | 7                                | 555                              | 236                               | 43                      |
| 17                | 12                                | 9                                | 715                              | 498                               | 70                      |
| 18                | 12                                | 9                                | 715                              | 531                               | 74                      |
| 19                | 12                                | 7                                | 555                              | 190                               | 34                      |
| 20                | 12                                | 3                                | 239                              | 80                                | 33                      |
| 14 Hours<br>Total | 133                               | 101                              | 8067                             | 3550                              | 44                      |

#### Peak Hour Characteristics

(a) Observed carrying capacity

**=** 796

.

(b) Scheduled carrying capacity

(c) Ratio (a) (b)

- **≕** 960
- **\*** 0.83

 $(k_{i},k_{i})^{T}$ 

# TABLE 3fCOMPARISON OF HOURLY TOTAL DEPARTURES, CARRYING CAPACITYAND PASSENGERS BOARDING AT TERMINUS IN JUNE 1978

TERMINUS: <u>WAN CHAI FERRY</u> ROUTES COVERED: <u>5C,8,11A</u>

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 23                                | 15                               | 1528                             | 292                               | 19                      |
| 08                | 25                                | 17                               | 1596                             | 433                               | -27                     |
| 09                | 24                                | 18                               | 1869                             | 128                               | 7                       |
| 10                | 22                                | 19                               | 2059                             | 1 18                              | 6                       |
| 11                | 19                                | 15                               | 1597                             | 58                                | 4                       |
| 12                | 18                                | 13                               | 1323                             | 78                                | 6                       |
| 13                | 21                                | 15                               | 1627                             | 57                                | 4                       |
| 14                | 22                                | 15                               | 1624                             | 64                                | 4                       |
| 15                | 22                                | 14                               | 1489                             | 94                                | 6                       |
| 16                | 22                                | 17                               | 1752                             |                                   | . 9                     |
| 17                | 22                                | 11                               | 1206                             | 448                               | 37                      |
| 18                | 22                                | 18                               | 1871                             | 413                               | 22                      |
| 19                | 19                                | 18                               | 1885                             | 181                               | 10                      |
| 20                | 18                                | 14                               | 1292                             | 112                               | 9                       |
| 14 Hours<br>Total | 299                               | 219                              | 22718                            | 2628                              | 12                      |
| · · · · · ·       |                                   |                                  | ·                                | and the As                        |                         |

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# TABLE 3<sub>f</sub>/1 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY AND PASSENGERS BOARDING BY ROUTE IN JUNE 1978

## ROUTE NO.: 50

| <u>at Wan</u> | Chai | Ferry | Terminus |
|---------------|------|-------|----------|

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 1                                 | 1                                | 26                               | 6                                 | 23                      |
| 08                | 3                                 | 3                                | 78                               | 34                                | 44                      |
| 09                | 2                                 | 1                                | 26                               | 0                                 | 0                       |
| 10                | -                                 | _                                |                                  | -                                 | -                       |
| 11                | -                                 | -                                | -                                | -                                 | -                       |
| 12                | -                                 |                                  | -                                | -                                 | _                       |
| 13                | -                                 | -                                |                                  | -                                 | -                       |
| 14                | -                                 | -                                | -                                | -                                 |                         |
| 15                | -                                 | -                                | -                                | _                                 | -                       |
| 16                | _                                 | -                                |                                  | -                                 | -                       |
| 17                |                                   | *<br>_                           | -                                | _                                 | -                       |
| 18                | _                                 | -                                | -                                |                                   | _                       |
| 19                |                                   |                                  |                                  |                                   | -                       |
| 20                | -                                 |                                  |                                  | -                                 | -                       |
| 14 Hours<br>Total | 6                                 | 5                                | 130                              | 40                                | 31                      |

Peak Hour Characteristics

- (a) Observed carrying capacity = 78
- (b) Scheduled carrying capacity = 102
- (c) Ratio  $\frac{(a)}{(b)}$

= 102 = 0.76

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### TABLE 3f/2 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY AND PASSENGERS BOARDING BY ROUTE IN JUNE 1978

#### ROUTE NO.: 8

| at | Wan | Chai | Ferry | Terminus |
|----|-----|------|-------|----------|
| _  |     |      |       |          |

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 10                                | 8                                | 940                              | 100                               | 11                      |
| 08                | 10                                | 9                                | 1063                             | 180                               | 17                      |
| 09                | 10                                | 9                                | 1107                             | 54                                | 5                       |
| 10                | 10                                | 11                               | 1309                             | 28                                | 2                       |
| 11                | 7                                 | 7                                | 861                              | 32                                | 4                       |
| . 12              | 6                                 | б                                | 694                              | 29                                | 4                       |
| 13                | 9                                 | 8                                | 984                              | 32                                | 3                       |
| 14                | 10                                | 9                                | 1064                             | 35                                | 3                       |
| 15                | 10                                | 8                                | 941                              | 70                                | 7                       |
| 16                | 10                                | 8                                | 941                              | 113                               | 12                      |
| 17                | 10                                | 8                                | 941*                             | 403                               | 43                      |
| 18                | 10                                | 8                                | 941                              | 295                               | 31                      |
| 19                | 7                                 | 9                                | 1064                             | 134                               | 13                      |
| 20                | 6                                 | 7                                | 775                              | 67                                | 9                       |
| 14 Hours<br>Total | 125                               | 115                              | 13625                            | 1572                              | 12                      |

## Peak Hour Characteristics

- (a) Observed carrying capacity
- (b) Scheduled carrying capacity = 1000

(c) Ratio (a) (b)

- - **≝ 1.31**

# TABLE 3f/3 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY AND PASSENGERS BOARDING BY ROUTE IN JUNE 1978

ROUTE NO.: 11A

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 12                                | · 6                              | 562                              | 186                               | 33                      |
| 08                | 12                                | 5                                | 455                              | 219                               | 48                      |
| 09                | 12                                | 8                                | 736                              | 74                                | 10                      |
| 10                | 12                                | 8                                | 750                              | 90                                | 12                      |
| 11                | 12                                | 8                                | 736                              | 26                                | 4                       |
| 12                | 12                                | 7                                | 629                              | 49                                | 8                       |
| 13                | 12                                | 7                                | 643                              | 25                                | 4                       |
| 14                | 12                                | 6                                | 560                              | 29                                | 5                       |
| 15                | 12                                | 6                                | 548                              | 24                                | 4                       |
| 16                | 12                                | 9                                | 811                              | 39                                | 5                       |
| 17                | 12                                | 3                                | 265                              | 45                                | 17                      |
| 18                | 12                                | 10                               | 930                              | 118                               | 13                      |
| 19                | 12                                | 9                                | 821                              | 47                                | 6                       |
| 20                | 12                                | 7                                | 517                              | 45                                | 9                       |
| 14 Hours<br>Total | 168                               | 99                               | 8963                             | 1016                              | 11                      |

at Wan Chai Ferry Terminus

Peak Hour Characteristics

- (a) Observed carrying capacity = 930
- (b) Scheduled carrying capacity = 960

# TABLE 3gCOMPARISON OF HOURLY TOTAL DEPARTURES, CARRYING CAPACITYAND PASSENGERS BOARDING AT TERMINUS IN JUNE 1978

TERMINUS: <u>CHAI WAN (SAN HA STREET)</u> ROUTES COVERED: <u>8,80,83</u>

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 32                                | 26                               | 2715                             | 1757                              | 65                      |
| 08                | 32                                | 30                               | 3112                             | 837                               | 27                      |
| 09                | 26                                | 23                               | 2207                             | 246                               | 11                      |
| 10                | 20                                | 20                               | 2038                             | 131                               | 6                       |
| 11                | 20                                | 21                               | 2067                             | 218                               | 11                      |
| 12                | 24                                | 24                               | 2492                             | 304                               | 12                      |
| 13                | 26                                | 30                               | 3084                             | 300                               | 10                      |
| 14                | 26                                | 29                               | 2916                             | 176                               | 6                       |
| 15                | 26                                | 25                               | 2494                             | 139                               | 6                       |
| 16                | 30                                | 22                               | 2249                             | 218                               | 10                      |
| 17                | 30                                | 23                               | 2354                             | 238                               | 10                      |
| 18                | 24                                | 22                               | 2215                             | 408                               | 18                      |
| 19                | 15                                | 17                               | 1828                             | 205                               | 11                      |
| 20                | 15                                | 13                               | 1220                             | 216                               | 18                      |
| 14 Hours<br>Total | 346                               | 325                              | 32991                            | 5393                              | 16                      |

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# TABLE 3 g/1 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY AND PASSENGERS BOARDING BY ROUTE IN JUNE 1978

ROUTE NO.: 8

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 10                                | 9                                | 1064                             | 729                               | 69                      |
| 08                | 10                                | 10                               | 1186                             | 229                               | 19                      |
| 09                | 10                                | 7                                | 694                              | 107                               | 15                      |
| 10                | 8                                 | 9                                | 1107                             | 91                                | 8                       |
| 11_               | 6                                 | 6                                | 694                              | 148                               | 21                      |
| 12                | 8                                 | 7                                | 861                              | 137                               | 16                      |
| 13                | 10                                | 10                               | 1187                             | 150                               | 13                      |
| 14                | 10                                | 10                               | 1084                             | 72                                | 7                       |
| 15                | 10                                | 8                                | 941                              | 67                                | 7                       |
| 16                | 10                                | 7                                | 818                              | 89                                | 11                      |
| 17                | 10                                | 7                                | 818                              | 161                               | 20                      |
| 18                | 8                                 | 7                                | 818                              | 212                               | 26                      |
| 19                | 6                                 | 10                               | 1187                             | 137                               | 12                      |
| 20                | 7                                 | 7                                | 743                              | 137                               | 18                      |
| 14 Hours<br>Total | 123                               | 114                              | 13202                            | 2466                              | 19                      |

<u>at Chai Wan Terminus</u>

## Peak Hour Characteristics

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(a) Observed carrying capacity = 1187 (b) Scheduled carrying capacity = 1000 (c) Ratio  $(\underline{e})$  = 1.19

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## TABLE 3g/2 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY AND PASSENGERS BOARDING BY ROUTE IN JUNE 1978

ROUTE NO.: 80

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 12                                | 10                               | 1053                             | 662                               | 63                      |
| 08                | 12                                | 10                               | 1049                             | 457                               | 44                      |
| 09                | 6                                 | 6                                | 650                              | 46                                | 7                       |
| 10                | 6                                 | 5                                | 400                              | 21                                | •<br>5                  |
| 11                | 6                                 | 7                                | 682                              | 19                                | 3                       |
| 12                | 6                                 | 6                                | 601                              | 43                                | 7                       |
| 13                | 6                                 | 9                                | 927                              | 29                                | 3                       |
| 14                | 6                                 | 6                                | 676                              | 20                                | 3                       |
| 15                | 6                                 | 8                                | 811                              | 20                                | 2                       |
| 16                | 10                                | 8                                | 833                              | 46                                | 6                       |
| 17                | 10                                | 9                                | 953                              | 17                                | 2                       |
| 18                | 6                                 | 8                                | 827                              | 62                                | 7                       |
| 19                | 1                                 | 1                                | 123                              | 3                                 | 2                       |
| 20                | -                                 | -                                | _                                | -                                 |                         |
| 14 Hours<br>Total | 93                                | 93                               | 9585                             | 1445                              | 15                      |

at Chai Wan Terminus

#### Peak Hour Characteristics

(a) Observed carrying capacity

(b) Scheduled carrying capacity

(c) Ratio 
$$(a)$$
  
(b)

k

= 1053

1200

= 0.88 (4)

=

## TABLE 3 g/3 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY AND PASSENGERS BOARDING BY ROUTE IN JUNE 1978

ROUTE NO.: 83 .

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 10                                | 7                                | 598                              | 366                               | 61                      |
| 08                | 10                                | 10                               | 877                              | 151                               | 17                      |
| 09                | 10                                | 10                               | 863                              | 93                                | 11                      |
| 10                | 6                                 | 6                                | 531                              | 19                                | 4                       |
| 11                | 8                                 | 8                                | 691                              | 51                                | 7                       |
| 12                | 10                                | 11                               | 1030                             | 124                               | 12                      |
| 13                | 10                                | 11                               | 970                              | 121                               | 12                      |
| 14                | 10                                | 13                               | 1156                             | 84                                | 7                       |
| 15                | 10                                | 9                                | 742                              | 52                                | 7                       |
| 16                | 10                                | 7                                | 598                              | 83                                | 14                      |
| 17                | 10                                | 7                                | 583                              | 60                                | 10                      |
| 18                | 10                                | 7                                | 570                              | 134                               | 24                      |
| 19                | 8                                 | 6                                | 518                              | 65                                | 13                      |
| 20                | 8                                 | 6                                | 477                              | 79                                | 17                      |
| 14 Hours<br>Total | 130                               | . 118                            |                                  | 1482                              | 15                      |

| at | Chai | Wan | Terminus |
|----|------|-----|----------|
|----|------|-----|----------|

Peak Hour Characteristics

(a) Observed carrying capacity = 1156
 (b) Scheduled carrying capacity = 800
 (c) Ratio (a) (b) = 1.45

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# TABLE 3hCOMPARISON OF HOURLY TOTAL DEPARTURES, CARRYING CAPACITYAND PASSENGERS BOARDING AT TERMINUS IN JUNE 1978

TERMINUS: <u>WAH FU</u> ROUTES COVERED: <u>4,40,41,48,73</u>

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 43                                | 40                               | 3515                             | 3409                              | 97                      |
| 08                | 43                                | 38                               | 3314                             | 2691                              | 81                      |
| 09                | 43                                | 34                               | 2948                             | 1255                              | 43                      |
| 10                | 32                                | 29                               | 2484                             | 827                               | 33                      |
| 11                | 26                                | 21                               | 1834                             | 754                               | 41                      |
| 12                | 34                                | 33                               | 2886                             | 1379                              | 48                      |
| 13                | 35                                | 31                               | 2671                             | 936                               | 35                      |
| 14                | 35                                | 36                               | 3085                             | 797                               | 26                      |
| 15                | 36                                | 33                               | 2872                             | 486                               | 17                      |
| 16                | 40                                | 36                               | 3122                             | 669                               | 21                      |
| 17                | 43                                | 37                               | 3184                             | 725                               | 23                      |
| 18                | 43                                | 33                               | 2893                             | 541                               | 19                      |
| 19                | 28                                | 33                               | 2922                             | 492                               | 17                      |
| 20                | 19                                | 28                               | 2423                             | 539                               | 22                      |
| 14 Hours<br>Total | 500                               | 462                              | 40153                            | 15500                             | 39                      |

### TABLE 3 h/1 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY AND PASSENGERS BOARDING BY ROUTE IN JUNE 1978

ROUTE NO.: 4

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 15                                | 12                               | 1068                             | 1067                              | 100                     |
| Q8                | 15                                | 13                               | 1133                             | 1014                              | 89                      |
| 09                | 15                                | 15                               | 1334                             | · 718                             | 54                      |
| 10                | 12                                | . 11                             | 978                              | 451                               | 46                      |
| 11                | 8                                 | 6                                | 545                              | 365                               | 67                      |
| 12                | 14                                | 13                               | 1163                             | 979                               | 84                      |
| 13                | 15                                | 11                               | 966                              | 453                               | 47                      |
| 14                | 15                                | 13                               | 1184                             | 431                               | 36                      |
| 15                | 15                                | , 15                             | 1345                             | 222                               | 17                      |
| 16                | 15                                | 12                               | 1088                             | 326                               | 30                      |
| 17                | 15                                | . 14                             | 1251                             | 328                               | 26                      |
| 18                | 15                                | 12 <sup>.</sup>                  | 1079                             | 264                               | 24                      |
| 19                | 7                                 | 14                               | 1272                             | 308                               | 24                      |
| 20                | 12                                | 14                               | 1248                             | 503                               | 40                      |
| 14 Hours<br>Total | 188                               | 175                              | 15654                            | 7429                              | 47                      |

at Wah Fu Terminus

### Peak Hour Characteristics

- (a) Observed carrying capacity
- (b) Scheduled carrying capacity

(c) Ratio 
$$(a)$$
 (b)

**\*** 1345

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•

= 1200

•

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**\_** 1.12

# TABLE 3 h/2COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITYAND PASSENGERS BOARDING BY ROUTE IN JUNE 1978

### ROUTE NO.: 40

| at | Wah | Fu | Terminus |
|----|-----|----|----------|
|    |     |    |          |

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 12                                | 9                                | 850                              | 899                               | 106                     |
| 08                | 12                                | 10                               | 949                              | 781                               | 82                      |
| 09                | 12                                | 6                                | 567                              | 208                               | 37                      |
| 10                | 7                                 | 4                                | 373                              | 94                                | 25                      |
| 11                | 6                                 | 5                                | 4'74                             | 108                               | 23                      |
| 12                | 6                                 | 6                                | 564                              | 120                               | 21                      |
| 13                | 6                                 | 7                                | 638                              | 141                               | 22                      |
| 14                | 6                                 | 5                                | 446                              | 60                                | 13                      |
| 15                | 6                                 | 5                                | 469                              | 106                               | 23                      |
| 16                | 9                                 | 7                                | 658                              | 76                                | 12                      |
| 17                | 12                                | 8                                | 757                              | 91                                | 12                      |
| 18                | 12                                | 6                                | 571                              | 95                                | 17                      |
| 19                | 11                                | 8                                | 751                              | 51                                | 7                       |
| 20                | _                                 | 6                                | 573                              | 8                                 | î                       |
| 14 Hours<br>Total | 117                               | 92                               | 8640                             | 2838                              | . 33                    |

### Peak Hour Characteristics

- (a) Observed carrying capacity # 949
- (b) Scheduled carrying capacity

**=** 960

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- **± 0.99**

### TABLE 3h/3 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY AND PASSENGERS BOARDING BY ROUTE IN JUNE 1978

### ROUTE NO.: 41

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 6                                 | 6                                | 468                              | 423                               | 90                      |
| 08                | 6                                 | 6                                | 474                              | 204                               | 43                      |
| 09                | 6                                 | 5                                | 403                              | 97                                | 24                      |
| 10                | 4                                 | 4                                | 316                              | 53                                | . 17                    |
| 11                | 4                                 | 3                                | 235                              | 31                                | 13                      |
| 12                | 6                                 | 6                                | 472                              | 52                                | 11                      |
| 13                | 5                                 | 4                                | 314                              | 87                                | 28                      |
| 14                | 4                                 | 7                                | 552                              | 46                                | 8                       |
| 15                | 5                                 | 5                                | 390                              | 23                                | б                       |
| 16                | 6                                 | 7                                | 549                              | 32                                | б                       |
| 17                | 6                                 | .5                               | 390                              | 44                                | 11                      |
| 18                | 6                                 | 6                                | 484                              | 40                                | 8                       |
| 19                | 4                                 | 4                                | 309                              | 28                                | 9                       |
| 20                | 4                                 | 4                                | 311                              | 18                                | 6                       |
| 14 Hours<br>Total | 72                                | 72                               | ,5667                            | 1178                              | 21                      |

### at Wah Fu Terminus

### Peak Hour Characteristics

- (a) Observed carrying capacity = 552
- (b) Scheduled carrying capacity =  $\frac{480}{480}$
- (c) Ratio <u>(a)</u> (b)

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# TABLE 3 h/4COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITYAND PASSENGERS BOARDING BY ROUTE IN JUNE 1978

ROUTE NO.: 48

| at | Wah | Fu | Terminus |
|----|-----|----|----------|
|    |     |    |          |

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 6                                 | 9                                | 833                              | 720                               | 86                      |
| 08                | 6                                 | 5                                | 467                              | 498                               | 107                     |
| 09                | 6                                 | 4                                | 349                              | 159                               | 46                      |
| 10                | 5                                 | 5                                | 442                              | 161                               | 36                      |
| 11                | . 4                               | 5                                | 430                              | 168                               | 39                      |
| 12                | 5                                 | 5                                | 462                              | 168                               | 36                      |
| 13                | 6                                 | 6                                | 537                              | 194                               | 36                      |
| 14                | 6                                 | 6                                | 537                              | 150                               | 28                      |
| 15                | 6                                 | 5                                | 443                              | 91                                | 21                      |
| 16                | 6                                 | б                                | 536                              | 148                               | 28                      |
| 17                | 6                                 | 6                                | 491                              | 197                               | 40                      |
| 18                | 6                                 | 6                                | 528                              | 115                               | 22                      |
| 19                | 4                                 | 5                                | 445                              | 81                                | 18                      |
| 20                | 1                                 | 0                                | 0                                | 0                                 | 0                       |
| 14 Hours<br>Total | 73                                | 73                               | 6500                             | 2850                              | 44                      |

### Peak Hour Characteristics

- (a) Observed carrying capacity = 833
  (b) Scheduled carrying capacity = 480
- (c) Ratio (a) (b)

- = 1.74
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### TABLE 3 h/5 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY AND PASSENGERS BOARDING BY ROUTE IN JUNE 1978

#### ROUTE NO .: 73

| at | Wah | Fu | Terminus |
|----|-----|----|----------|
| _  |     |    |          |

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 4                                 | 4                                | 296                              | 300                               | 101                     |
| 08                | 4                                 | 4                                | 291                              | 194                               | 67                      |
| 09                | 4                                 | 4                                | 295                              | 73                                | 25                      |
| 10                | 4                                 | 5                                | 375                              | 68                                | 18                      |
| 11                | 4                                 | 2                                | 150                              | 82                                | 55                      |
| 12                | 3                                 | 3                                | 225                              | 60                                | 27                      |
| 13                | 3                                 | 3                                | 216                              | 61                                | 28                      |
| 14                | 4                                 | 5                                | 366                              | 110                               | 30                      |
| 15                | 4                                 | 3                                | 225                              | 44                                | 20                      |
| 16                | 4                                 | 4                                | 291                              | 87                                | 30                      |
| 17                | 4                                 | 4                                | 295                              | 65                                | 22                      |
| 18                | 4                                 | 3                                | 231                              | 27                                | 12                      |
| 19                | 2                                 | 2                                | 145                              | 24                                | 17                      |
| 20                | 2                                 | 4                                | 291                              | 10                                | 3                       |
| 14 Hours<br>Total | 50                                | 50                               | 3692                             | 1205                              | 33                      |

### Peak Hour Characteristics

- (a) Observed carrying capacity = 160
   (b) Scheduled carrying capacity = 2.34
- (c) Ratio (a) 2.34 (b) 2.34

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- **=** 160





### APPENDIX A

### NEW ROUTE INTRODUCED

| Route No.   | Destination  | Effective Date |
|-------------|--|----------------|
| 27          | North Point Ferry - Braemar Hill (Circular)                      | 3-4-78         |
| 56          | Kennedy Town (Sands Street) - Felix Villas                       | 23-3-78        |
| 57*         | Central (Bus Station) - Chinese Christian<br>Cemetery (Circular) | 23-3-78        |
| 62 <b>*</b> | North Point Ferry - Repulse Bay                                  | 30-4-78        |
| 84          | Wah Fu (East) - Shau Kei Wan                                     | 20-4-78        |
| 85          | North Point Ferry - A Kung Ngam                                  | 1-3-78         |
| 304*        | Quarry Bay - Wah Fu  | 7-1-78         |
| 305*        | Causeway Bay (Magistracy Car Park) -<br>Kennedy Town             | 7-1-78         |
| 308*        | Causeway Bay (Magistracy Car Park) -<br>Chai Wan (San Ha Street) | 7-1-78         |
|             |  |                |

\* Recreation routes operated on Sunday, Public Holiday or Festival only.

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### CHANGE OF ROUTING/TERMINUS

| Route No. | Destination                        | Effective Date       |
|-----------|------------------------------------|----------------------|
| 20        | Shau Kei Wan - Central (Circular)  | 14-11-77             |
| 20A       | Quarry Bay - Central (Circular)    | 14-11-77             |
| 41        | Wah Fu (South) - North Point Ferry | 14- 4-78<br>26- 6-78 |

### TRAFFIC & TRANSPORT SURVEY DIVISION

PUBLIC WORKS DEPARTMENT

HONG KONG





Data Record No. 269

BUS TERMINI BLANKET SURVEY - 1978

KOWLOON

Job No. 543

by

#### YU Shu-yee

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Senior Engineer-in-charge: PANG Hau-chung

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March 1979

Requested by: Commissioner for Transport

Introduction: This report presents the second part of the 1978 annual bus termini blanket survey in the Territory, the object of which was to find out the adherence to the official schedule of service provided by the franchised bus companies. It deals with the main bus termini in Kowloon while bus termini on Hong Kong Island are covered by Data Record No. 268 and bus termini in the N.T. will be reported separately.

> During the period between the last year's survey and this year's the total number of KMB operating buses registered increased from 1626 (made up of 1148 double deckers, 377 single deckers and 101 coaches) in September 1977 to 1747 (made up of 1266 double deckers, 379 single deckers and 102 coaches) in September 1978. Within the same period a number of bus route and terminus changes took place, the details of which are given in Appendix A.

- The Survey: The survey was conducted between 0700 and 2100 hours on weekdays between 18th and 26th October 1978. It involved recording the departure time, carrying capacity and boarding passengers of everybus by route at the following 11 bus termini, of which the last two were new termini included in this year's survey as requested by the client:
  - a. Sham Shui Po Ferry
  - b. Jordan Road Ferry
  - c. Star Ferry
  - d. Hung Hom Ferry and Railway Terminal
  - e. Choi Hung
  - f. Kwun Tong Ferry
  - g. Lai Chi Kok Bridge (Mei Foo)
  - h. Tai Kok Tsui Ferry
  - i. Kowloon City Ferry
  - j. Kwun Tong (Yue Man Square)
  - k. Tsz Wan Shan (North)

Results of Survey: <u>TABLE 1</u> summarises both the scheduled and the observed 14-hour daily total number of bus departures for each of the termini surveyed together with comparisons with the corresponding figures in 1977. Graphs illustrating the variation of both the scheduled and the observed bus departures through the years from 1973 to 1978 are given in FIGURES 1a to 1c.

<u>TABLES 2a to 2k</u> compare the 1978 with the 1977 daily bus departures by route.

<u>TABLES 3a to 3k</u> present the total hourly bus departures, carrying capacity and passengers boarding of all bus routes at each terminus with detailed analysis on a route by route basis being shown in sub-tables 3a/1to 3k/6.

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#### Comments:

### 1. Overall Performance (TABLE 1)

#### a. All Termini Surveyed in 1978

The overall performance ratio (i.e. the ratio of observed bus departures to scheduled bus departures) of all the 11 bus termini surveyed this year is 0.87 with values at individual termini varying from 0.76 to 0.95.

#### b. 9 Termini Surveyed Previously

For the 9 bus termini surveyed previously, the overall performance ratio in 1978 is also 0.87 which is considered not very satisfactory as far as adherence to schedules is concerned. Compared with the corresponding figure of 0.98 in 1977, this figure represents a decrease of 11%. Compared with 1977, the actual number of bus departures in 1978 decreased by 679 or 8% though an increase of 346 or 4% in bus departures was required by the 1978 schedules.

#### 2. Bus Departures at Individual Termini (TABLE 1, FIG. 1)

Of the 9 bus termini which were surveyed in the previous years, 8 termini recorded a decrease (varying from 1% to 18%) in observed daily bus departures from the 1977 figure; the only terminus recording an increase (2%) was at the Kwun Tong Ferry Terminus.

It should be noted that during the year, the schedules at 5 out of the above 9 termini required an increase of daily bus departures varying from 4% to 14% over the preceding year while at the remaining 4 termini; the requirements remained unchanged.

Comparing between individual termini the performance ratios in 1978, all the above 9 termini recorded a value lower than the corresponding figure in 1977. The lowest values were 0.76 (as against 0.93 in 1977) at Hung Hom Ferry and 0.78 (as against 0.99 in 1977) at Kowloon City Ferry.

Of the 2 new termini included in the current year survey, the performance ratio was 0.95 at Kwun Tong (Yue Man Square) and 0.81 at Tsz Wan Shan (North).

### 3. Bus Departures on Individual Routes (TABLE 2a to 2k)

Comparing the performance ratios in 1978 between routes, the lowest value recorded was 0.54 which occurred on Route No. 33A at the Sham Shui Po Ferry Terminus. Routes having performance ratio below 0.7 included Route No. 3C (0.69 at the Jordan Road Ferry Termini) No. 7B (0.69 at the Hung Hom Ferry & Railway Terminal Terminu's), No. 5B (0.6 at the Kwun Tong Ferry Terminus), and No. 2E (0.69 at the Kowloon City Ferry Terminus).

Relatively speaking, performance ratios on routes at the Kowloon City Ferry Terminus recorded general lower values which varied from 0.69 to 0.87, giving an average value of 0.78.

### 4. Occupancy Index at Individual Termini (TABLES 3a to 3k)

Of all the 11 bus termini surveyed in 1978, the terminus at Kwun Tong (Yue Man Square) recorded the highest value (50%) of the daily average occupancy index of buses departing from the terminus. The lowest value was 17% which occurred at the Hung Hom Ferry and Railway Terminal combined terminus. The hourly occupancy index at individual termini varied from the highest value of 95% recorded at the Kwun Tong Ferry Terminus and the Kwun Tong (Yue Man Square) Terminus to the lowest value of 4% recorded at the Kowloon City Ferry Terminus.

#### 5. <u>Carrying Capacity and Occupancy Index on Individual</u> Routes (Sub-tables 3a/1 to 3k/6)

(a) Of the total 98 routes \* surveyed, 20 recorded at least during one hour a very high hourly occupancy index of over or reaching 100% which indicated that almost all the buses departing from the terminus during that particular hour were packed full. These routes were Nos. 5B, 6E, 8, 11D, 13C, 15B, 15C, 17, 18, 19, 38, 40, 90, 91, 92, 203, 204 (Lai Chi Kok), 204 (Kwun Tong), 206 and 211

Distribution of busroutes by the highest hourly occupancy index can be broadly grouped and follows:

| Highest Hourly<br>Occupancy Index |      | Bus Routes   |
|-----------------------------------|------|--|
| 100% & Over                       | Nos. | 5B, 6E, 8, 11D, 13C,<br>15B, 15 <sup>C</sup> , 17, 18, 19,<br>38, 40, 90, 91, 92,<br>203, 204 (Lai Chi Kok)<br>204 (Kwun Tong), 206, 211   |
| 90%-99%                           | Nos. | 1, 2, 3B, 4, 5, 6, 7,<br>13B, 14A, 14 <sup>C</sup> , 20, 36A,<br>91, 102, 116  |
| 70%-89%                           | Nos. | 1A, 2C, 2E, 3, 3C (Sham<br>Shui Po), 3C (Tsz Wan Shan),<br>3D, 5A, 5C, 6B, 6C, 7B, 9<br>(Star Ferry), 9 (Choi Hung),<br>11B, 12B, 13, 13A, 15A, 16,<br>25, 33, 35A, 36B, 44, 46,<br>51, 72 |

\*Some of the routes may have been surveyed at both termini

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| <u>Highest Hourly</u><br>Occupancy Index |      | Bus Routes  |
|--|------|---|
| 50%-69%                                  | Nos. | 3B, 3D, 4A, 5, 5B, 6, 6A,<br>6C, 7 <sup>A</sup> , 12, 12A, 13, 13D,<br>14, 15, 30, 31B, 66, 68,<br>70, 71, 113, 216 |
| Below 50%                                | Nos. | 11, 12 <sup>A</sup> , 23, 33, 33A,<br>37, 37A, 44A, 45, 45H,<br>50, 87  |

- (b) The highest hourly occupancy index was 131% on route No. 17 at Kwun Tong (Yue Man Square) terminus while the highest daily average occupancy index was 79% on route No. 206 at Lai Chi Kok terminus.
- (c) Using the proportion of total routes having a 100% hourly occupancy index as a criterion for comparing the level of service between termini, it can be concluded that the bus services at the Kwun Tong Ferry Terminus and Kwun Tong (Yue Man Square) Terminus were most inadequate. The former had 6 out of 8 routes while the latter had 6 out of 9 routes which recorded an hourly occupancy index in excess of 100%. This means that passengers waiting at intermediate stops for the above routes would practically have no chance to board a bus during the peak hours.
- (d) At the foot of each sub-table, the following information is given:-
  - (i) Observed maximum hourly carrying capacity.
  - (ii) Scheduled carrying capacity in a peak hour.
  - (iii) "Ratio (i)/(ii)" This gives an indication of the compliance of observed maximum hourly carrying capacity to the minimum required capacity in a peak hour. Any values of this ratio which are less than 1 would indicate non-compliance with the scheduled requirement.

Of all the 98 routes surveyed at terminus, 15 recorded a value less than 1 for the ratio "i/ii". The distribution of the value of this ratio of those 15 routes is as follows:-

| <u>Ratio i/ii</u> | Bus Routes   |  |
|-------------------|--|--|
| 0.80-0.99         | Nos. 3B, 3D, 4A, 5B, 7,<br>7B, 9, 15 <sup>A</sup> , 18, 19,<br>20, 30, 36B |  |
| 0.70-0.79         | Nos. 33A, 91   |  |

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# TABLE 1 COMPARISON OF OBSERVED AND SCHEDULED BUS DEPARTURES BETWEEN 1977 AND 1978

|     |  | 14 Hr. (0700-2100) Total No. of Bus Departures |      |               |           |                  |                                    |                        |      |  |  |
|-----|--|--|------|---------------|-----------|------------------|------------------------------------|------------------------|------|--|--|
|     | Terminus                               | No. of Observed<br>Departures                  |      |               | No.<br>De | of Sch<br>partur | Perfor<br>Ratio<br>(Obser<br>Sched | mance<br>ved/<br>uled) |      |  |  |
|     |  | 1978   | 1977 | 1978/<br>1977 | 1978      | 1977             | 1978/<br>1977                      | 1978                   | 1977 |  |  |
| а.  | Sham Shui Po Ferry                     | 704  | 777  | 0.91          | 782       | 782              | 1.00                               | 0.90                   | 0.99 |  |  |
| Ъ.  | Jordan Road Ferry                      | 1729   | 1877 | 0.92          | 2024      | 1936             | 1.05                               | 0.85                   | 0.97 |  |  |
| c.  | Star Ferry                             | 1472   | 1674 | 0.88          | 1701      | 1701             | 1.00                               | 0.87                   | 0,98 |  |  |
| d.  | Hung Hom Ferry and Railway<br>Terminal | 489  | 595  | 0,82          | 641       | 641              | 1.00                               | 0.76                   | 0.93 |  |  |
| e.  | Choi Hung                              | 803  | 845  | 0.95          | 858       | 858              | 1.00                               | 0.94                   | 0.98 |  |  |
| f.  | Kwun Tong Ferry                        | 680  | 664  | 1.02          | 776       | 678              | 1.14                               | 0.88                   | 0.98 |  |  |
| £.  | Lai Chi Kok Bridge (Mei Foo)           | 1065   | 1080 | 0.99          | 1139      | 1074             | 1.06                               | 0.94                   | 1.01 |  |  |
| h.  | Tai Kok Tsui <sup>F</sup> erry         | 783  | 805  | 0.97          | 840       | 81 <b>1</b>      | 1.04                               | 0.93                   | 0.99 |  |  |
| i.  | Kowloon City Ferry                     | 576  | 664  | 0.87          | 740       | 674              | 1.10                               | 0.78                   | 0.99 |  |  |
| 9Т  | ermini Combined                        | 8302   | 8981 | 0.92          | 9501      | 9155             | 1.04                               | 0.87                   | 0.98 |  |  |
| j۰  | Kwun Tong (Yue Man Square)*            | 718  | -    |               | 756       | -                | -                                  | 0.95                   |      |  |  |
| k.  | Tsz Wan Shan (North)*                  | 645  | -    | -             | 795       | -                | -                                  | 0.81                   | -    |  |  |
| A11 | Termini Combined                       | 9665   | -    | _             | 11052     | -                | -                                  | 0.87                   | -    |  |  |

\* New termini included in this year's survey

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# TABLE 2 a COMPARISON OF OBSERVED AND SCHEDULED BUS DEPARTURES BY ROUTE

TERMINUS: SHAM SHUI PO FERRY

|                   |      | 14 E    | ir. (0700-21 | 00) Total | No. of Bu  | ls Departure          | 98   |      |
|-------------------|------|---------|--------------|-----------|------------|-----------------------|------|------|
| Route             |      | October | 1977         |           | October 19 | Ratio of<br>1978/1977 |      |      |
| Number            | Obs. | Sch.    | Obs.<br>Sch. | Obs.      | Sch.       | Obs.<br>Sch.          | Obs. | Sch. |
| 12A               | 139  | 146     | 0.95         | 121       | 146        | 0.83                  | 0.87 | 1.00 |
| 31B               | 143  | 141     | 1.01         | 132       | 141        | 0.94                  | 0.92 | 1.00 |
| 33                | 156  | 136     | 1.15         | 130       | 136        | 0.96                  | 0.83 | 1.00 |
| 33A               | 12   | 13      | 0.92         | 7         | 13         | 0.54                  | 0.58 | 1.00 |
| 35A               | 103  | 109     | 0.94,        | 97        | 109        | 0.89                  | 0.94 | 1.00 |
| 36A               | 130  | 131     | 0.99         | 119       | 131        | 0.91                  | 0.92 | 1.00 |
| 37A               | 32   | 38      | 0.84         | 35        | 38         | 0.92                  | 1.09 | 1.00 |
| 46                | 62   | 68      | 0.91         | 63        | 68         | 0.93                  | 1.02 | 1.00 |
|                   |      |         |              |           |            |                       |      |      |
|                   |      |         |              |           |            |                       |      |      |
| ·                 |      |         |              |           |            |                       | :    |      |
|                   |      |         |              |           |            |                       |      |      |
|                   |      |         |              |           |            |                       |      |      |
|                   |      |         |              |           |            |                       |      |      |
|                   |      |         |              |           |            |                       |      |      |
|                   |      |         | · · · ·      | . , .     |            |                       |      |      |
| Cembinad<br>Tetal | 777  | 782     | 0.99         | 704       | 782        | 0.90                  | 0.91 | 1.00 |

# TABLE 2 b COMPARISON OF OBSERVED AND SCHEDULED BUS\_DEPARTURES\_BY\_ROUTE TERMINUS: JORDAN ROAD FERRY

|                   |      | 14 Hr. (0700-2100) Total No. of Bus Departures |                                 |      |            |                       |      |      |  |  |  |
|-------------------|------|--|---------------------------------|------|------------|-----------------------|------|------|--|--|--|
| Route             |      | October  | 1977                            | . (  | October 19 | Ratio of<br>1978/1977 |      |      |  |  |  |
|                   | Obs. | Sch.   | Obs.<br>Sch.                    | Obs. | Sch.       | Obs.<br>Sch.          | Obs. | Sch. |  |  |  |
| 3                 | 115  | 124  | 0.93                            | 105  | 124        | 0.85                  | 0.91 | 1.00 |  |  |  |
| 30                | 171  | 204  | 0.84                            | 141  | 204        | 0.69                  | 0.82 | 1.00 |  |  |  |
| 4                 | 119  | 115  | 1.03                            | 103  | 115        | 0.90                  | 0.87 | 1.00 |  |  |  |
| 4A                | 145  | 151  | 0.96                            | 126  | 151        | 0.83                  | 0.87 | 1.00 |  |  |  |
| 11                | 251  | 251  | 1.00.                           | 212  | 251        | 0.84                  | 0.84 | 1.00 |  |  |  |
| 12                | 183  | 179  | 1.02                            | 167  | 179        | 0.93                  | 0.91 | 1.00 |  |  |  |
| 13                | 183  | 191  | 0.96                            | 177  | 191        | 0.93                  | 0.97 | 1.00 |  |  |  |
| 14                | 140  | 142  | 0.99                            | 120  | 142        | 0.85                  | 0.86 | 1.00 |  |  |  |
| 20                | 81   | 80   | 1.01                            | 67   | 80         | 0,84                  | 0.83 | 1.00 |  |  |  |
| 30                | 97   | 101  | 0.96                            | 87   | 117        | 0.74                  | 0.90 | 1.16 |  |  |  |
| 36B               | 95   | 100  | 0.95                            | 86   | 100        | 0.86                  | 0.91 | 1.00 |  |  |  |
| 50                | 114  | 131  | 0.87                            | 92   | 108        | 0.85                  | 0.81 | 0.82 |  |  |  |
| 68 <del>*</del>   | _    | -  | -                               | 68   | 67.        | 1.01                  | _    | -    |  |  |  |
| 70                | 87   | 68   | 1.28                            | 87   | 96         | 0.91                  | 1.00 | 1.41 |  |  |  |
| 71                | 96   | 99   | 0.97                            | 91   | 99         | 0.92                  | 0.95 | 1.00 |  |  |  |
|                   |      |  | · · · · · · · · · · · · · · · · |      |            |                       |      |      |  |  |  |
| Combined<br>Total | 1877 | 1936   | 0+97                            | 1729 | 2024       | 0.85                  | 0.92 | 1.05 |  |  |  |

\*New Route introduced on 16th May 1978

# TABLE 2 c COMPARISON OF OBSERVED AND SCHEDULED BUS DEPARTURES BY ROUTE

TERMINUS: STAR FERRY

|                   |              | 14 Hr. (0700-2100) Total No. of Bus Departures |              |      |              |                       |      |                                       |  |  |  |  |
|-------------------|--------------|--|--------------|------|--------------|-----------------------|------|---------------------------------------|--|--|--|--|
| Route             | October 1977 |  |              |      | October 1    | Ratic of<br>1978/1977 |      |                                       |  |  |  |  |
| Number            | Obs.         | Sch.   | Obs.<br>Sch. | Obs. | Sch.         | Obs.<br>Sch.          | Obs. | Sch.                                  |  |  |  |  |
| 1                 | 153          | 151  | . 1.01       | 118  | 151          | 0.78                  | 0.77 | 1.00                                  |  |  |  |  |
| 1A                | 211          | 222  | 0.95         | 199  | 222          | 0.90                  | 0.94 | 1.00                                  |  |  |  |  |
| 2                 | 175          | 185  | 0.95         | 164  | 185          | 0.89                  | 0.94 | 1.00                                  |  |  |  |  |
| 20                | 79           | 80   | 0.99         | 67   | 80           | 0.84                  | 0.85 | 1.00                                  |  |  |  |  |
| 5                 | 225          | 202  | 1.11         | 209  | 202          | 1.03                  | 0.93 | 1.00                                  |  |  |  |  |
| 5A                | 40           | 36   | 1.11         | 32   | 36           | 0.89                  | 0.80 | 1.00                                  |  |  |  |  |
| 50                | 111          | 124  | 0.89         | 96   | 124          | 0.77                  | 0.86 | 1.00                                  |  |  |  |  |
| 6                 | 129          | 134  | 0.96         | 120  | 134          | 0.89                  | 0.93 | 1.00                                  |  |  |  |  |
| 64                | 131          | 134  | 0.98         | 115  | 134          | 0.86                  | 0.88 | 1.00                                  |  |  |  |  |
| 7                 | 131          | 135  | 0.97         | 94   | t <b>3</b> 5 | 0.70                  | 0.72 | 1.00                                  |  |  |  |  |
| 8                 | 92           | 100  | 0.92         | 82   | 100          | 0.82                  | 0.89 | 1.00                                  |  |  |  |  |
| 9                 | 148          | 146  | 1.01         | 132  | 146          | 0.90                  | 0,89 | 1.00                                  |  |  |  |  |
| 25                | 49           | 52   | 0.96         | 44   | 52           | 0.85                  | 0.90 | 1.00                                  |  |  |  |  |
|                   |              |  |              |      |              | ,                     |      |                                       |  |  |  |  |
|                   |              |  |              |      |              |                       |      |                                       |  |  |  |  |
|                   |              |  |              |      |              |                       |      | · · · · · · · · · · · · · · · · · · · |  |  |  |  |
| Cembinad<br>Total | 1674         | . 1701   | 0.98         | 1472 | 1701         | 0.87                  | 0,88 | 1:00                                  |  |  |  |  |

# TABLE 2 d COMPARISON OF OBSERVED AND SCHEDULED BUS DEPARTURES BY ROUTE TERMINUS: HUNG HOM FERRY AND RAILWAY STATION

|                   |      | 14 H    | r. (0700-210            | 00) Total | No. of Ba | us Departure          | 3    | <u></u> . |
|-------------------|------|---------|-------------------------|-----------|-----------|-----------------------|------|-----------|
| Route<br>Number   |      | October | 1977                    |           | October 1 | Ratic of<br>1978/1977 |      |           |
|                   | Obs. | Sch.    | Obs.<br>Sch.            | Obs.      | Sch.      | Obs. Sch.             | Obs. | Sch.      |
| 3B                | 133  | 148     | 0.89                    | 109       | 148       | 0.74                  | 0.82 | 1.00      |
| 5B                | 94   | 100     | 0.94                    | 78        | 100       | 0.78                  | 0.83 | 1.00      |
| 7B                | 102  | 107     | 0.95                    | 74        | 107       | 0.69                  | 0.73 | 1.00      |
| 12 <b>A</b>       | 138  | 147     | 0.94                    | 122       | 147       | 0.83                  | 0.88 | 1.00      |
| 15                | 128  | 139     | 0.92                    | 106       | 139       | 0.76                  | 0.83 | 1.00      |
| 7A*               | _    | 80      | -                       | 67        | 80        | 0.84                  | -    | 1.00      |
| 216*              | -    | 45      | -                       | 44        | 45        | 0.98                  | -    | 1.00      |
|                   |      |         |                         |           |           |                       |      |           |
|                   |      |         | · · · · · · · · · · · · |           |           |                       |      |           |
|                   |      |         |                         |           |           |                       |      |           |
|                   |      |         |                         |           |           |                       |      |           |
|                   |      |         |                         |           |           |                       |      |           |
| ä                 |      |         |                         |           |           |                       |      |           |
|                   |      |         |                         |           |           |                       |      |           |
|                   |      |         |                         |           |           |                       |      |           |
|                   |      |         |                         |           | ······    |                       |      | · · · ·   |
| Combined<br>Total | 595  | 641     | 0.93                    | 489       | 641       | 0.76                  | 0.82 | 1.00      |

\*Routes excluded from last year's (1977) survey \*\* Excluding Routes No. 74 & No. 216

# TABLE 2e COMPARISON OF OBSERVED AND SCHEDULED BUS DEPARTURES BY ROUTE

TERMINUS: CHOI HUNG

|                  |      | 14 Hr. (0700-2100) Total No. of Bus Departures |              |      |            |                 |           |                                       |  |  |  |
|------------------|------|--|--------------|------|------------|-----------------|-----------|---------------------------------------|--|--|--|
| Route            |      | October  | 1977         | (    | October 19 | Ratic<br>1978/1 | of<br>977 |                                       |  |  |  |
| Number           | Obs. | Sch.   | Obs.<br>Sch. | Obs. | Sch.       | Obs.<br>Sch.    | Obs.      | Sch.                                  |  |  |  |
| 5                | 213  | 201  | 1.06         | 208  | 201        | 1.03            | 0.98      | 1.00                                  |  |  |  |
| 9                | 140  | 148  | 0.95         | 125  | 148        | 0.84            | 0.89      | 1.00                                  |  |  |  |
| 13               | 183  | 188  | 0.97         | 163  | 188        | 0.86            | 0.89      | 1.00                                  |  |  |  |
| 90               | 32   | 33   | 0.97         | 33   | 33         | 1.00            | 1.03      | 1.00                                  |  |  |  |
| 91               | 89   | 88   | 1.01         | 82   | 88         | 0.93            | 0.92      | 1.00                                  |  |  |  |
| 92               | 85   | 88   | 0.97         | 91   | 88         | 1.03            | 1.07      | 1.00                                  |  |  |  |
| 113              | 103  | 112  | 0.92         | 101  | 112        | 0.90            | 0.98      | 1.00                                  |  |  |  |
|                  |      |  |              |      |            |                 |           |                                       |  |  |  |
|                  |      |  |              |      |            |                 |           |                                       |  |  |  |
|                  |      |  |              |      |            |                 |           |                                       |  |  |  |
|                  |      |  |              |      |            |                 |           |                                       |  |  |  |
|                  |      |  |              |      |            |                 |           |                                       |  |  |  |
|                  |      |  |              |      |            |                 |           |                                       |  |  |  |
|                  |      |  |              |      |            |                 |           |                                       |  |  |  |
|                  |      |  |              |      |            |                 |           |                                       |  |  |  |
|                  |      |  |              |      |            |                 |           | · · · · · · · · · · · · · · · · · · · |  |  |  |
| Cominad<br>Lotal | 845  | 858  | 0.98         | 803  | 858        | 0.94            | 0.95      | 1.00                                  |  |  |  |

# TABLE 2f COMPARISON OF OBSERVED AND SCHEDULED BUS DEPARTURES BY ROUTE

TERMINUS: KWUN TONG FERRY

|                   |      | 14 H    | r. (0700-210  | )O) Total                              | No. of Bu  | is Departure    | s             |        |
|-------------------|------|---------|---|--|------------|-----------------|---------------|--------|
| Route             |      | October | 1977  | (                                      | October 19 | Ratio<br>1978/1 | of<br>977     |        |
| Number            | Obs. | Sch.    | Obs.<br>Sch.  | Obs.                                   | Sch.       | Obs.<br>Sch.    | Obs.          | Sch.   |
| 5B                | 95   | 99      | 0.96  | 59                                     | 99         | 0.60            | 0.62          | 1.00   |
| 1 1 D             | 82   | 85      | 0.96  | 71                                     | 85         | 0.84            | 0.87          | 1.00   |
| 1 3B              | 106  | 99      | 1.07  | 101                                    | 99         | 1.02            | 0.95          | 1.00   |
| 1 <i>3</i> 0      | 101  | 100     | 1.01  | 98                                     | 100        | 0.98            | 0.97          | 1.00   |
| 15B               | 118  | 118     | 1.00  | 116                                    | 118        | 0.98            | 0 <b>.</b> 98 | 1.00   |
| 19                | 60   | 69      | 0.87  | 49                                     | 69         | 0.71            | 0.82          | 1.00   |
| 23*               | _    | _       | -   | 94                                     | 98         | 0.96            | -             | _      |
| 40                | 102  | 108     | 0.94  | 92                                     | 108        | 0.84            | 0.90          | 1.00   |
|                   |      |         |   |  |            |                 |               |        |
|                   |      |         |   |  |            |                 |               |        |
|                   |      |         |   |  |            |                 |               |        |
|                   |      |         |   |  |            |                 |               |        |
|                   |      |         |   |  |            |                 |               |        |
|                   |      |         |   |  |            |                 |               |        |
|                   |      |         |   |  |            |                 |               |        |
|                   |      |         | sur stransformer and stransformer an | ······································ |            | n <u></u>       |               |        |
| Combined<br>Total | 664  | 678     | 0.98  | 680                                    | 776        | 0.88            | 1.02          | 1 • 14 |

th October 1978

\*New Route introduced on 9th October 1978

### TABLE 2 g COMPARISON OF OBSERVED AND SCHEDULED BUS DEPARTURES BY ROUTE TERMINUS: LAI CHI KOK BRIDGE (MEI FOO)

|                    |      | 14 Hr. (0700-2100) Total No. of Bus Departures |   |            |           |                 |           |      |  |  |
|--------------------|------|--|---|------------|-----------|-----------------|-----------|------|--|--|
| Route              |      | October  | 1977                                      | <i>i</i> ( | October 1 | Ratic<br>1978/1 | of<br>977 |      |  |  |
| Number             | Obs. | Sch.   | Obs.<br>Sch.                              | Obs.       | Sch.      | Obs.<br>Sch.    | Obs.      | Sch. |  |  |
| 6                  | 129  | 133  | 0.97                                      | 127        | 133       | 0.95            | 0.981     | 1.00 |  |  |
| 6B                 | 191  | 202  | 0.95                                      | 169        | 202       | 0.84            | 0.88      | 1.00 |  |  |
| 60                 | 233  | 246  | 0.95                                      | 207        | 246       | 0.84            | 0.89      | 1.00 |  |  |
| 12 <sup>B</sup>    | 124  | 126  | 0.98                                      | 114        | 126       | 0.90            | 0.92      | 1.00 |  |  |
| 44                 | 35   | 34   | 1.03                                      | 33         | 34        | 0.97            | 0.94      | 1.00 |  |  |
| 45H                | 6    | 6  | 1.00                                      | 6          | 6         | 1.00            | 1.00      | 1,00 |  |  |
| 66*                | -    | -  | -   | 64         | 65        | 0.98            | ÷         | _    |  |  |
| 102                | 173  | 142  | 1.22                                      | 169        | 142       | 1.19            | 0.98      | 1.00 |  |  |
| 204                | 69   | 70   | 0.99                                      | 58         | 70        | 0.83            | 0.84      | 1.00 |  |  |
| 206                | 120  | 115  | 1.05                                      | 118        | 115       | 1.03            | 0.98      | 1.00 |  |  |
|                    |      |  |   |            |           |                 |           |      |  |  |
|                    |      |  |   |            |           |                 |           |      |  |  |
|                    |      |  |   |            |           |                 |           |      |  |  |
|                    |      |  |   |            |           |                 |           |      |  |  |
|                    |      | · · · · · · · · · · · · · · · · · · ·          | 9 1 h · · · · · · · · · · · · · · · · · · |            |           |                 | •         |      |  |  |
|                    |      |  |   |            |           |                 |           | •    |  |  |
| Gembirded<br>Tetal | 1060 | 1074   | 1.01                                      | 1065       | 1139      | 0.94            | 0.99      | 1.06 |  |  |

Mer Poute introduced on 8th May 1978

## TABLE 2 h COMPARISON OF OBSERVED AND SCHEDULED

BUS DEPARTURES BY ROUTE

TERMINUS: TAI KOK TSUI FERRY

|                   |      | 14 E    | r. (0700-210 | )) Total No. of Bus Departures |              |              |      |                       |  |
|-------------------|------|---------|--------------|--------------------------------|--------------|--------------|------|-----------------------|--|
| Route             |      | October | 1977         | . (                            | October 1978 |              |      | Ratio of<br>1978/1977 |  |
| MUNDEL.           | Obs. | Sch.    | Obs.<br>Sch. | Obs.                           | Sch.         | Obs.<br>Sch. | Obs. | Sch.                  |  |
| 10                | 69   | 80      | 0.86         | 63                             | 80           | 0.79         | 0.91 | 1.00                  |  |
| 13D               | 161  | 168     | 0.96         | 145                            | 168          | 0.86         | 0.90 | 1.00                  |  |
| 16                | 75   | 77      | 0.97         | 70                             | 77           | 0.91         | 0.93 | 1.00                  |  |
| 18                | 80   | 82      | 0.98         | 68                             | 82           | 0.83         | 0.85 | 1.00                  |  |
| 37                | 159  | 139     | 1.14         | 163                            | 139          | 1.17         | 1.03 | 1.00                  |  |
| 44A               | 52   | 52      | 1.00         | 80                             | 81           | 0.99         | 1.54 | 1.56                  |  |
| 51                | 64   | 67      | 0.96         | 58                             | 67           | 0.87         | 0.91 | 1.00                  |  |
| 72                | 70   | 70      | 1.00         | 62                             | 70           | 0.89         | 0.89 | 1.00                  |  |
| 87                | 75   | 76      | 0.99         | 74                             | 76           | 0.97         | 0.99 | 1.00                  |  |
| ····              |      |         |              |                                |              |              |      |                       |  |
|                   |      |         |              |                                |              |              |      |                       |  |
|                   |      |         |              |                                |              |              |      |                       |  |
|                   |      |         |              |                                |              |              |      |                       |  |
|                   |      |         |              |                                |              |              |      |                       |  |
|                   |      |         |              |                                |              |              |      |                       |  |
|                   |      |         |              |                                |              |              |      |                       |  |
| Combined<br>Total | 805  | 811     | 0.99         | 783                            | 840          | 0.93         | 0.97 | 1.04                  |  |

### TABLE 21 COMPARISON OF OBSERVED AND SCHEDULED BUS DEPARTURES BY ROUTE . TERMINUS: KOWLOON CITY FERRY

|                   | 14 Hr. (0700-2100) Total No. of Bus Departures |                  |                      |                  |           |                 |                                       |      |  |  |
|-------------------|--|------------------|----------------------|------------------|-----------|-----------------|---------------------------------------|------|--|--|
| Route             |  | October          | 1977                 | (                | October 1 | Ratic<br>1978/1 | of<br>977                             |      |  |  |
| Number            | Obs.   | Sch.             | Obs.<br>Sch.         | Obs.             | Sch.      | Obs. Sch.       | Obs.                                  | Sch. |  |  |
| 5E                | 129  | 131              | 0.98                 | 91               | 131       | 0.69            | 0.71                                  | 1.00 |  |  |
| 60                | 238  | 240              | 0.99                 | 183              | 240       | 0.76            | 0.77                                  | 1.00 |  |  |
| 11B               | 121  | 122              | 0.99                 | 98               | 122       | 0.80            | 0.81                                  | 1.00 |  |  |
| 13A               | 99   | 101              | 0.98                 | 88               | 101       | 0.87            | 0.89                                  | 1.00 |  |  |
| 21*               | -  | -                | <b>-</b>             | 57               | 66        | 0.86            | -                                     | -    |  |  |
| 45                | 77   | 80               | 0.96                 | 59               | 80        | 0.74            | 0.77                                  | 1.00 |  |  |
|                   |  |                  |                      |                  |           |                 |                                       |      |  |  |
| ,                 |  |                  |                      |                  |           |                 |                                       |      |  |  |
|                   |  |                  |                      |                  |           |                 |                                       |      |  |  |
|                   |  |                  |                      |                  |           |                 |                                       |      |  |  |
|                   |  |                  |                      |                  |           |                 |                                       |      |  |  |
| -                 |  |                  |                      |                  |           |                 |                                       |      |  |  |
|                   | -  |                  |                      |                  |           |                 |                                       |      |  |  |
|                   |  |                  |                      |                  |           |                 |                                       |      |  |  |
|                   |  |                  |                      |                  |           |                 | · · · ·                               |      |  |  |
|                   |  |                  |                      |                  |           |                 | · ··· ··· ··· ··· ··· ··· ··· ··· ··· |      |  |  |
| Combined<br>Total | 664  | 674              | 0.99                 | 576              | 740       | 0.78            | 0.87                                  | 1.10 |  |  |
| Gombined<br>Totes | 664<br>*New Ro                                 | 674<br>ute intro | 0.99<br>duced on 17t | 576<br>h July 19 | 740 ·     | 0.78            | 0.87                                  | 1.10 |  |  |

Market House introduced on 17th July 1978

# TABLE 2 j COMPARISON OF OBSERVED AND SCHEDULED BUS DEPARTURES BY ROUTE TERMINUS: KWUN TONG (YUE MAN SQUARE)

•

|                   | 14 Hr. (0700-2100) Total No. of Bus Departures     |         |              |      |            |              |                       |            |
|-------------------|--|---------|--------------|------|------------|--------------|-----------------------|------------|
| Route             |  | October | 1977         |      | October 19 | 978          | Ratio of<br>1978/1977 |            |
|                   | Obs.   | Sch.    | Obs.<br>Sch. | Obs. | Sch.       | Obs.<br>Sch. | Obs.                  | Sch.       |
| 3D                |  | _       | -            | 163  | 178        | 0.92         | - 1                   | _          |
| 6E                |  | -       | -            | 28   | 29         | 0.97         | -                     | -          |
| 14A               | -  | -       | -            | 58   | 62         | 0.94         | <b>-</b> -            | -          |
| 14C               | -  | -       |              | 51   | 47         | . 1.09       | _                     | -          |
| 150               | -  |         | ,            | 136  | 139        | 0.98         | -                     | _          |
| 17                | -  | _       |              | 86   | 93         | 0.92         | _                     |            |
| 38                | _  | -       | -            | 62   | 64         | 0.97         | -                     | _          |
| 204               | -  | _       |              | 66   | 70         | 0.94         | -                     |            |
| 211               |  |         |              | 68   | 74         | 0.92         | -                     | -          |
|                   |  |         |              |      |            |              |                       |            |
|                   |  |         |              |      |            |              |                       |            |
|                   |  |         |              |      |            |              |                       |            |
|                   | - <del>1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1</del> |         |              |      |            |              |                       |            |
|                   | ••••••••••••••••••••••••••••••••••••••             |         |              |      | . 1        |              |                       |            |
|                   | · · ·  |         |              |      |            |              |                       | ·          |
|                   |  |         |              |      |            |              |                       | ×          |
| Combined<br>Total | -  |         | _            | 718  | 756        | 0.95         | -                     | · <b>-</b> |

# TABLE 2 & COMPARISON OF OBSERVED AND SCHEDULED

BUS DEPARTURES BY ROUTE

TERMINUS: TSZ WAN SHAN (NORTH)

| Route<br>Number   | 0<br>Dbs. | )ctober | 1977         | C    | )         |   | Ratio     | of                                    |
|-------------------|-----------|---------|--------------|------|-----------|---|-----------|---------------------------------------|
| Number            | Obs.      | Sah     |              |      | Grobet 13 | J.(Q  | 1978/1    | 977                                   |
| a I               |           | u Gil a | Obs.<br>Sch. | Obs. | Sch.      | Obs.<br>Sch.                                  | Obs.      | Sch.                                  |
| 3B                |           |         | 386          | 106  | 148       | 0.72  | i         |                                       |
| 3C                |           |         | -            | 151  | 200       | 0.76  | -         | -                                     |
| 3D                | -         |         |              | 157  | 172       | 0.91  | <b></b> , | +                                     |
| 15A               | _         | - 1987  | -            | 100  | 131       | 0.76  | 1964      |                                       |
| 116               | -         |         |              | 80   | 84        | 0.95  |           |                                       |
| 203               |           |         |              | 51   | 60        | 0.85  |           | -                                     |
|                   |           |         |              |      |           |   |           |                                       |
|                   |           |         |              |      |           | <u>,                                     </u> |           |                                       |
|                   |           |         |              |      |           |   |           |                                       |
|                   | · ·       |         |              |      |           |   |           |                                       |
|                   |           |         |              |      |           |   |           |                                       |
|                   |           |         |              |      |           | · ·   |           | · .                                   |
|                   | ·         | -       |              |      |           |   |           |                                       |
|                   |           |         |              |      |           |   |           |                                       |
|                   |           |         |              |      |           |   |           |                                       |
|                   |           |         |              |      |           |   |           | · · · · · · · · · · · · · · · · · · · |
| Combined<br>Total | -         | -       | _            | 645  | 795       | 0.81  |           | -                                     |

### TABLE 3 a COMPARISON OF HOURLY TOTAL DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING AT TERMINUS IN OCTOBER 1978

 TERMINUS:
 SHAM SHUI PO FERRY

 ROUTES COVERED:
 12A, 31B, 33, 33A, 35A, 36A, 37A, 46

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 65                                | 55 <u>.</u>                      | 5888                             | 1366                              | 23                      |
| 08                | 66                                | 59                               | 6289                             | 1092                              | 17                      |
| 09                | 62                                | 52                               | 5623                             | 426                               | 8                       |
| 10                | 52                                | 48                               | 5074                             | 289                               | 6                       |
| 11                | 43                                | 39                               | 4065                             | 339                               | 8                       |
| 12                | 53                                | 49                               | 5274                             | 443                               | 8                       |
| 13                | 55                                | 49                               | 5245                             | 907                               | 17                      |
| 14                | 55                                | 55                               | 5962                             | 305                               | 5                       |
| 15                | 55                                | 47                               | 5106                             | 440                               | 9                       |
| 16                | 58                                | 56                               | 6046                             | 726                               | 12                      |
| 17                | 60                                | 53                               | 5829                             | 1714                              | 29                      |
| 18                | 60                                | 49                               | 5268                             | 3827                              | 73                      |
| 19                | 56                                | 52                               | 5715                             | 2523                              | 44                      |
| 20                | 42                                | 41                               | 4299                             | 970                               | 23                      |
| 14 Hours<br>Total | 782                               | 704                              | 75683                            | 15367                             | 20                      |

# TABLE 3 E/1 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

### ROUTE NO .: 12A

at Sham Shui Po Ferry Terminus

| Hour<br>Beginning             | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                            | 11                                | 10                               | 870                              | 214                               | 25                      |
| 08                            | 11                                | 10                               | 852                              | 190                               | 22                      |
| 09                            | 11                                | 8                                | 722                              | 85                                | 12                      |
| 10                            | 10                                | 8                                | 669                              | 67                                | 10                      |
| 11                            | 10                                | 8                                | 706                              | 59                                | 8                       |
| 12                            | 11                                | 9                                | 841                              | 96                                | 11                      |
| 13                            | 11                                | 9                                | 783                              | 73                                | · 9                     |
| 14                            | 11                                | 11                               | 957                              | 80                                | 8                       |
| 15                            | 11                                | 8                                | 702                              | 60                                | 9                       |
| 16.                           | 10                                | 9                                | 786                              | 102                               | 13                      |
| 17                            | 11                                | 8                                | 715                              | 215                               | 30                      |
| 18                            | 11                                | 8                                | 693                              | 455                               | 66                      |
| 19                            | 9                                 | 7                                | 626                              | 240                               | 38                      |
| 20                            | 8                                 | 8                                | 676                              | 179                               | 26                      |
| 14 <sup>H</sup> ours<br>Total | 146                               | 121                              | 10598                            | 2115                              | 20                      |

(i) Observed maximum hourly carrying capacity =

957

E

1.02

(ii) Scheduled carrying capacity in a peak heur

(aii) ( Retate ())-

800

1.20

#### TABLE 3 a/2 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

ROUTE NO.: 31B

at Sham Shui Po Ferry Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 11                                | 10                               | 1218                             | 211                               | 17                      |
| 08                | 11                                | 9                                | 1095                             | 163                               | 15                      |
| 09                | 10                                | 8                                | 972                              | 73                                | 8                       |
| 10                | 8                                 | 9                                | 1099                             | 43                                | 4                       |
| 11                | 8                                 | 6                                | 730                              | 47                                | б                       |
| 12                | 9                                 | 10                               | 1218                             | 83                                | .7                      |
| 13                | 11                                | 11                               | 1341                             | 191                               | 14                      |
| 14                | 11                                | 12                               | 1464                             | 63                                | 4                       |
| 15                | 11                                | 11                               | 1341                             | 72                                | 5                       |
| 16                | 11                                | 11                               | 1341                             | 107                               | 8                       |
| 17                | 1 <b>1</b>                        | 12                               | 1460                             | 353                               | 24                      |
| 18                | 11                                | 7                                | 857                              | 493                               | 58                      |
| 19                | 10                                | 9                                | 1099                             | 476                               | 43                      |
| 20                | 8                                 | 7                                | 853                              | 166                               | 19                      |
| 14 Hours<br>Total | 141                               | 132                              | 16088                            | 2541                              | 16                      |

(i) Observed maximum hourly carrying capacity =

1464

- (ii) Scheduled carrying capacity in a peak heur
- (iii) Ratio <u>(i)</u> (ii)

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# TABLE 3 a/3 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

# ROUTE NO.: 33

at Sham Shui Pc Ferry Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 10                                | 9                                | 1 107                            | 459                               | 40                      |
| 08                | 10                                | 10                               | 1230                             | 323                               | 26                      |
| 09                | 10                                | 8                                | 984                              | 112                               | 11                      |
| 10                | 10 ·                              | 7                                | 861                              | 77                                | 9                       |
| 11                | 8                                 | 7                                | 861                              | 115                               | 13                      |
| 12                | 10                                | 7                                | 861                              | 1'36                              | 16                      |
| 13                | 10                                | 9                                | 1 107                            | 390                               | 35                      |
| 14                | 10                                | 10                               | 1230                             | 70                                | 6                       |
| 15                | 10                                | 10                               | 1230                             | 181                               | 15                      |
| 16                | 10                                | 12                               | 1476                             | 202                               | 14                      |
| 17                | 10                                | 11                               | 1353                             | 531                               | 39                      |
| 18                | 10                                | 10                               | 1230                             | 1005                              | 82                      |
| 19                | 10                                | 13                               | 1599                             | 874                               | 55                      |
| 20                | 8                                 | . 7                              | 861                              | 326                               | 38                      |
| 14 Hours<br>Total | 136                               | 130                              | 15990                            | 4781                              | 30                      |

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(i) Observed maximum heurly carrying capacity = 1599

(ii) Schemulist carrying capacity in a peak hear = 980

**415) 416** 

### TABLE 3 a/4 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

ROUTE NO.: 33A

at Sham Shui Po Ferry Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>I <sub>ndex</sub><br>H |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------------------|
| 07                | 5                                 | 2                                | 246                              | 7                                 | 3                                   |
| 08                | 5                                 | 2                                | 246                              | 3                                 | 1                                   |
| 09                | 3                                 | 2                                | 246                              | 0                                 | 0                                   |
| 10                | 0                                 | 1                                | 123                              | 4                                 | 3                                   |
| 11                | _                                 | -                                | -                                |                                   | -                                   |
| 12                |                                   | -                                |                                  |                                   | Mai.                                |
| 13                | -                                 | -                                | -                                | _                                 |                                     |
| 14                |                                   | _                                | _                                | _                                 | <b>-</b>                            |
| 15                | -                                 | -                                | -                                | _                                 |                                     |
| 16                | -                                 |                                  | -                                |                                   |                                     |
| 17                | -                                 |                                  | -                                | -                                 | -                                   |
| 18                | -                                 |                                  | -                                | ¥¥44                              | 1                                   |
| 19                | -                                 |                                  |                                  |                                   | -                                   |
| 20                | -                                 |                                  | -                                |                                   | _                                   |
| 14 Hours<br>Total | 13                                | 7                                | 861                              | 14                                | 2                                   |

| (1)   | Observed maximum hourly carrying capacity           | -          | 246  |
|-------|---|------------|------|
| (11)  | Scheduled carrying capacity in a peak hour          | <b>#</b>   | 350  |
| (111) | $\begin{array}{c} R_{atio} (1) \\ (11) \end{array}$ | <b>121</b> | 0.70 |

## TABLE 3 8/5 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

## ROUTE NO.: 35A

at Sham Shui Po Ferry Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 8                                 | 8                                | 543                              | 213                               | 39                      |
| 08                | 8                                 | 8                                | 543                              | 136                               | 25                      |
| 09                | 8                                 | 8                                | 557                              | 20                                | 4                       |
| 10                | 8                                 | 8                                | 543                              | 38                                | 7                       |
| 11                | 6                                 | 7                                | 471                              | 31                                | 7                       |
| 12                | 8                                 | 7                                | 471                              | 35                                | 7                       |
| 13                | 8                                 | 7                                | 471                              | 109                               | 23                      |
| 14                | 8                                 | 6                                | 413                              | 24                                | 6                       |
| 15                | 8                                 | 6 .                              | 413                              | 27                                | 7                       |
| 16                | 8                                 | 7                                | 485                              | 86                                | 18                      |
| 17                | 8                                 | 5                                | 341                              | 120                               | 35                      |
| 18                | 8                                 | 6                                | 413                              | 327                               | 79                      |
| 19                | 8                                 |                                  | 485                              | 235                               | 48                      |
| 20                | 7                                 | 7                                | 485                              | 102                               | 21                      |
| 14 Hours<br>Total | 109                               | 97                               | 6634                             | 1503                              | 23                      |

(i) Observed maximum hourly carrying capacity = 557

(ii) Scheduled carrying capacity in a peak hour = 560

**-**5

(111) Ratza (11) (11)

### TABLE 3 a/6 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

ROUTE NO.: 36A

at Sham Shui Po Ferry Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 10                                | 8                                | 956                              | 117                               | 12                      |
| 08                | 10                                | 9                                | 1079                             | 211                               | 20                      |
| 09                | 10                                | 7                                | 837                              | 88                                | 11                      |
| 10                | 10                                | 10                               | 1194                             | 46                                | 4                       |
| 11                | 7                                 | 6                                | 712                              | 54                                | 8                       |
| 12                | 10                                | 12                               | 1415                             | 62                                | 4                       |
| 13                | 10                                | 9                                | 1075                             | 81                                | 8                       |
| 14                | 10                                | 12                               | 1430                             | 48                                | 3                       |
| 15                | 10                                | 8                                | 952                              | 59                                | 6                       |
| 16                | 10                                | 9                                | 1075                             | 136                               | 13                      |
| 17                | 9                                 | 7                                | 837                              | 156                               | 19                      |
| 18                | 10                                | 8                                | 952                              | 883                               | 93                      |
| 19                | 9                                 | 7                                | 841                              | 341                               | 41                      |
| 20                | 6                                 | 7                                | 837                              | 101                               | 12                      |
| 14 Hours<br>Total | 131                               | 119                              | 14192                            | 2383                              | 17                      |

| (i)   | Observed maximum hourly carrying capacity                         | æ | 1430 |
|-------|---|---|------|
| (ii)  | Scheduled carrying capacity in a peak hour                        | æ | 980  |
| (iii) | $\begin{array}{c} R_{atio} \ \underline{(i)} \\ (ii) \end{array}$ | ÷ | 1.46 |

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### TABLE 3 a // COMPARISON OF HOURLY DEPARTURES, CARRIING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

ROUTE NO.: 314

et Shee Shee Pc Ferry Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding                                     | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|---|-------------------------|
| 07                | 5                                 | 4                                | 480                              | 4ó  | 10                      |
| 08                | Ó                                 | б                                | 659                              | 20  | 3                       |
| 09                | 5                                 | 6                                | 7/20                             | O   | 0                       |
| 10                | 4                                 | о                                | 0                                | С   | 0                       |
| 11                |                                   | .r.                              |                                  | grannana ar sa a badad baly di mangang aning kabupa yang banya<br>ana | ·                       |
| 12                |                                   |                                  |                                  | nar   |                         |
| 13                | ~                                 | -                                | ~                                |   |                         |
| 14.               | -                                 | 18-2                             | -                                | ~~~   |                         |
| 15                | -                                 |                                  | çanı                             | _   |                         |
| 16 .              | 4                                 | 4                                | 415                              | 15  | 4                       |
| 17                | б                                 | 5                                | 538                              | 111   | 21                      |
| 18                | 5                                 | 5                                | 538                              | 155   | 29                      |
| 19                | 5                                 | 4                                | 480                              | 65  | 14                      |
| 20                | 1                                 | 1                                | 119                              | 11  | 9                       |
| 14 Hours          | <b>3</b> 8                        | 35                               | 3949                             | 423   |                         |

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# TABLE 3ª/8 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

# ROUTE NO.: 46

at Sham Shui Po Ferry Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 5                                 | 4                                | 468                              | 119                               | 25                      |
| 08                | 5                                 | 5                                | 585                              | 46                                | 8                       |
| 09                | 5                                 | 5                                | 585                              | 48                                | 8                       |
| 10                | 5                                 | 5                                | 585                              | 14                                | 2                       |
| 1                 | 4                                 | 5.                               | 585                              | 33                                | 6                       |
| 12                | 5                                 | 4                                | 468                              | 31                                | . 7                     |
| 13                | 5                                 | 4                                | 468                              | 63                                | 14                      |
| 14                | 5                                 | 4                                | 468                              | 20 .                              | . 4                     |
| 15                | 5                                 | 4                                | 468                              | 41                                | 9                       |
| 16                | 5                                 | 4                                | 468                              | 78                                | 17                      |
| 17                | 5                                 | 5                                | 585                              | 228                               | 39                      |
| 18                | 5                                 | 5                                | 585                              | 509                               | 87                      |
| 19                | 5                                 | 5                                | 585                              | 292                               | 50                      |
| 20                | 4                                 | 4                                | 468                              | 85                                | 18                      |
| 14 Hours<br>Total | 68                                | 63                               | 7371                             | 1607                              | 22                      |

| (i)   | Observed maximum hourly carrying capacity  | =        | 585  |
|-------|--|----------|------|
| (ii)  | Scheduled carrying capacity in a peak hour | æ        | 250  |
| (iii) | $\frac{R_{atio}}{(ii)}$                    | <b>E</b> | 2.34 |
# TABLE 3 b COMPARISON OF HOURLY TOTAL DEPARTURES, CARRYING CAPACITY

### AND PASSENGERS BOARDING AT TERMINUS IN OCTOBER 1978

TERMINUS: JORDAN ROAD FERRY

ROUTES COVERED: <u>3. 30, 4. 44. 11, 12, 13, 14.</u> <u>20, 30, 36B, 50, 68, 70, 71</u>

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Ind <b>e</b> x<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|----------------------------------|
| 07                | 155                               | 132                              | 13627                            | 2930                              | 22                               |
| 08                | 159                               | 134                              | 13614                            | 2354                              | 17                               |
| 09                | 154                               | 136                              | 13886                            | 1283                              | 9                                |
| 10                | 148                               | 129                              | 13197                            | 1197                              | 9                                |
| 11                | î16                               | 104                              | 10573                            | 1230                              | 12                               |
| 12                | 1 33                              | 118                              | 12222                            | 1557                              | 13                               |
| 13                | 143                               | 124                              | 12734                            | 1556                              | 12                               |
| 14                | 142                               | 126                              | 12920                            | 1 <i>3</i> 88                     | 11                               |
| 15                | 146                               | 128                              | 13194                            | 1904                              | 14                               |
| 16                | 156                               | 134                              | 13711                            | 3474                              | 25                               |
| 17                | 158                               | 130                              | 13458                            | 5430                              | 40                               |
| 18                | 158                               | 115                              | 11638                            | 7057                              | 61                               |
| 19                | 146                               | 118                              | 12207                            | 4520                              | 37                               |
| 20                | 110                               | 101                              | 10285                            | 2012                              | 20                               |
| 14 Hours<br>Total | 2024                              | 1729                             | 177266                           | 37892                             | 21                               |

#### TABLE 3 5/1 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

# ROUTE NO.: 3

at Jordan Road Ferry Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 10                                | 8                                | 759                              | 263                               | 35                      |
| 08                | 10                                | 10                               | 975                              | 79                                | 8                       |
| 09                | 10                                | 11                               | 1035                             | 53                                | 5                       |
| 10                | 10                                | 8                                | 767                              | 40                                | 5                       |
| 11                | 7                                 | 8                                | 751                              | 69                                | 9                       |
| 12                | 7                                 | 7                                | 704                              | 1 30                              | 18                      |
| 13                | 8                                 | 7                                | 696                              | 87                                | 13                      |
| 14                | 7                                 | 7                                | 671                              | 55                                | 8                       |
| 15                | 9                                 | 7.                               | 671                              | 109                               | 16                      |
| 16                | 10                                | 7                                | 677                              | 116                               | 17                      |
| 17                | 10                                | 8                                | 761                              | 313                               | 41                      |
| 18                | 10                                | 7                                | 662                              | 508                               | 77                      |
| 19                | 9                                 | 4                                | 382                              | 188                               | 49                      |
| 20                | 7                                 | 6                                | 563                              | 63                                | 11                      |
| 14 Hours<br>Total | 124                               | 105                              | 10074                            | 2073                              | 21                      |

(i) Observed maximum hourly carrying capacity = 1035
 (ii) Scheduled carrying capacity in a peak hour = 900
 (iii) Ratio (i) = 1.15

### TABLE 3 b/2 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

# ROUTE NO.: 30

at Jordan Road Ferry Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 15                                | 13                               | 1508                             | 168                               | † 1                     |
| 08                | 15                                | 12                               | 1378                             | 125                               | 9                       |
| 09                | 15                                | 10                               | 1170                             | 67                                | 6                       |
| 10                | 14                                | 12                               | 1378                             | 108                               | 8                       |
| 11                | 10                                | 9                                | 1040                             | 115                               | 11                      |
| 12                | 15                                | 8                                | 923                              | 107                               | 12                      |
| 13                | 15                                | 10                               | †170                             | 173                               | 15                      |
| 14                | 15                                | 10                               | 1170                             | 115                               | 10                      |
| 15                | 15                                | 12                               | 1391                             | 209                               | 15                      |
| 16                | 15                                | 11                               | 1287                             | 350                               | 27                      |
| 17                | 15                                | 9                                | 1053                             | 551                               | 52                      |
| 18                | 15                                | 7                                | 819                              | 658                               | 80                      |
| 19                | 15                                | 9                                | 1053                             | 674                               | 64                      |
| 20                | 15                                | 9                                | 1053                             | 332                               | 32                      |
| 14 Hours<br>Total | 204                               | . 141                            | 16393                            | 3752                              | 23                      |

(i) Observed maximum hourly carrying capacity = 1508

(11) Scheduled carrying capacity in a peak hour = 1443

(1111) **batts** (1)

#### TABLE 3b/3 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

#### ROUTE NO.: 4

| Hour<br>B <b>e</b> ginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>I <sub>ndex</sub><br>% |
|----------------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------------------|
| 07                         | 9                                 | . 7                              | 562                              | 103                               | 18                                  |
| 08                         | 10                                | 7                                | 562                              | 131                               | 23                                  |
| 09                         | 7                                 | 7                                | 571                              | 131                               | 23                                  |
| 10                         | 6                                 | б                                | 480                              | 65                                | 14                                  |
| 11                         | 6                                 | 5                                | 402                              | 96                                | 24                                  |
| 12                         | 6                                 | 8                                | 644                              | 122                               | 19                                  |
| 13                         | 10                                | 8                                | 644                              | 113                               | 18                                  |
| 14                         | 9                                 | 9                                | 713                              | 141                               | 20                                  |
| 15                         | 9                                 | 9                                | 708                              | 141                               | 20                                  |
| 16                         | 9                                 | 8                                | 635                              | 330                               | 52                                  |
| 17                         | 10                                | 8                                | 635                              | 493                               | 78                                  |
| 18                         | 9                                 | 8                                | 635                              | 593                               | 93                                  |
| 19                         | 9                                 | 8                                | 635                              | 349                               | 55                                  |
| 20                         | 6                                 | 5                                | 393                              | 130                               | 33                                  |
| 14 Hours<br>Total          | 115                               | 103                              | 8219                             | 2938                              | 36                                  |

#### at Jordan Road Ferry Terminus

(i) Observed maximum hourly carrying capacity = 713

- (ii) Scheduled carrying capacity in a peak hour = 594
- (iii) Ratio (i) (ii)

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# TABLE 3b/4 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

ROUTE NO.: 4A

at Jordan Road Ferry Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 12                                | 10                               | 818                              | 209                               | 26                      |
| 08                | 12                                | 8                                | 630                              | 77                                | 12                      |
| 09                | 12                                | 9                                | 732                              | 40                                | 5                       |
| . 10              | 12                                | 11                               | 887                              | 49                                | 6                       |
| 11                | 10                                | 9                                | 721                              | 38                                | 5                       |
| 12                | 8                                 | 7                                | 575                              | 51                                | 9                       |
| 13                | 10                                | 10                               | 820                              | 40                                | 5                       |
| 14                | 10                                | 11                               | 880                              | 81                                | 9                       |
| 15                | 10                                | 9                                | 725                              | 82                                | 11                      |
| 16                | 12                                | 9                                | 700                              | 145                               | 21                      |
| 17                | 12                                | 8                                | 636                              | 227                               | 36                      |
| 18                | 12                                | 10                               | 796                              | 489                               | 61                      |
| 19                | 11                                | 6                                | 462                              | 159                               | 34                      |
| 20                | 8                                 | 9                                | 699                              | 65                                | 9                       |
| 14 Hours<br>Total | 151                               | 126                              | 10081                            | 1752                              | 17                      |

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(i) Observed maximum hourly carrying capacity = 887

(ii) Scheduled carrying especity in a peak hour = 980 il **beines** (

#### TABLE 3 b/5 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

ROUTE NO.: 11

at Jordan Road Ferry Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| . 07              | 20                                | 17                               | 2073                             | 347                               | 17                      |
| 08                | 20                                | 16                               | 1959                             | 328                               | 17                      |
| 09                | 20                                | 17                               | 2082                             | 202                               | 10                      |
| 10                | 18                                | 16                               | 1950                             | 150                               | 8                       |
| . 11              | 10                                | 12                               | 1458                             | 210                               | 14                      |
| 12                | 18                                | 18                               | 2205                             | 300                               | 14                      |
| 13                | 20                                | 15                               | 1836                             | 181                               | 10                      |
| 14                | 20                                | 15                               | 1845                             | 202                               | 11                      |
| 15                | 20                                | 16                               | 1968                             | 282                               | 14                      |
| 16                | 20                                | 17                               | 2091                             | 553                               | 26                      |
| 17                | 20                                | 16                               | 1968                             | 641                               | 33                      |
| 18                | 20                                | 11                               | 1353                             | 615                               | 45                      |
| 19                | 15                                | 14                               | 1722                             | 767                               | 45                      |
| 20                | 10                                | 12                               | 1476                             | 270                               | 18                      |
| 14 Hours<br>Total | 251                               | 212                              | 25986                            | 5048                              | 19                      |

| (i)   | Observed maximum hourly carrying capacity  | = | 2205 |
|-------|--|---|------|
| (ii)  | Scheduled carrying capacity in a peak hour | Ħ | 1887 |
| (iii) | $\frac{R_{atio}}{(ii)}$                    | ŧ | 1.17 |

# TABLE 36/6 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

# ROUTE NO.: 12

at Jordan Road Ferry Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 13                                | 10                               | 1068                             | 262                               | 25                      |
| 08                | 13                                | 11                               | 1184                             | 321                               | 27                      |
| 09                | 14                                | 13                               | 1396                             | 180                               | 13                      |
| 10                | 13                                | 13                               | 1400                             | 128                               | 9                       |
| 11                | 10                                | 9                                | 970                              | 121                               | 13                      |
| 12                | 14                                | 15                               | 1612                             | 135                               | 8                       |
| 13                | 13                                | 14                               | 1500                             | 199                               | 13                      |
| 14                | 13                                | 14                               | 1496                             | 145                               | 10                      |
| 15                | 14                                | 13                               | 1382                             | 177                               | 13                      |
| 16                | 13                                | 14                               | 1492                             | 322                               | 22                      |
| 17                | 13                                | 12                               | 1284                             | 571                               | 45                      |
| 18                | 14                                | 12                               | 1284                             | 659                               | 51                      |
| 19                | 13                                | 9                                | 958                              | 298                               | 31                      |
| 20                | 9                                 | 8                                | 852                              | 188                               | 22                      |
| 14 Heurs<br>Total | 179                               | 167                              | 17878                            | 3706                              | 21                      |

(1) Observed mittand bearing capacity = 1612

(14) **94** ( I and weather and 1274

(iii) 1.21 oi + 3 

#### TABLE 3b/7 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

#### ROUTE NO.: 13

at Jordan Road Ferry Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>H |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 15                                | 15                               | 1598                             | 182                               | 11                      |
| 08                | 15                                | 15                               | 1594                             | 154                               | 10                      |
| 09                | 15                                | 15                               | 1598                             | 117                               | 7                       |
| 10                | 15                                | 13                               | 1382                             | 142                               | 10                      |
| 11                | 12                                | 10                               | 1068                             | 166                               | 16                      |
| 12                | 12                                | 10                               | 1064                             | 190                               | 18                      |
| 13                | 12                                | 12                               | 1272                             | 82                                | 6                       |
| · 14              | 12                                | 12                               | -1272                            | 144                               | 11                      |
| 15                | 12                                | 11                               | 1166                             | 197                               | 17                      |
| 16                | 15                                | 14                               | 1484                             | 407                               | 27                      |
| 17                | 15                                | · 14                             | 1484                             | 621                               | 42                      |
| 18                | 15                                | 1                                | 1166                             | 830                               | 71                      |
| 19                | 15                                | 14                               | 1484                             | 286                               | 19                      |
| 20                | 11                                | 11                               | 1166                             | 93                                | 8                       |
| 14 Hours<br>Total | 191                               | 177                              | 18798                            | 3611                              | 19                      |

(i) Observed maximum hourly carrying capacity = 1598

- (ii) Scheduled carrying capacity in a peak hour
- (iii) Ratio <u>(i)</u> (ii)

■ 1590 - 1200 - 1200 - 1200
 ■ 120€ - 2000 - 2000 - 2000

# TABLE 3 b/8 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

at Jordan Road Ferry Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 10                                | 9                                | 1107                             | 304                               | 27                      |
| 08                | 11                                | 10                               | 1196                             | 227                               | 19                      |
| 09                | 11                                | 8                                | 967                              | 90                                | 9                       |
| 10                | 11                                | 9                                | 1090                             | <b>1</b> 01                       | 9                       |
| 11                | 8                                 | 7                                | 844                              | 125                               | 15                      |
| 12                | 10                                | 7                                | 844                              | 132                               | 16                      |
| 13                | 10                                | 7                                | 844                              | 156                               | 19                      |
| 14                | 10                                | 9                                | 1054                             | 160                               | 15                      |
| 15                | 1Ó                                | 10 ·                             | 1177                             | 204                               | 17                      |
| 16                | 11                                | 9                                | 1069                             | 376                               | 35                      |
| 17                | 11                                | 12                               | 1423                             | 665                               | 47                      |
| 18                | 11                                | 7                                | 842                              | 467                               | 55                      |
| 19                | 11                                | 10                               | 1173                             | 720                               | 61                      |
| 20                | 7                                 | 6                                | 702                              | 355                               | 51                      |
| 14 Eours<br>Totel | 142                               | 120                              | 14332                            | 4082                              | 29                      |

(1) Observed merimum hourly corrying capacity = 1423

(ii) Scheduled carrying capacity in a pack hour = 1320





#### TABLE 3 b/9 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

### ROUTE NO.: 20

at Jordan Road Ferry Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Obs <b>erve</b> d<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|---|-----------------------------------|-------------------------|
| 07                | 6                                 | 6                                | 404                                       | 101                               | 25                      |
| 08                | 6                                 | 6                                | 397                                       | 78                                | 20                      |
| 09                | 6                                 | 6                                | 404                                       | 53                                | 13                      |
| 10                | б                                 | 5                                | 339                                       | 34                                | 10                      |
| 11                | 4                                 | 3                                | 195                                       | 41                                | 21                      |
| 12                | 6                                 | 4                                | 267                                       | 39                                | 15                      |
| 13                | 6                                 | б                                | 397                                       | 109                               | 27                      |
| 14                | 6                                 | 5                                | 353                                       | 34                                | 10                      |
| 15                | 6                                 | 4                                | 274                                       | 75                                | 27                      |
| 16                | 6                                 | 5                                | 353                                       | 165                               | 47                      |
| 17                | 6                                 | <u>,</u> 6                       | 425                                       | 185                               | 44                      |
| 18                | 6                                 | 3                                | 216                                       | 214                               | 99                      |
| 19                | 6                                 | 4                                | 281                                       | 177                               | 63                      |
| 20                | 4                                 | 4                                | 281                                       | 75                                | 27                      |
| 14 Hours<br>Total | 80                                | 67                               | 4586                                      | 1380                              | 30                      |

| (i)   | Observed maximum hourly carrying capacity  | = | 425  |
|-------|--|---|------|
| (ii)  | Scheduled carrying capacity in a peak hour | - | 432  |
| (111) | $R_{atio} (i)$ (ii)                        | Ħ | 0.98 |

# TABLE 3b/10 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

#### ROUTE NO .: <u>50</u>

at Jordan Road Ferry Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 9                                 | 5                                | 438                              | 128                               | 29                      |
| 08                | 10                                | 7                                | 608                              | 143                               | 24                      |
| 09                | 9                                 | 7                                | 614                              | 51                                | 8                       |
| 10                | 9                                 | 7                                | 589                              | 47                                | 8                       |
| 11                | 8                                 | 5                                | 438                              | 55                                | 13                      |
| 12                | 7                                 | 5                                | 451                              | 52                                | 12                      |
| 13                | 8                                 | 6                                | 506                              | 56                                | 11                      |
| 14                | 7                                 | 6                                | 528                              | 53                                | 10                      |
| 15                | 8                                 | 6                                | 539                              | 74                                | 14                      |
| 16                | 8                                 | 6                                | 526                              | 172                               | 33                      |
| 17                | 10                                | 6                                | 562                              | 251                               | 45                      |
| 18                | 9                                 | 7                                | 634                              | 421                               | 66                      |
| 19                | 9                                 | 7                                | 621                              | 110                               | 18                      |
| 20                | 6                                 | 7                                | 643                              | 65                                | 10                      |
| 14 Eours<br>Total | 117                               | 87                               | 7697 1678                        |                                   | 22                      |

(i) Observed maximum hourly carrying capacity = 643

**7** 0.8

- (ii) Scheduled carrying capacity in a peak hour = 720
- (iii) **Latio (i)** (ii)

#### TABLE 3 b/11 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

### ROUTE NO.: 36B

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 8                                 | 7                                | 752                              | 249                               | 33                      |
| 08                | 8                                 | 7                                | 748                              | 131                               | 18                      |
| 09                | 8                                 | 7                                | 812                              | 34                                | 4                       |
| 10                | 8                                 | 6                                | 642                              | 29                                | 5                       |
| 11                | 7                                 | 7                                | 736                              | 22                                | 3                       |
| 12                | 6                                 | 4                                | 468                              | 41                                | 9                       |
| 13                | б                                 | 6                                | 676                              | 86                                | 13                      |
| 14                | 6                                 | 5                                | 573                              | 52                                | 9                       |
| 15                | 6                                 | 5                                | 561                              | 56                                | 10 *                    |
| 16                | 8                                 | 8                                | 854                              | 180                               | 21                      |
| 17                | 8                                 | 6                                | 683                              | 268                               | 39                      |
| 18                | 8                                 | 7                                | 804                              | 596                               | 74                      |
| 19                | 8                                 | 6                                | 668                              | 165                               | 25                      |
| 20                | 5                                 | 5                                | 533                              | 84                                | 16                      |
| 14 Hours<br>Total | 100                               | 86                               | 9510                             | 1993                              | 21                      |

(i) Observed maximum hourly carrying capacity =

854

#=

÷

- (ii) Scheduled carrying capacity in a peak hour
- (iii) <sup>R</sup>atio <u>(i)</u> (ii)

0.89

960

# TABLE 3b/12 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

### ROUTE NO.: 50

at Jordan Road Ferry Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 8                                 | 6                                | 619                              | 20                                | 3                       |
| 08                | 8                                 | 6                                | 598                              | 68                                | 11                      |
| 09                | 8                                 | 7                                | 670                              | 42                                | 6                       |
| 10                | 8                                 | 6                                | 618                              | 65                                | 11                      |
| 11                | 8                                 | 6                                | 598                              | 18                                | 3                       |
| 12                | 6                                 | 6                                | 593                              | 29                                | 5                       |
| 13                | 8                                 | 8                                | 822                              | 86                                | 10                      |
| 14                | 8                                 | 5                                | 530                              | 21                                | 4                       |
| 15                | 8                                 | 9.                               | 954                              | 32                                | 3                       |
| 16.               | 8                                 | 7                                | 724                              | 49                                | 7                       |
| 17                | 8                                 | 6                                | 629                              | 32                                | 5                       |
| 18                | 8                                 | 8                                | 842                              | 107                               | 13                      |
| 19                | 8                                 | 7                                | 742                              | 36                                | 5                       |
| 20                | 6                                 | 5                                | 530                              | 22                                | 4                       |
| 14 Hours<br>Total | 108                               | 92                               | 9469                             | 627                               | 7                       |

(i) Observed maximum hourly carrying capacity = 954

(ii) Scheduled carrying capacity in a peak hour and 640

(iii) Ratio (i) (ii)

# TABLE 3 b/13 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

#### ROUTE NO.: 68

#### at Jordan Road Ferry Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 5                                 | 5                                | 597                              | 118                               | 20                      |
| 08                | 5                                 | 5                                | 522                              | 146                               | 28                      |
| 09                | 5                                 | 5                                | 593                              | 75                                | 13                      |
| 10                | 5                                 | 5                                | 593                              | 71                                | 12                      |
| 11                | 5                                 | 4                                | 441                              | 66                                | 15                      |
| 12                | 4                                 | 5                                | 559                              | 61                                | 11                      |
| 13                | 4                                 | 4                                | 476                              | 32                                | 7                       |
| 14                | 5                                 | 5                                | 578                              | 47                                | 8                       |
| 15                | 5                                 | 6 ·                              | 649                              | 112                               | 17                      |
| 16                | 5                                 | 4                                | 476                              | 81                                | 17                      |
| 17                | 5                                 | 5                                | 591                              | 142                               | 24                      |
| 18                | 5                                 | 5                                | 530                              | 267                               | 50                      |
| 19                | 4                                 | 6                                | 701                              | 131                               | 19                      |
| 20                | 5                                 | 4                                | 474                              | 49                                | 10                      |
| 14 Hours<br>Total | 67                                | 68                               | 7780                             | 1398                              | 18                      |

(i) Observed maximum hourly carrying capacity = 701

(ii) Scheduled carrying capacity in a peak hour = 400

(iii) Ratio (i). (ii)

<sup>#</sup> 1.75

### TABLE 3 b/14 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

#### ROUTE NO.: 70

at Jordan Road Ferry Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 7                                 | 6                                | 618                              | 356                               | 58                      |
| 08                | 8                                 | 8                                | 750                              | 300                               | 40                      |
| 09                | б                                 | 7                                | 597                              | 101                               | 17                      |
| 10                | 6                                 | 5                                | 512                              | 123                               | 24                      |
| 11                | 5                                 | 5                                | 513                              | 65                                | 13                      |
| 12                | 8                                 | 8                                | 767                              | 105                               | 14                      |
| 13                | 7                                 | 6                                | 592                              | 112                               | 19                      |
| 14                | 8                                 | 7                                | 713                              | 91                                | 13                      |
| 15                | 7                                 | 6                                | 585                              | 114                               | 20                      |
| 16                | 8                                 | 7                                | 667                              | 163                               | 24                      |
| 17                | 7                                 | 7                                | 723                              | 267                               | 37                      |
| 18                | 8                                 | 5                                | 479                              | 307                               | 64                      |
| 19                | 6                                 | 7                                | 708                              | 287                               | 41                      |
| 20                | 5                                 | 3                                | 318                              | 150                               | 47                      |
| 14 Hours<br>Total | 96                                | 87                               | 8542 2541                        |                                   | 30                      |

(i

(i) Observed maximum hourly carrying capacity

750

=

- (ii) Scheduled carrying capacity in a peak heur = 560
- (iii) Ratio (i) (ii)

**•** 1.34

#### TABLE 3 b/15 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

#### ROUTE NO.: 71

at Jordan Road Ferry Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 8                                 | 8                                | 706                              | 120                               | 17                      |
| 08                | 8                                 | б                                | 513                              | 46                                | 9                       |
| 09                | 8                                 | 7                                | 645                              | 47                                | 7                       |
| 10                | 7                                 | 7                                | 570                              | 45                                | 8                       |
| 11                | 6                                 | 5                                | 398                              | 23                                | 6                       |
| 12                | 6                                 | 6                                | 546                              | 63                                | 12                      |
| 13                | 6                                 | 5                                | 483                              | 44                                | 9                       |
| 14                | 6                                 | 6                                | 544                              | 47                                | 9                       |
| 15                | 7                                 | 5 ·                              | 444                              | 40                                | 9                       |
| 16.               | 8                                 | 8                                | 676                              | 65                                | 10                      |
| 17                | 8                                 | 7                                | 601                              | 203                               | 34                      |
| 18                | 8                                 | 7                                | 576                              | 326                               | 57                      |
| 19                | 7                                 | 7                                | 617                              | 173                               | 28                      |
| 20                | 6                                 | 7                                | 602                              | 71                                | 12                      |
| 14 Hours<br>Total | 99                                | 91                               | 7921                             | 1313                              | 17                      |

| (i)  | Observed maximum hourly carrying capacity  | = | 706 |
|------|--|---|-----|
| (ii) | Scheduled carrying capacity in a peak hour | Ħ | 640 |

(iii) Ratio (i) (ii)

**1.10** 

# TABLE 3 c COMPARISON OF HOURLY TOTAL DEPARTURES, CARRYING CAPACITY AND PASSENGERS BOARDING AT TERMINUS IN OCTOBER 1978

| TERMINUS: S     | FAR FE | RRY |     |    |     |     |    |     |    |
|-----------------|--------|-----|-----|----|-----|-----|----|-----|----|
| ROUTES COVERED: | 1,1A,  | 2,  | 2C, | 5, | 5A, | 5C, | 6, | 6A, | 7, |
|                 | 8,9,   | 25  |     |    |     |     |    |     |    |

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 1 27                              | 112                              | 12474                            | 1180                              | 9                       |
| 08                | 136                               | 104                              | 11665                            | 1805                              | 15                      |
| 09                | 136                               | 114                              | 12873                            | 2023                              | 16                      |
| 10                | 127                               | 113                              | 12729                            | 2135                              | 17                      |
| 11                | 94                                | 91                               | 10132                            | 2371                              | 23                      |
| 12                | 113                               | 97                               | 10941                            | 3216                              | 29                      |
| 13                | 119                               | 104                              | 11625                            | 2772                              | 24                      |
| 14                | 114                               | 101                              | 11334                            | 3022                              | 27                      |
| 15                | 114                               | 105                              | 11858                            | 4524                              | 38                      |
| 16                | 133                               | 127                              | 14375                            | 6496                              | 45                      |
| 17                | 135                               | 108                              | 12071                            | 8880                              | 74                      |
| 18 ·              | 136                               | 109                              | 12181                            | 9851                              | 81                      |
| 19                | 125                               | 100                              | 11144                            | 6338                              | 57                      |
| 20                | 92                                | 87                               | 9704                             | 2923                              | 30                      |
| 14 Hours<br>Totel | 1701                              | 1472                             | 165106                           | 57536                             | 35                      |

# TABLE 3 c/1 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

### ROUTE NO.: 1

### at Star Ferry Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 11                                | 6                                | ,<br>738                         | 29                                | 4                       |
| 08                | 12                                | 7                                | 861                              | 62                                | 7                       |
| 09                | 12                                | 11                               | 1353                             | 111                               | 8                       |
| 10                | 12                                | 10                               | 1230                             | 169                               | 14                      |
| 11                | 9                                 | 7                                | 861                              | 120                               | 14                      |
| 12                | 10                                | 8                                | 984                              | 231                               | 24                      |
| 13                | 10                                | .7                               | 861                              | 178                               | 21                      |
| 14                | 10                                | 8                                | 984                              | 209                               | 21                      |
| 15                | 10                                | 9                                | 1107                             | 320                               | 29                      |
| 16                | 12                                | 13                               | 1599                             | 558                               | 35                      |
| 17                | 12                                | 8                                | 984                              | 882                               | 90                      |
| 18                | 12                                | 10                               | 1230                             | 964                               | 78                      |
| 19                | 11                                | 7                                | 861                              | 535                               | 62                      |
| 20                | 8                                 | 7                                | 861                              | 138                               | 16                      |
| 14 Hours<br>Total | 151                               | 118                              | 14514                            | 4506                              | 32                      |

| (i)   | Observed maximum hourly carrying capacity  | æ     | 1599 |
|-------|--|-------|------|
| (ii)  | Scheduled carrying capacity in a peak hour |       | 1440 |
| (111) | Ratio (i)<br>(ii)                          | क्रम् | 1.11 |

# TABLE 3c/2 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

ROUTE NO .: <u>1A</u>

at Star Ferry Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 13                                | 12                               | 1431                             | 64                                | 4                       |
| 08                | 17                                | 9                                | 1087                             | 93                                | 9                       |
| 09                | 17                                | 15                               | 1796                             | 39                                | 2                       |
| 10                | 17                                | 18                               | 2172                             | 156                               | 7                       |
| 11                | 14                                | 13                               | 1558                             | 150                               | 10                      |
| 12                | 14                                | 13                               | 1576                             | 256                               | 16                      |
| 13                | 17                                | 17                               | 2029                             | 246                               | 12                      |
| 14                | 17                                | 16                               | 1919                             | 224                               | 12                      |
| 15                | 17                                | 15 .                             | 1804                             | 384                               | 21                      |
| 16                | 18                                | 17                               | 2046                             | 857                               | 42                      |
| 17                | 17                                | 14                               | 1668                             | 1252                              | 75                      |
| 18                | 17                                | 16                               | 1940                             | 1236                              | 64                      |
| 19                | 16                                | 11                               | 1328                             | 730                               | 55                      |
| 20                | - 11                              | 13                               | 1558                             | 391                               | 25                      |
| 14 Heurs<br>Total | 222                               | 199                              | 23912                            | 6078                              | 25                      |

(i) Observed maximum hourly carrying capacity = 2172

(ii) Scheduled carrying capacity in a peak hour = 1870



**\* 1.16** 

### TABLE 3c/3 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

ROUTE NO.: 2

at Star Ferry Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 14                                | 14                               | 1722                             | 134                               | 8                       |
| 08                | 15                                | 11                               | 1349                             | 519                               | 38                      |
| 09                | 15                                | 13                               | 1595                             | 750                               | 47                      |
| 10                | 15                                | 14                               | 1718                             | 295                               | 17                      |
| 11                | 10                                | 8                                | 980                              | 219                               | 22                      |
| 12                | 12                                | 12                               | 1476                             | 436                               | 30                      |
| 13                | 12                                | 10                               | 1230                             | 372                               | 30                      |
| 14                | 12                                | 11                               | 1353                             | 572                               | 42                      |
| 15                | 12                                | 12                               | 1472                             | 950                               | 65                      |
| 16                | 15                                | 14                               | 1722                             | 1216                              | 71                      |
| 17                | 15                                | 12                               | 1472                             | 1114                              | 76                      |
| 18                | 15                                | 12                               | 1472                             | 1373                              | 93                      |
| 19                | 13                                | 11                               | 1353                             | 987                               | 73                      |
| 20                | 10                                | 10                               | 1230                             | 605                               | 49                      |
| 14 Hours<br>Total | 185                               | 164                              | 20144                            | 9542                              | 47                      |

(i) Observed maximum hourly carrying capacity = 1722

(ii) Scheduled carrying capacity in a peak heur = 1650

(iii) Ratio (i) (ii)

= 1.04

# TABLE 3 c/4 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

#### ROUTE NO.: 2C

#### at Star Ferry Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 6                                 | 6                                | 438                              | 31                                | 7                       |
| 08                | 6                                 | 6                                | 438                              | 24                                | 6                       |
| 09                | 6                                 | 5                                | 365                              | 9                                 | 3                       |
| 10                | 6                                 | 6                                | 438                              | 18                                | 4                       |
| 11                | 4                                 | 4                                | 292                              | 34                                | 12                      |
| 12                | 6                                 | 4                                | 292                              | 42                                | 14                      |
| 13                | 6                                 | 6                                | 438                              | 61                                | 14                      |
| 14                | 6                                 | 5                                | 374                              | 51                                | 14                      |
| 15                | 6                                 | 5 ·                              | 374                              | 61                                | 16                      |
| 16                | 6                                 | 5                                | 374                              | 136                               | 36                      |
| 17                | 6                                 | 4                                | 292                              | 229                               | 78                      |
| 18                | 6                                 | 4                                | 301                              | 178                               | 59                      |
| 19                | 5                                 | 3                                | 228                              | 68                                | 30                      |
| 20                | 5                                 | .4                               | 292                              | 71                                | 24                      |
| 14 Hours<br>Total | 80                                | 67                               | 4936                             | 1013                              | 21                      |

(i) Observed maximum hourly carrying capacity = 438 (11) Scheduled carrying capacity in a peak hour = 420 (111) Paris (1) (11)

# 1.04 :

#### TABLE 30/5 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

#### ROUTE NO.: 5

at Star Ferry Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 15                                | 14                               | 1722                             | 461                               | 27                      |
| 08                | 15                                | 17                               | 2091                             | 457                               | 22                      |
| 09                | 15                                | 14                               | 1722                             | 406                               | 24                      |
| 10                | 14                                | 15                               | 1845                             | 479                               | 26                      |
| 11                | 12                                | 12                               | 1476                             | 563                               | 38                      |
| 12                | 15                                | 16                               | 1968                             | 942                               | 48                      |
| 13                | 15                                | 17                               | 2091                             | 646                               | 31                      |
| 14                | 15                                | 13                               | 1593                             | 553                               | 35                      |
| 15                | 15                                | 18                               | 2208                             | 892                               | 40                      |
| 16                | 15                                | 17                               | 2085                             | 1296                              | 62                      |
| 17                | 15                                | 15                               | 1839                             | 1717                              | 93                      |
| 18                | 15                                | 15                               | 1845                             | 1725                              | 94                      |
| 19                | 15                                | 14                               | 1716                             | 1263                              | 74                      |
| 20                | 11                                | 12                               | 1476                             | 580                               | 39                      |
| 14 Hours<br>Total | 202                               | 209                              | 25677                            | 11980                             | ·47                     |

(i) Observed maximum hourly carrying capacity = 2208

- (ii) Scheduled carrying capacity in a peak hour = 1800
- (iii) Ratie <u>(i)</u> (ii)

<sup>≠</sup> 1.23

# TABLE 3c/6 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

### ROUTE NO.: 5A

### at Star Ferry Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>K |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 4                                 | 4                                | 474                              | 6                                 | 1                       |
| 08                | 6                                 | 6                                | 712                              | 0                                 | 0                       |
| 09                | 6                                 | 5                                | 599                              | 16                                | 3                       |
| 10                | _                                 | -                                | -                                | _                                 | -                       |
| 11                |                                   | -                                | -                                | ~                                 |                         |
| 12                | -                                 | -                                | -                                | -                                 | -                       |
| 13                | -                                 | -                                | -                                |                                   | -                       |
| 14                | -                                 | -                                |                                  | -                                 |                         |
| 15                | -                                 | -                                | -                                | -                                 | -                       |
| 16                | 6                                 | 6                                | 714                              | 34                                | 5                       |
| 17                | 6                                 | 4                                | 480                              | 167                               | 35                      |
| 18                | 6                                 | 5                                | 553                              | 442                               | 80                      |
| 19                | 2                                 | 2                                | 240                              | 57                                | 24                      |
| 20                | _                                 | _                                |                                  | ~                                 |                         |
| 14 Hours<br>Total | 36                                | 32                               | 3772                             | 722                               | 19                      |

(i) Observed maximum hourly carrying capacity = 714 (ii) Scheduled carrying capacity in a peak hour = 480

(111) Actie (1) (11)

⊭ 1.49 (1) 01939 (1.1)

### TABLE 3 c/7 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

# ROUTE NO.: 50

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### at Star Ferry Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 10                                | 8                                | 984                              | 119                               | 12                      |
| 08                | . 9                               | 7                                | 861                              | 141                               | 16                      |
| 09                | 9                                 | 7                                | 861                              | 149                               | 17                      |
| 10                | · 9                               | 7                                | 857                              | 191                               | 22                      |
| 11                | 6                                 | 6                                | 738                              | 254                               | 34                      |
| 12                | 9                                 | 5                                | 615                              | 205                               | 33                      |
| 13                | 9                                 | 7                                | 861                              | . 374                             | 43                      |
| 14                | 9                                 | 9                                | 1101                             | 406                               | 37                      |
| 15                | 9                                 | 8.                               | 978                              | 585                               | 60                      |
| 16                | 10                                | 8                                | 984                              | 394                               | 40                      |
| 17                | 9                                 | 8                                | 978                              | 557                               | 57                      |
| 18                | 9                                 | 6                                | 738                              | 575                               | 78                      |
| 19                | 9                                 | 5                                | 609                              | 472                               | 78                      |
| 20                | 8                                 | 5                                | 615                              | 380                               | 62                      |
| 14 Hours<br>Total | 124                               | 96                               | 11780                            | 4802                              | 41                      |

|   | (i) <sup>t</sup> | Observed maximum hourly carrying capacity  | <b>\$</b> | 1101 |
|---|------------------|--|-----------|------|
|   | (ii)             | Scheduled carrying capacity in a peak hour | <b>2</b>  | 1020 |
| ( | iii)             | Ratie (i)<br>(ii)                          | 솯         | 1.08 |

# TABLE 3c/8 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

ROUTE NO.: 6

at Star Ferry Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 10                                | 9                                | 954                              | 50                                | 5                       |
| 08                | 10 .                              | 8                                | 848                              | 117                               | 14                      |
| 09                | 10                                | 9                                | 954                              | 136                               | 14                      |
| 10                | 10                                | 9                                | 954                              | 325                               | 34                      |
| 11                | 8                                 | 8                                | 848                              | 368                               | 43                      |
| 12                | 9                                 | 9                                | 954                              | 409                               | 43                      |
| 13                | 10                                | 10                               | 1060                             | 223                               | 21                      |
| 14                | 10                                | 10                               | 1064                             | 386                               | 36                      |
| 15                | 10                                | 9                                | 954                              | 437                               | 46                      |
| 16                | 10                                | 8                                | 852                              | 445                               | 52                      |
| 17                | 10                                | 7                                | 746                              | 415                               | 56                      |
| 18                | 10                                | 8                                | 848                              | 550                               | 65                      |
| 19                | 10                                | 8                                | 848                              | 405                               | 48                      |
| 20                | 7                                 | 8                                | 848                              | 249                               | 29                      |
| 14 Hours<br>Total | 134                               | . 120                            | 12732                            | 4515                              | 36                      |

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**=** 1064 (1) Observed maximum hourly carrying capacity <u>=</u> 1000 (11) Scheduled carrying capacity in a peak hour (1121) **Aberia** (1) (11)

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#### TABLE 30/9 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

#### ROUTE NO.: 6A

#### at Star Ferry Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 10                                | 10                               | 1064                             | 87                                | 8                       |
| 08                | 10                                | 8                                | 852                              | 150                               | 18                      |
| 09                | 10                                | 9                                | 958                              | 152                               | 16                      |
| 10                | 10                                | 8                                | 856                              | 175                               | 20                      |
| 11                | 8                                 | 8                                | 856                              | 258                               | 30                      |
| 12                | 8                                 | 7                                | 746                              | 221                               | 30                      |
| 13                | 10                                | 9                                | 958                              | 265                               | 28                      |
| 14                | 10                                | 7                                | 742                              | 246                               | 33                      |
| 15                | 10                                | 9                                | 966                              | 385                               | 40                      |
| 16.               | 10                                | 10                               | 1068                             | 721                               | 68                      |
| 17                | 10                                | 8                                | 852                              | 490                               | 58                      |
| 18                | 10                                | 6                                | 636                              | 381                               | 60                      |
| 19                | 10                                | 7                                | 742                              | 459                               | 62                      |
| 20                | 8                                 | 9                                | 954                              | 288                               | 30                      |
| 14 Hours<br>Total | 134                               | 115                              | 12250                            | 4278                              | 35                      |

(i) Observed maximum hourly carrying capacity = 1068

(ii) Scheduled carrying capacity in a peak hour = 1000

(iii) Ratio (i) (ii)

**■** 1.07

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# TABLE 30/10 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

### ROUTE NO.: 7

at Star Ferry Terminus

|   | Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|---|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
|   | 07                | 12                                | 8                                | 671                              | 85                                | 13                      |
| Ī | 08                | 12                                | 6                                | 502                              | 76                                | 15                      |
| ľ | 09                | 12                                | 6                                | 502                              | 77                                | 15                      |
|   | 10                | 11                                | 7                                | 589                              | 55                                | 9                       |
|   | 11                | б                                 | 7                                | 589                              | 70                                | 12                      |
|   | 12                | 12                                | 5                                | 411                              | 78                                | 19                      |
|   | 13                | 11                                | 7                                | 582                              | 94                                | 16                      |
|   | 14                | 6                                 | 5                                | 402                              | 103                               | 26                      |
|   | 15                | б                                 | 5                                | 402                              | 178                               | 44                      |
|   | 16                | 7                                 | 5                                | 391                              | 221                               | 57                      |
|   | 17                | 12                                | . 10                             | 820                              | 748                               | 91<br>95                |
|   | 18                | 12                                | 9                                | 738                              | 699                               |                         |
|   | 19                | 10                                | 8                                | 643                              | 430                               | 67                      |
|   | 20                | 6                                 | 6                                | 483                              | 91                                | 19                      |
|   | 14 Heurs<br>Tetal | 135                               | 94                               | 7725                             | 3005                              | 39                      |

(i) Observed maximum hourly carrying capacity

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Scheduled carrying capacity in a peak hour (21)

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(111) Battre (1) (11)

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#### TABLE 3c/11 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

### ROUTE NO.: 8

### at Star Ferry Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>K |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 8                                 | 8                                | 936                              | 36                                | 4                       |
| 08                | 8                                 | 7                                | 819                              | 71                                | 9                       |
| 09                | 8                                 | 6                                | 702                              | 49                                | 7                       |
| 10                | 8                                 | 7                                | 819                              | 95                                | 12                      |
| 11                | 6                                 | 5                                | 585                              | 45                                | 8                       |
| 12                | 6                                 | 5                                | 585                              | 97                                | 17                      |
| 13                | 6                                 | 5                                | 585                              | 65                                | 11                      |
| 14                | 6                                 | 5                                | 585                              | 41                                | 7                       |
| 15                | 6                                 | 3.                               | 351                              | 88                                | 25                      |
| 16                | 8                                 | 7                                | 819                              | 280                               | 34                      |
| 17                | 8                                 | 6                                | 702                              | 550                               | 78                      |
| 18                | 8                                 | 5                                | 577                              | 588                               | 102                     |
| 19                | 8                                 | 7                                | 825                              | 484                               | 59                      |
| 20                | 6                                 | 6                                | 702                              | 76                                | 11                      |
| 14 Hours<br>Total | 100                               | 82                               | 9592                             | 2565                              | 27                      |

| (i)            | Observed maximum hourly carrying capacity  | E | 936  |  |
|----------------|--|---|------|--|
| (ii)           | Scheduled carrying capacity in a peak hour   | # | 720  |  |
| ( <b>i</b> ii) | $\begin{array}{c} R_{atio} (\underline{\mathbf{i}}) \\ (\underline{\mathbf{i}}) \end{array}$ | = | 1.30 |  |

# TABLE 3 c/12 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

# ROUTE NO.: 9

#### at Star Ferry Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 10                                | 11                               | 114 <b>4</b>                     | 69                                | 6                       |
| 08                | 11                                | 8                                | 832                              | 62                                | 8                       |
| 09                | 11                                | 9                                | 936                              | 75                                | 8                       |
| 10                | 11                                | 9                                | 938                              | 145                               | 16                      |
| 11                | 9                                 | 9                                | 936                              | 255 * .                           | 27                      |
| 12                | 10                                | 10                               | 1040                             | 288                               | 28                      |
| 13                | 11                                | 8                                | 832                              | 245                               | 30                      |
| 14                | 11                                | 10                               | 1046                             | 199                               | 19                      |
| 15                | 11                                | 11                               | 1144                             | 202                               | 18                      |
| 16.               | 11                                | 12                               | 1256                             | 301                               | 24                      |
| 17                | 10                                | 9                                | 944                              | 703                               | 75                      |
| 18                | 11                                | 9                                | 936                              | 837                               | 89                      |
| 19                | _ 11                              | 13                               | 1365                             | 376                               | 28                      |
| 20                | 8                                 | 4                                | 416                              | . 30                              | 7                       |
| 14 Hours<br>Total | 146                               | 132                              | 13765                            | 3787                              | - 28                    |

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(i) **Observed maximum hourly carrying capacity** = 1365 (1i) Scheduled carrying capacity in a peak hour = 1320 (111) Satis (i) = 1.03

#### TABLE 3 c/13 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

#### ROUTE NO.: 25

#### at Star Ferry Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 4                                 | 2                                | 196                              | 9                                 | 5                       |
| 08                | 5                                 | 4                                | 413                              | 33                                | 8                       |
| 09                | 5                                 | 5                                | 530                              | 54                                | 10                      |
| 10                | 4                                 | 3                                | 313                              | 32                                | 10                      |
| 11                | 2                                 | 4                                | 413                              | 35                                | - 9                     |
| 12                | 2                                 | 3                                | 294                              | 11                                | 4                       |
| 13                | 2                                 | . 1                              | 98                               | 3                                 | 3                       |
| 14                | 2                                 | 2                                | 171                              | 32                                | 19                      |
| 15                | 2                                 | 1                                | 98                               | 42                                | 43                      |
| 16                | 5                                 | 5                                | 465                              | 37                                | 8                       |
| 17                | 5                                 | 3                                | 294                              | 56                                | 19                      |
| 18                | 5                                 | 4                                | 367                              | 303                               | 83                      |
| 19                | 5                                 | 4                                | 386                              | 72                                | 19                      |
| 20                | 4                                 | 3                                | 269                              | 24                                | 9                       |
| 14 Hours<br>Total | 52                                | 44                               | 4307                             | 743                               | 17                      |

(i) Observed maximum hourly carrying capacity = 530

- (ii) Scheduled carrying capacity in a peak hour = 465
- (iii) Ratio (1) (11)

= 1.14

# TABLE 3 d COMPARISON OF HOURLY TOTAL DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING AT TERMINUS IN OCTOBER 1978

| TERMINUS:      | HUNG       | HOM   | FERRY  | AND | RAILWAY | STATION |
|----------------|------------|-------|--------|-----|---------|---------|
| ROUTES COVERED | : <u>3</u> | B, 51 | Β, 7Α, | 7B, | 12A, 15 | , 216   |

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 58                                | 42                               | 3623                             | 662                               | 18                      |
| 08                | 61                                | 50                               | 4250                             | 732                               | 17                      |
| 09                | 60                                | 53                               | 4513                             | 302                               | 7                       |
| 10                | 55                                | 49                               | 4317                             | 154                               | 4                       |
| 11                | 44                                | 40                               | 3351                             | 157                               | 5                       |
| 12                | 49                                | <b>4</b> 0                       | 3329                             | 350                               | 11                      |
| 13                | 54                                | 43                               | 3647                             | 384                               | 11                      |
| 14                | 55                                | 36                               | 2954                             | 264                               | 9                       |
| 15                | 56                                | 48                               | 4077                             | 370                               | 9                       |
| 16                | 61                                | 46                               | 3963                             | 614                               | 15                      |
| 17                | 61                                | 43                               | 3729                             | 1294                              | 35                      |
| 18                | 61                                | 44                               | 3732                             | 2334                              | 63                      |
| 19                | 52                                | 36                               | 3108                             | 865                               | 28                      |
| 20                | 39                                | 30                               | 2623                             | 381                               | 15                      |
| 14 Hours<br>Total | 766                               | 600                              | 51216                            | 8863                              | 17                      |

# TABLE 30/1 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

### ROUTE NO .: 3B

#### at Hung Hom Ferry

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 12                                | 9                                | 630                              | 82                                | 13                      |
| 08                | 12                                | 10                               | 700                              | 69                                | 10                      |
| 09                | 11                                | 11                               | 758                              | 29                                | 4                       |
| 10                | 8                                 | 7                                | 490                              | 16                                | 3                       |
| 11                | 8                                 | 7 8<br>1470                      | 548                              | 34                                | 6                       |
| 12                | 8                                 | 5                                | 338                              | 33                                | 10                      |
| 13                | 12                                | 10                               | 700                              | 65                                | 9                       |
| 14                | 12                                | 7                                | 490                              | 38                                | 8                       |
| 15_               | 12                                | 9                                | 630                              | 62                                | 10                      |
| 16.               | 12                                | 6                                | 420                              | 82                                | 20                      |
| 17                | 12                                | 7                                | 490                              | 232                               | 47                      |
| 18                | 12                                | 9                                | 630                              | 410                               | 65                      |
| 19                | 9                                 | 6 .                              | 420                              | 185                               | 44                      |
| 20                | 8                                 | 5                                | 350                              | 45                                | 13                      |
| 14 Hours<br>Total | 148                               | 109                              | 7594                             | 1382                              | 18                      |

- (i) Observed maximum hourly carrying capacity \*\*
  - 780

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(ii) Scheduled carrying capacity in a peak hour

(111) Ratio (1) (11)

0.97 æ

758

# TABLE 3 d/2 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

#### ROUTE NO.: 5B

at Hung Hom Railway Station Terminus

|     | Hour<br>B <b>e</b> ginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>I <sub>ndex</sub><br>% |
|-----|----------------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------------------|
|     | 07                         | 8                                 | 6                                | 479                              | 29                                | 6                                   |
|     | 08                         | 8                                 | 6                                | 447                              | 103                               | 23                                  |
|     | 09                         | 8                                 | 7                                | 552                              | 11                                | 2                                   |
|     | 10                         | 8 ·                               | 8                                | 634                              | 17                                | 3                                   |
|     | 11                         | 6                                 | 5                                | 365                              | 21                                | 6                                   |
|     | 12                         | б                                 | 6                                | 447                              | 44                                | 10                                  |
|     | 13                         | 6                                 | 5                                | 406                              | 17                                | 4                                   |
|     | 14                         | 6                                 | 4                                | 333                              | 22                                | 7                                   |
|     | 15                         | 6                                 | 5.                               | 379                              | 68                                | 18                                  |
|     | 16                         | 8                                 | 6                                | 476                              | 99                                | 21                                  |
|     | 17                         | 8                                 | . 4                              | 306                              | 174                               | 57                                  |
| · · | 18                         | 8                                 | 6                                | 476                              | 314                               | 66                                  |
|     | . 19                       | 8                                 | 5                                | 379                              | 105                               | 28                                  |
|     | 20                         | 6                                 | 5                                | 362                              | 38                                | 1                                   |
|     | 4 Hours<br>Tetal           | 100                               | 78                               | 6041                             | 1062                              | 18                                  |

(i) Scorved maximum hearly carrying capacity = 634

(31) Scheduled carrying capacity in a peak hour = 564

(14) **\*\*\*\*\*** (1)

**1.09** 

### TABLE 3 d/3 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

### ROUTE NO.: <u>7A</u>

at Hung Hom Railway Station Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 6                                 | 3                                | 261                              | 57                                | 22                      |
| 08                | 6                                 | 6                                | 513                              | 210                               | 41                      |
| 09                | 6                                 | 6                                | 509                              | 136                               | 27                      |
| 10                | 5                                 | 6                                | 498                              | 34                                | 7                       |
| 11                | 5                                 | 5                                | 431                              | 29                                | 7                       |
| 12                | 6                                 | 4                                | 343                              | 20                                | б                       |
| 13                | 6                                 | 5                                | 436                              | 25                                | 6                       |
| 14                | 6                                 | 4                                | 343                              | 30                                | 9                       |
| 15                | 6                                 | б.                               | 507                              | 41                                | 8                       |
| 16                | 6                                 | 5                                | 425                              | 63                                | 15                      |
| 17                | 6                                 | 4                                | 343                              | 96                                | 28                      |
| 18                | 6                                 | 4                                | 338                              | 174                               | 51                      |
| 19                | 5                                 | 5                                | 420                              | 64                                | 15                      |
| 20                | 5                                 | 4                                | 343                              | 13                                | 4                       |
| 14 Hours<br>Total | 80                                | 67                               | 5710                             | 992                               | 17                      |

| (1)           | Observed maximum hourly carrying capacity  | =        | 513  |
|---------------|--|----------|------|
| ( <u>ii</u> ) | Scheduled carrying capacity in a peak hour | <b>*</b> | 480  |
| (111)         | Ratio (1)<br>(11)                          | *        | 1.07 |

# TABLE 3 d/4 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

ROUTE NO.: 7B

at Hung Hom Ferry Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 8                                 | 5                                | 530                              | 135                               | 26                      |
| 08                | 8                                 | 6                                | 635                              | 87                                | 14                      |
| 09                | 8                                 | 6                                | 584                              | 31                                | 5                       |
| 10                | 8                                 | 7                                | 752                              | 50                                | 7                       |
| 11                | 6                                 | 5                                | 478                              | 30                                | б                       |
| 12                | 7                                 | 5                                | 480                              | 31                                | '7                      |
| 13                | . 8                               | 5                                | 529                              | 60                                | 11                      |
| 14                | 8                                 | 5                                | 530                              | <b>3</b> 2                        | 6                       |
| 15                | 8                                 | 6                                | 636                              | 43                                | 7                       |
| 16                | 8                                 | 5                                | 530                              | 72                                | 14                      |
| 17                | 8                                 | 4                                | 424                              | 141                               | 33                      |
| 18                | 8                                 | 5                                | 530                              | 468                               | - 88                    |
| 19                | 8                                 | 5                                | 530                              | 157                               | 30                      |
| 20                | 6                                 | 5                                | 530                              | 94                                | 18                      |
| 14 Heurs<br>Potel | 107                               | 74                               | 7698                             | 1431                              | 19                      |

#### TABLE 3d/5 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

#### ROUTE NO.: 12A

at Hung Hom Railway Station Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 11                                | 10                               | 820                              | 181                               | 22                      |
| 08                | 11                                | 9                                | 734                              | 93                                | 13                      |
| 09                | 11                                | 10                               | 814                              | 40                                | 5                       |
| 10                | 11                                | 8                                | 647                              | 19                                | 3                       |
| 11                | 9                                 | 7                                | 584                              | 16                                | 3                       |
| 12                | 10                                | 9                                | 734                              | 33                                | 4                       |
| 13                | 11                                | 9                                | 748                              | 26                                | 3                       |
| 14                | 11                                | 8                                | 629                              | 74                                | 12                      |
| 15                | 11                                | 10                               | 821                              | 65                                | 8                       |
| 16                | 11                                | 9                                | 732                              | 106                               | 14                      |
| 17                | 11                                | 9                                | 711                              | 226                               | 32                      |
| 18                | 11                                | 8                                | 654                              | 260                               | 40                      |
| 19                | 11                                | 9                                | · 732                            | 116                               | 16                      |
| 20                | 7                                 | 7                                | 570                              | 52                                | 9                       |
| 14 Hours<br>Total | 147 ÷                             | 122                              | 9930                             | 1307                              | 13                      |

(i) Observed maximum hourly carrying capacity = 821

(ii) Scheduled carrying capacity in a peak hour = 800

.

(iii) R<sub>atio</sub> (i) (ii)

<u>⇔</u> 1.03

í
# TABLE 3 d/6 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

ROUTE NO.: 15

at Hung Hom Ferry Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 11                                | 7                                | 819                              | 171                               | 21                      |
| 08                | 12                                | 9                                | 1053                             | 92                                | 9                       |
| 09                | 12                                | 10                               | 1170                             | 41                                | 4                       |
| 10                | 12                                | 10                               | 1170                             | 15                                | 1                       |
| 11                | 7                                 | 7                                | 819                              | 21                                | 3                       |
| 12                | 8                                 | 7                                | 819                              | 178                               | 22                      |
| 13                | 7                                 | 6                                | 702                              | 187                               | 27                      |
| 14                | 8                                 | 4                                | 461                              | 54                                | 12                      |
| 15                | 9                                 | 8.                               | 936                              | 83                                | 9                       |
| 16                | 12                                | 10                               | 1170                             | 171                               | 15                      |
| 17                | 12                                | 11                               | 1287                             | 352                               | 27                      |
| 18                | 12 .                              | 8                                | 936                              | 609                               | 65                      |
| 19                | 10                                | 5                                | 585                              | 231                               | 40                      |
| 20                | 7                                 | 4                                | 468                              | 139                               | 30                      |
| 14 Heurs<br>Hetal | 139                               | 106                              | 12395                            | 2344                              | 19                      |

(i) Observed maximum hourly carrying capacity = 1287 \* (ii) Scheduled carrying capacity in a peak heur and 1250 (iii) Latie <u>(i)</u> (ii) # 1.92

#### TABLE 3d/7 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

ROUTE NO.: 216

at Hung Hom Railway Station Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>H |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 2                                 | 2                                | 84                               | 7                                 | 8                       |
| 08                | 4                                 | 4                                | 168                              | 78                                | 46                      |
| 09                | 4                                 | 3                                | 126                              | 14                                | 11                      |
| 10                | 3                                 | 3                                | 126                              | 3                                 | 2 .                     |
| 11                | 3                                 | 3                                | 126                              | 6                                 | 5                       |
| 12                | 4                                 | 4                                | 168                              | 11                                | 7                       |
| 13                | 4                                 | 3                                | 126                              | 4                                 | 3                       |
| 14                | 4                                 | 4                                | 168                              | 14                                | 8                       |
| 15                | 4                                 | 4                                | 168                              | 8                                 | 5                       |
| 16                | 4                                 | 5                                | 210                              | 21                                | 10                      |
| 17                | 4                                 | 4                                | 168                              | 73                                | 43                      |
| 18                | 4                                 | 4                                | 168                              | 99                                | 59                      |
| 19                | 1                                 | 1                                | 42                               | 7                                 | 17                      |
| 20                |                                   | _                                | -                                |                                   | -                       |
| 14 Hours<br>Total | 45                                | 44                               | 1848                             | 345                               | 19                      |

(i) Observed maximum hourly carrying capacity = 210

(ii) Scheduled carrying capacity in a peak hour = 168

(iii) R<sub>atio</sub> (i) (ii) <sup>≠</sup> 1.25

# TABLE 30 COMPARISON OF HOURLY TOTAL DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING AT TERMINUS IN OCTOBER 1978

TERMINUS: CHOI HUNG

ROUTES COVERED: 5, 9, 13, 90, 91, 92 113

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 69                                | 69                               | 6974                             | 4754                              | 68                      |
| 08                | 69                                | 68                               | 6615                             | 4066                              | 61                      |
| 09                | 68                                | 63                               | 6151                             | 2662                              | 43                      |
| 10                | 59                                | 56                               | 5489                             | 1258                              | 23                      |
| 11                | 52                                | 54                               | 5579                             | 1099                              | 20                      |
| 12                | 55                                | 55                               | 5638                             | 1955                              | 35                      |
| 13                | 55                                | 55                               | 5531                             | 1561                              | 28                      |
| 14                | 54                                | 52                               | 5309                             | 1195                              | 23                      |
| 15                | 65                                | 61                               | 6268                             | 1220                              | 19                      |
| 16                | 69                                | 54                               | 5402                             | 1256                              | 23                      |
| 17                | 69                                | 61                               | 6032                             | 1672                              | 28                      |
| 18                | 69                                | 52                               | 4827                             | 2660                              | 55                      |
| 19                | 56                                | 57                               | 5141                             | 1569                              | 31                      |
| 20                | 49                                | 46                               | 4635                             | 1003                              | 22                      |
| 14 Hours<br>Total | 858                               | . 803                            | 79594                            | 27910                             | 35                      |

# TABLE 3e/1 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

## ROUTE NO.: 5

#### at Choi Hung Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 15                                | 16.                              | 1968                             | .1306                             | 66                      |
| 08                | 15                                | 13                               | 1599                             | 996                               | 62                      |
| 09                | 15                                | 14                               | 1716                             | 866                               | 51                      |
| 10                | 12                                | 13                               | 1599                             | 294                               | 18                      |
| 11                | 14                                | 16                               | 1962                             | 254                               | 13                      |
| 12                | 15                                | 18                               | 2208                             | 658                               | 30                      |
| 13                | 15                                | 18                               | 2183                             | 362                               | 17                      |
| 14                | 15                                | 18                               | 2214                             | 245                               | 11                      |
| 15                | 15                                | 17                               | 2091                             | 218                               | 10                      |
| 16                | 15                                | 14                               | 1722                             | 225                               | 13                      |
| 17                | 15                                | 14                               | 1722                             | 329                               | 19                      |
| 18                | 15                                | 12                               | 1476                             | 602                               | 41                      |
| 19                | 13                                | 12                               | 1476                             | 190                               | 13                      |
| 20                | 12                                | 13                               | 1593                             | 139                               | °.<br>9                 |
| 14 Hours<br>Total | 201                               | 208                              | 25529                            | 6684                              | 26                      |

| (i)           | Observed maximum hourly carrying capacity  | =        | 2214 |
|---------------|--|----------|------|
| ( <b>i</b> i) | Scheduled carrying capacity in a peak heur | <b>#</b> | 1800 |
| (111)         | Ratio (1)<br>(11)                          | p± .     | 1.23 |

# TABLE 36/2 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

## ROUTE NO .: 3

at Choi Hung Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 11                                | 17                               | 1144                             | 699                               | 61                      |
| 08                | 11                                | 9                                | 936                              | 805                               | 86                      |
| 09                | 11                                | 10                               | 1040                             | 741                               | 71                      |
| 10                | 10                                | 8                                | 832 '                            | 358                               | 43                      |
| . 11              | 10                                | 9                                | 938                              | 297                               | 32                      |
| 12                | 11                                | 10                               | 1042                             | 450                               | 43                      |
| 13                | 11                                | 10                               | 1040                             | 413                               | 40                      |
| 14                | 10                                | 9                                | 936                              | 383                               | 41                      |
| 15                | 11                                | 11                               | 1152                             | 237                               | 21                      |
| 16                | 11                                | 7                                | <sup>•</sup> 734                 | 180                               | 25                      |
| 17                | 11                                | 10                               | 1054                             | 249                               | 24                      |
| 18                | 11                                | 7                                | 734                              | 479                               | 65                      |
| 19                | 9                                 | .9                               | 938                              | 295                               | 31                      |
| 20                | 10                                | 5                                | 526                              | 126                               | 24                      |
| 14 Hours<br>Total | 148                               | 125                              | 13046                            | 5712                              | 44                      |

| (i) Charryn meximum heurly carrying capacity    | <b>a</b> 1152 |
|---|---------------|
| (11) Summaries carrying capacity in a peak hour | a 🔒 🖓 1320    |
|   | <b>.</b>      |

# TABLE 3 e/3 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

#### ROUTE NO.: 13

#### at Chci Hung Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 15                                | 16                               | 1712                             | 1087                              | 63                      |
| 08                | 15                                | 15                               | 1590                             | 917                               | 58                      |
| 09                | 15                                | 15                               | 1606                             | 478                               | 30                      |
| 10                | 12                                | 12                               | 1286                             | 282                               | 22                      |
| 11                | 12                                | 11                               | 1166                             | 210                               | 18                      |
| 12                | 12                                | 10                               | 1076                             | 499                               | 46                      |
| 13                | 12                                | 9                                | 954                              | 159                               | 17                      |
| 14                | 12                                | 11                               | 1166                             | 175                               | 15                      |
| 15                | 14                                | 12                               | 1286                             | 390                               | 30                      |
| 16                | 15                                | 9                                | 971                              | 319                               | 33                      |
| 17                | 15                                | 12                               | 1272                             | 432                               | 34                      |
| 18                | 15                                | 6                                | 636                              | 414                               | 65                      |
| 19                | 13                                | 14                               | 1488                             | 446                               | 30                      |
| 20                | 11                                | 11                               | 1170                             | 196                               | 17                      |
| 14 Hours<br>Total | 188                               | 163                              | 17379                            | 6004                              | 35                      |

(i) Observed maximum hourly carrying capacity = 1606

(ii) Scheduled carrying capacity in a peak hour = 1590

(iii) Ratie (i) (ii)

**#** 1.01

## TABLE 3 e/4 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

ROUTE NO.: 90

at Choi Hung Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>I <sub>ndex</sub><br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------------------|
| 07                | 3                                 | 3                                | 132                              | 143                               | 108                                 |
| 08                | 3                                 | 3                                | 132                              | 104                               | 79                                  |
| 09                | 2                                 | 2                                | . 88                             | 34                                | 39                                  |
| 10                | 2                                 | 2                                | 88                               | 51                                | 58                                  |
| 11                | 1                                 | 1                                | 44                               | 17                                | 39                                  |
| 12                | 2                                 | 2                                | 88                               | 37                                | 42                                  |
| 13                | 2                                 | 3                                | 132                              | 69                                | 52                                  |
| 14                | 2                                 | 3                                | 132                              | 78                                | 59                                  |
| 15                | 3                                 | 2 .                              | 88                               | 34                                | 39                                  |
| 16.               | 3                                 | 3                                | 132                              | 77                                | 58                                  |
| 17                | 3                                 | 3                                | 132                              | 111                               | 84                                  |
| 18                | 3                                 | 3                                | 132                              | 161                               | 122                                 |
| 19                | 2                                 | 2                                | 88                               | 110                               | 125                                 |
| 20                | 2                                 | 1                                | 44                               | 55                                | 125                                 |
| 14 Hours<br>Fotml | 33                                | 33                               | 1452                             | 1081                              | 74                                  |

(i) Observed maximum hourly carrying capacity = 132.
(ii) Scheduled carrying capacity in a peak heur
(iii) Ratio (i)
(iii)

#### TABLE 3 e/5 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

#### ROUTE NO .: 91

#### at Choi Hung Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 8                                 | 7                                | 422                              | 420                               | 100                     |
| 08                | 7                                 | 6                                | 361                              | 309                               | 86                      |
| 09                | 8                                 | 9                                | 541                              | 211                               | 39                      |
| 10                | 6                                 | 6                                | 358                              | 100                               | 28                      |
| 11                | 5                                 | 5                                | 305                              | 115                               | 38                      |
| 12                | 5                                 | 5                                | 305                              | 148                               | 49                      |
| 13                | 5                                 | 5                                | 305                              | 268                               | 88                      |
| 14                | 5                                 | 4.                               | 241                              | 146                               | 61                      |
| 15                | 7 '                               | 5                                | 298                              | 109                               | 37                      |
| 16                | 8                                 | 5                                | 310                              | 164                               | 53                      |
| 17                | 7                                 | 7                                | 426                              | 246                               | 58                      |
| 18                | 8                                 | 8                                | 491                              | 384                               | 78                      |
| 19                | 5                                 | 5                                | 298                              | 270                               | 91                      |
| 20                | 4                                 | 5                                | 311                              | 187                               | 60                      |
| 14 Hours<br>Total | 88                                | 82                               | 4972                             | 3077                              | 62                      |

(1) Observed maximum hourly carrying capacity

**5**41

**=** 700 °

- (ii) Scheduled carrying capacity in a peak heur
- (111) Ratio (1) (11)

• 0.77

# TABLE 3e/6 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

ROUTE NO.: 92

at Choi Hung Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>I <sub>ndex</sub><br>K |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------------------|
| 07                | 7                                 | 6                                | 366                              | 341                               | 93                                  |
| 08                | 8                                 | 11                               | 657                              | 464                               | 71                                  |
| 09                | .7                                | 7                                | 422                              | 266                               | 63                                  |
| 10                | 7                                 | 8                                | 471                              | 131                               | 28                                  |
| 11                | 5                                 | 5                                | 305                              | 186                               | 61                                  |
| 12                | 5                                 | 5                                | 308                              | 148                               | 48                                  |
| 13                | 5                                 | 5                                | 302                              | 266                               | 88                                  |
| 14                | 5                                 | 4                                | 253                              | 138                               | 55                                  |
| 15                | 7                                 | 6 .                              | 373                              | 202                               | 54                                  |
| 16.               | 7                                 | 7                                | 430                              | 273                               | 64                                  |
| 17                | 8                                 | 7                                | 448                              | 238                               | 53                                  |
| 18                | 7                                 | 10                               | 620                              | 554                               | 89                                  |
| 19                | 5                                 | 4                                | 242                              | 243                               | 100                                 |
| 20                | 5                                 | 6                                | 376                              | 282                               | 75                                  |
| 14 Hours<br>Total | 88                                | 91                               | 5573                             | 3732                              | 67                                  |
|                   | :                                 | •                                |                                  |                                   |                                     |

(i) Observed maximum hourly carrying capacity = 657

(11) Scheduled carrying capacity in a peak heur an 400

(111) Ratio (1) (11)

#### TABLE 3 e/7 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

ROUTE NO.: 113

at Choi Hung Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>K |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 10                                | 10                               | 1230                             | 758                               | 62                      |
| 08                | 10                                | 11                               | 1343                             | 471                               | 35                      |
| 09                | 10                                | 6                                | 738                              | 66                                | 9                       |
| 10                | 10                                | 7                                | 855                              | 22                                | 3                       |
| 11                | 5                                 | 7                                | 859                              | 20                                | 2                       |
| 12                | 5                                 | 5                                | 611                              | 15                                | 2                       |
| 13                | 5                                 | 5                                | 615                              | 24                                | 4                       |
| 14                | 5                                 | 3                                | 367                              | 30                                | 8                       |
| 15 .              | 8                                 | 8 -                              | 980                              | 30                                | 3                       |
| 16                | 10                                | 9                                | 1103                             | 18                                | 2                       |
| 17                | 10                                | 8                                | 978                              | 67                                | 7                       |
| 18                | 10                                | 6                                | 738                              | 66                                | 9                       |
| 19                | 9                                 | 1                                | 611                              | 15                                | 2                       |
| 20                | 5                                 | 5                                | 615                              | 18                                | 3                       |
| 14 Hours<br>Totel | 112                               | 101                              | 11643                            | 1620                              | 14                      |

(i) Observed maximum hourly carrying capacity = 1343(ii) Scheduled carrying capacity in a peak hour = 1200(iii) Ratio (i) 1.12 

 TABLE 3 f
 COMPARISON OF HOURLY TOTAL DEPARTURES, CARRYING CAPACITY

 AND PASSENGERS BOARDING AT TERMINUS IN OCTOBER 1978

| TERMINUS:       | <u>kwun</u> | TONG | FERRY |      |      |     |     |    |
|-----------------|-------------|------|-------|------|------|-----|-----|----|
| ROUTES COVERED: | 5B,         | 11D, | 13B,  | 13C, | 15B, | 19, | 23, | 40 |

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>K |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 60                                | 53                               | 5329                             | 2148                              | 40                      |
| 08                | 57                                | 61                               | 5972                             | 1175                              | - 20                    |
| 09                | 65                                | 58                               | 5711                             | 621                               | 11                      |
| 10                | 58                                | 42                               | 4398                             | 34.3                              | 8                       |
| 11                | 43                                | 26                               | 2497                             | 404                               | 16                      |
| 12                | 45                                | 44                               | 4304                             | 924                               | 21                      |
| 13                | 48                                | 42                               | 3917                             | 920                               | 23                      |
| 14                | 48                                | 43                               | 4129                             | 636                               | 15                      |
| 15                | 52                                | 45                               | 4342                             | 612                               | 14                      |
| 16                | 62                                | 52                               | 5132                             | 2331                              | 45                      |
| 17                | 67                                | 63                               | 6326                             | 4341                              | 69                      |
| 18                | 66                                | 55                               | 5479                             | 5227                              | 95                      |
| 19                | 59                                | 52                               | 5164                             | 3657                              | 71                      |
| 20                | 46                                | 44                               | 4284                             | 1855                              | 43                      |
| 14 Hours<br>Tetal | 776                               | 680                              | 66984                            | 25194                             | 38                      |

## TABLE 3 f/1 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

ROUTE NO.: 5B

at Kwun Tong Ferry Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>K |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 8                                 | 6                                | 438                              | 309                               | 71                      |
| 08                | 8                                 | 7                                | 581                              | 163                               | 28                      |
| 09                | 8                                 | 5                                | 365                              | 101                               | 28                      |
| 10                | 7                                 | 2                                | 146                              | 31                                | 21                      |
| 11                | 6                                 | 2                                | 214                              | 58                                | 27                      |
| 12                | 6                                 | 3                                | 219                              | 30                                | 14                      |
| 13                | 6                                 | 5                                | 400                              | 77                                | 19                      |
| 14                | 6                                 | 2                                | 155                              | 31                                | 20                      |
| 15                | 8                                 | 4                                | 333                              | 62                                | 19                      |
| 16.               | 8                                 | 4                                | 301                              | 119                               | 40                      |
| 17                | 8                                 | 6                                | 479                              | 296                               | 61                      |
| 18                | 8                                 | 4                                | 301                              | 353                               | 117                     |
| 19                | 6                                 | 5                                | 406                              | 132                               | 33                      |
| 20                | 6                                 | 4                                | 292                              | 61                                | 21                      |
| 14 Hours<br>Total | 99                                | 59                               | 4630                             | 1823                              | 39                      |

| (i) | Observed  | merimum        | heur ly | carrying  | capacity |   | 581 |
|-----|-----------|----------------|---------|-----------|----------|---|-----|
| (1) | ADB61.460 | Mar X TITI ONK | noury   | GWT.LATUR | cabacr d | - | 20  |

(ii) Scheduled carrying capacity in a peak heur = 584

(111) Ratio (1) (11)

• 0.99

# TABLE 31/2 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

ROUTE NO .: 11<u>D</u>

at Kwun Tong Ferry Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 5                                 | 3                                | 219                              | 174                               | 79                      |
| 08                | 6                                 | 8                                | 584                              | 112                               | 19                      |
| 09                | 6                                 | 7                                | 511                              | 67                                | 13                      |
| 10                | 6                                 | 2                                | 146                              | 14                                | 10                      |
| 11                | 4                                 | 3                                | 219                              | 34                                | 16                      |
| 12                | 4                                 | 5                                | 365                              | 40                                | 11                      |
| 13                | 6                                 | 5                                | 379                              | 45                                | 12                      |
| 14                | 7                                 | 6                                | 438                              | 97                                | 22                      |
| 15_               | 7                                 | 6                                | 438                              | 60                                | 14                      |
| 16                | 7                                 | 5                                | 365                              | 153                               | 42                      |
| 17                | 7                                 | 5                                | 365                              | 207                               | 57                      |
| 18                | 7                                 | 5                                | 365                              | 364                               | 100                     |
| 19                | ·7·                               | 6                                | 438                              | 170                               | 39                      |
| 20                | 6.                                | 5                                | 398                              | 136                               | 34                      |
| 14 Hours<br>Total | 85                                | . 71                             | 5230                             | 1673                              | . 32                    |

(11) Scheduled carrying capacity in a peak hour (11396

自由的基

(111) Ratio (1) (11)

### TABLE 3 f/3 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

### ROUTE NO.: 13B

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 8                                 | 7                                | 819                              | 119                               | 15                      |
| 08                | 5                                 | . 8                              | 936                              | 134                               | 14                      |
| 09                | 10                                | 10                               | 1170                             | 108                               | 9                       |
| 10                | 9                                 | 12                               | 1404                             | 73                                | 5                       |
| 11                | 5                                 | 1                                | 117                              | 14                                | 12                      |
| 12                | 5                                 | 6                                | 702                              | 137                               | 20                      |
| 13                | 5                                 | 6                                | 702                              | 171                               | 24                      |
| 14                | 5                                 | 5                                | 585                              | 90                                | 15                      |
| 15                | 5                                 | 5                                | 585                              | 110                               | 19                      |
| 16                | 8                                 | 8                                | 936                              | 572                               | 61                      |
| 17                | 10                                | 10                               | 1170                             | 1039                              | 89                      |
| 18                | 10                                | 10                               | 1170                             | 1059                              | 91                      |
| 19                | 9                                 | 8                                | 936                              | 726                               | 78                      |
| 20                | 5                                 | 5                                | 585                              | 328                               | -<br>56                 |
| 14 Hours<br>Total | 99                                | 101                              | 11817                            | 4680                              | 40                      |

#### at Kwun Tong Ferry Terminus

(i) Observed maximum hourly carrying capacity = 1404 (ii) Scheduled carrying capacity in a peak hour = 1100 (iii) Ratio  $\frac{(1)}{(11)}$  = 1.28

## TABLE 3 f/4 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

ROUTE NO.: 130

at Kwun Tong Ferry Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 8                                 | 8                                | 936                              | 124                               | 13                      |
| 08                | 6                                 | 8                                | 936                              | 148                               | 16                      |
| . 09              | 10                                | 9                                | 1053                             | 100                               | 10                      |
| 10                | 9                                 | 6                                | 702                              | 49                                | 7                       |
| 11                | 5                                 | 6                                | 702                              | 52                                | 7                       |
| 12                | 5                                 | 6                                | 702                              | 207                               | 30                      |
| 13                | 5                                 | 3                                | 351                              | 86                                | 25                      |
| . 14              | 5                                 | 5                                | 585                              | 126                               | 22                      |
| 15                | 5                                 | 5                                | 585                              | 137                               | 23                      |
| 16                | 8                                 | 7                                | 819                              | 492                               | 60                      |
| .17               | 10                                | 11                               | 1287                             | 1052                              | 82                      |
| 18                | 10                                | 10                               | 1170                             | 1178                              | 101                     |
| 19                | 9                                 | 9                                | 1053                             | 906                               | 86                      |
| 20                | 5                                 | 5                                | 585                              | 438                               | ×<br>75                 |
| 14 Hours<br>Total | 100                               | 98                               | 11466                            | 5095                              | 44                      |

(1) Observed maximum hourly carrying capacity = 1287

(11) Scheduled carrying capacity in a peak heur at 1400

 $t \in$ 

(111) Battle (1). (11)

### TABLE 31/5 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

ROUTE NO.: 15B

at Kwun Tong Ferry Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 10                                | 10                               | 1168                             | 157                               | 13                      |
| 08                | 10                                | 10                               | 1169                             | 143                               | 12                      |
| 09                | 10                                | 9                                | 1051                             | 80                                | 8                       |
| 10                | 10                                | 9                                | 1051                             | 57                                | 5                       |
| 11                | 7                                 | 5                                | 538                              | 108                               | 20                      |
| 12                | 6                                 | 6                                | 702                              | 129                               | 18                      |
| 13                | 6                                 | 6                                | 702                              | 191                               | 27                      |
| 14                | 6                                 | 6                                | 700                              | 116                               | 17                      |
| 15                | 7                                 | 6 ·                              | 701                              | 80                                | 11                      |
| 16                | 10                                | 10                               | 1168                             | <b>44</b> 4                       | 38                      |
| 17                | 10                                | 11                               | 1285                             | 847                               | 66                      |
| 18                | 10                                | 10                               | 1168                             | 1294                              | 11                      |
| 19                | 10                                | 9                                | 1051                             | 1035                              | 98                      |
| 20                | 6                                 | 9                                | 1052                             | 593                               | 56                      |
| 14 Hours<br>Total | 118                               | 116                              | 13506                            | 5274                              | 39                      |

(i) Observed maximum hourly carrying capacity

- **\*** 1285
- (ii) Scheduled carrying capacity in a peak hour = 1100
- (iii) Ratie (i) (ii)

≠ 1**.**17

# TABLE 3 f/6 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

### ROUTE NO.: 19

at Kwun Tong Ferry Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| : 07              | 6                                 | 3                                | 164                              | 49                                | 30                      |
| 08                | 6                                 | 4                                | 222                              | 48                                | 22                      |
| 09                | б                                 | 4                                | 222                              | 15                                | 7                       |
| 10                | 4                                 | 2                                | <b>11</b> 1                      | 14                                | 13                      |
| 11                | 3                                 | 2                                | 111                              | 8                                 | 7                       |
| 12                | 4                                 | 4                                | 222                              | 35                                | 16                      |
| 13                | 4                                 | 4                                | 222                              | 91                                | 41                      |
| . 14              | 4                                 | 4                                | 200                              | 31                                | 16                      |
| 15                | 4                                 | 3 .                              | 156                              | 30                                | 19                      |
| 16                | 6                                 | 4                                | 200                              | 128                               | 64                      |
| 17                | 6                                 | 4                                | 200                              | 174                               | 87                      |
| 18                | 6                                 | 4                                | 200                              | 203                               | 102                     |
| 19                | 6                                 | 4                                | 200                              | 185                               | 93                      |
| 20                | 4                                 | 3                                | 144                              | 61                                | 42                      |
| 14 Høurs<br>Total | 69                                | 49                               | 2574                             | 1072                              | 42                      |

(i) Observed maximum hourly carrying capacity = 222

**0.9**0.1

(11) Scheduled carrying capacity in a peak hear 246

(111) Bassis (11)

## TABLE 31/7 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

ROUTE NO.: 23

at Kwun Tong Ferry Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>I <sub>ndex</sub><br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------------------|
| 07                | 7                                 | 7                                | 490                              | 117                               | 24                                  |
| 08                | 8                                 | 8                                | 560                              | 68                                | <sup>′</sup> 12                     |
| 09                | 7                                 | 7                                | 490                              | 17                                | 4                                   |
| 10                | 6                                 | 5                                | 350                              | 19                                | 5                                   |
| 11                | б                                 | 5                                | 350                              | 4-2                               | 3                                   |
| 12                | 7                                 | 6                                | 420                              | 27                                | 6                                   |
| 13                | 8                                 | 7                                | 490                              | 46                                | 9                                   |
| 14                | 7                                 | 7                                | 490                              | 41                                | 8                                   |
| 15                | 8                                 | 8                                | 560                              | 37                                | 7                                   |
| 16.               | 7                                 | 7                                | 490                              | 101                               | 21                                  |
| 17                | B                                 | 8                                | 560                              | 80                                | 14                                  |
| 18                | 7                                 | 7                                | 490                              | 136                               | 28                                  |
| 19                | 5                                 | 5                                | 350                              | 63                                | 18                                  |
| 20                | 7                                 | 7                                | 490                              | 41                                | 8                                   |
| 14 Hours<br>Total | 98                                | 94                               | 6580                             | 805                               | 12                                  |

| (i)  | Observed maximum hourly carrying capacity  | = | 560 |
|------|--|---|-----|
| (11) | Scheduled carrying especity in a peak hour | Ħ | 385 |

(111) Ratie (1) = 1.45

# TABLE 31/8 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

ROUTE NO .: 40

at Kwun Tong Ferry Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Pessenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 8                                 | 9                                | 1095                             | 1099                              | 100                     |
| 08                | 8                                 | 8                                | 964                              | 359                               | 37                      |
| 09                | 8                                 | 7                                | 849                              | 133                               | 16                      |
| 10                | 7                                 | 4                                | 488                              | 86                                | 18                      |
| 11                | 7                                 | 2                                | 246                              | 118                               | 48                      |
| 12                | 8                                 | 8                                | 972                              | 319                               | 33                      |
| 13                | 8                                 | 6                                | 671                              | 213                               | 32                      |
| 14                | 8                                 | 8                                | 976                              | 104                               | 11                      |
| 15                | 8                                 | 8 .                              | 984                              | 96                                | 10                      |
| 16                | 8                                 | 7                                | 853                              | 322                               | 38                      |
| 17                | 8                                 | 8                                | 980                              | 646                               | 66                      |
| 18                | 8                                 | 5                                | 615                              | 640                               | 104                     |
| 19                | 7                                 | 6                                | 730                              | 440                               | 60                      |
| 20                | 7                                 | 6                                | 738                              | 197                               | 27                      |
| 14 Bours<br>Lotal | TOB                               | 92                               | 11181                            | 4772                              | 43                      |

to the meridian hearly corrying capacity = 1095

A sector ourrying aspectty in a peer bour the star 960 bits

1. 1.1.1

#### TABLE 3g COMPARISON OF HOURLY TOTAL DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING AT TERMINUS IN OCTOBER 1978

TERMINUS: LAI CHI KOK BRIDGE (MEI FOO)

ROUTES COVERED: 6, 6B, 6C, 12B, 44, 45H, 66, 102, 204, 20

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 89                                | 83                               | 7689                             | 5966                              | 78                      |
| 08                | 90                                | 79                               | 7360                             | 4672                              | 63                      |
| 09                | <u>8</u> 9                        | 86                               | 8271                             | 2947                              | 36                      |
| 10                | 83                                | 75                               | 7215                             | 1939                              | 27                      |
| 11                | 65                                | 63                               | 6152                             | 1781                              | 29                      |
| 12                | 79                                | 70                               | 6729                             | 2081                              | 31                      |
| 13                | 79                                | 77                               | 7306                             | 2524                              | 35                      |
| 14                | 78                                | 86                               | 7836                             | 2164                              | 28                      |
| 15                | 82                                | 82                               | 7918                             | 2086                              | 26                      |
| 16                | 89                                | 88                               | 8153                             | 2581                              | 32                      |
| 17                | 90                                | 82                               | 7575                             | 4391                              | 58                      |
| 18                | 90                                | 77                               | 7242                             | 4879                              | 67                      |
| 19                | 76                                | 58                               | 5541                             | 3118                              | 56                      |
| 20                | 60                                | 59                               | 5955                             | 2066                              | 35                      |
| 14 Hours<br>Total | 1139                              | 1065                             | 100942                           | 43195                             | 43                      |

# TABLE 3g/1 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

ROUTE NO.: 6

at Lai Chi Kok Bridge (Mei Foo) Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Ob <b>serve</b> d<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|---|----------------------------------|-----------------------------------|-------------------------|
| 07                | 10                                | 8   | 852                              | 735                               | 86                      |
| 08                | 10                                | 9   | 962                              | 903                               | 94                      |
| 09                | 10                                | 11  | 1174                             | 555                               | 47                      |
| 10                | 9                                 | 9   | 958                              | 384                               | 40                      |
| 11                | 8                                 | 7   | 746                              | 321                               | 43                      |
| 12                | 10                                | 10  | 1064                             | 430                               | 40                      |
| 13                | 10                                | 9   | 958                              | 4'73                              | 49                      |
| 14                | 10                                | 10  | 1060                             | 510                               | 48                      |
| 15                | 10                                | 8   | 848                              | 452                               | 53                      |
| 16                | 10                                | 10  | 1060                             | 522                               | 49                      |
| 17                | 10                                | 10  | 1064                             | 492                               | 46                      |
| 18                | 10                                | 9   | 958                              | 430                               | 45                      |
| 19                | 8                                 | 8   | 848                              | 377                               | 44                      |
| 20                | 8                                 | 9   | 958                              | 174                               | 18                      |
| 14 Hours<br>Total | 133                               | 127                                       | 13510                            | 6758                              | 50                      |

and the second second

(i) Observed warinum hourly carrying capacity = 1174
 (ii) Simulations concreting capacity in a peak hour = 1000
 (iii) Concerning to a set the set of the set of

### TABLE 3g/2 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

ROUTE NO.: 6B

at Lai Chi Kok Bridge (Mei Foo) Terminus

| Hour<br>Beginning | Schedul.ed<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|------------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 15                                 | 16                               | 1696                             | 1210                              | 71                      |
| 08                | 15                                 | 10                               | 1060                             | 662                               | 62                      |
| 09                | 15                                 | 15                               | 1590                             | 715                               | 45                      |
| 10                | 15                                 | 13                               | 1378                             | 301                               | 22                      |
| 11                | 11                                 | 10                               | 1060                             | 233                               | - 22                    |
| 12                | 15                                 | 9                                | 954                              | 295                               | 31                      |
| 13                | 15                                 | 11                               | 1166                             | 464                               | 40                      |
| 14                | 15                                 | 13                               | 1382                             | 296                               | 21                      |
| 15                | 15                                 | 15                               | 1610                             | 262                               | 16                      |
| 16.               | 15                                 | 14                               | 1504                             | 354                               | 24                      |
| 17                | 15                                 | 12                               | 1280                             | 801                               | 63                      |
| 18                | 15                                 | 13                               | 1398                             | 978                               | 70                      |
| 19                | 15                                 | 9                                | 964                              | 719                               | 75                      |
| 20                | 11                                 | 9                                | 976                              | 438                               | ~<br>45                 |
| 14 Hours<br>Total | 202                                | 169                              | 18018                            | 7728                              | 43                      |

| (i)   | Observed maximum hourly carrying capacity                  |          | 1696 |
|-------|--|----------|------|
| (11)  | Scheduled carrying capacity in a peak heur                 | ,<br>jet | 1560 |
| (111) | $\begin{array}{c} R_{atis} (i) \\ \hline (ii) \end{array}$ | ta:      | 1.09 |

# TABLE 3g/3 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

ROUTE NO.: 6C

at Lai Chi Kok Bridge (Mei Foo) Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>K |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 20                                | 15                               | 1640                             | 1253                              | 76                      |
| 08                | 20                                | 21                               | 2271                             | 1028                              | 45                      |
| 09                | 20                                | 18                               | 1979                             | 539                               | 27                      |
| 10                | 20                                | 17                               | 1860                             | 366                               | 20                      |
| 11                | 13                                | 13                               | 1424                             | 333                               | 23                      |
| 12                | 20                                | 15                               | <u>†636</u>                      | 428                               | 26                      |
| 13                | 17                                | 16                               | 1750                             | 457                               | 26                      |
| 14                | 13                                | 14                               | 1504                             | 415                               | 28                      |
| 15                | 14                                | 13                               | 1398                             | 493                               | 35                      |
| 16.               | . 19                              | 17                               | 1847                             | 570                               | 31                      |
| 17                | 20                                | 14                               | 1530                             | 966                               | 63                      |
| 18                | 20                                | 17                               | 1834                             | 940                               | 51                      |
| 19                | 20                                | . 6                              | 652                              | 340                               | 52                      |
| 20                | 10                                | 11                               | 1182                             | 355                               | 30                      |
| 14 Hours<br>Tetal | 246                               | 207                              | 22507                            | 8483                              | 38                      |

(i) Obsarved Serimum heurly carrying capacity =2271

C A S

\*1.14

(iii) Sthatuted carrying capacity in a peak heur =2000 (ai) tense (i)

### TABLE 35/4 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

ROUTE NO.: 12B

at Lai Chi Kok Bridge (Mei Foo) Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 9                                 | 8                                | 593                              | 444                               | 75                      |
| 08                | 9                                 | 7                                | 511                              | 295                               | 58                      |
| 09                | 9                                 | 10                               | 739                              | 172                               | 23                      |
| 10                | 9                                 | 6                                | 438                              | 126                               | 29                      |
| 11                | 8                                 | 8                                | 593                              | 166                               | 28                      |
| 12                | 9                                 | 7                                | 511                              | 165                               | 32                      |
| 13                | 9                                 | 8                                | 593                              | 200                               | 34                      |
| 14                | 9                                 | 9                                | 657                              | 111                               | 17                      |
| 15                | 10                                | 9 ·                              | 657                              | 138                               | 21                      |
| 16                | 9                                 | 9                                | 716                              | 134                               | 19                      |
| 17                | 9                                 | 10                               | 739                              | 245                               | 33                      |
| 18                | 9                                 | 6                                | 438                              | 366                               | 84                      |
| 19                | 10                                | 10                               | 739                              | 210                               | 28                      |
| 20                | 8                                 | 7                                | 520                              | 71                                | 14                      |
| 14 Hours<br>Total | 126                               | 114                              | 8444                             | 2843                              | 34                      |

(i) Observed maximum hourly carrying capacity

739 龍

- (ii) Scheduled carrying capacity in a peak hour
  - (111) Ratio (1)

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# TABLE 3 g/5 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

ROUTE NO.: 44

at Lai Chi Kck Bridge (Mei Foc) Terminus

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| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>K |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 3                                 | 2                                | 143                              | 78                                | 55                      |
| 08                | 3                                 | 3                                | 230                              | 144                               | 63                      |
| 09                | 3                                 | 3                                | 230                              | 51                                | 22                      |
| 10                | 2                                 | 2                                | 143                              | 24                                | 17                      |
| 11                | 2                                 | 2                                | 174                              | 31                                | 18                      |
| 12                | 2                                 | 2                                | 174                              | 32                                | 18                      |
| 13                | 2                                 | 2                                | 174                              | 55                                | 32                      |
| 14                | 2                                 | 2                                | 169                              | 25                                | 15                      |
| 15                | 2                                 | 2 '                              | 169                              | 21                                | 12                      |
| 16.               | 3                                 | ,3                               | 225                              | 44                                | 20                      |
| 17                | 3                                 | 3                                | 225                              | 74                                | 33                      |
| 18                | 3                                 | 3                                | 225                              | 189                               | 84                      |
| 19                | 2                                 | 3                                | 225                              | 90                                | 40                      |
| 20                | 2                                 | 1                                | 56                               | 20                                | ~<br>36                 |
| 14 Rours<br>Total | 34                                | 33                               | 2562                             | 878                               | 34                      |

(1) Observed maximum hourly carrying capacity = 230

- (ii) Scheduled carrying capacity in a peak hour + 210
- (iii) Batis (i)

### TABLE 3g/6 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

ROUTE NO.: 45H

at Lai Chi Kck Bridge (Mei Foo) Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>'No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>K |
|-------------------|-----------------------------------|-----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | an.                               |                                   | -                                |                                   |                         |
| QS                | _                                 | -                                 | -                                | -                                 | -                       |
| 09                | ı <del>y</del> .                  | (a))                              | -                                | <b>FM</b> -                       | -                       |
| 10                | _                                 |                                   | _                                |                                   | -                       |
| 11                |                                   |                                   | -                                |                                   | -                       |
| 12                |                                   |                                   |                                  | _                                 | -                       |
| 13                | 1                                 | 1                                 | 56                               | 13                                | 23                      |
| 14                | 4                                 | 4                                 | 224                              | 17                                | 8                       |
| 15                | 1                                 | 1                                 | 56                               | 1                                 | 2                       |
| 16                |                                   | _                                 | -                                |                                   | -                       |
| 17                | -                                 | -                                 | -                                | -                                 | -                       |
| 18                | -                                 | -                                 |                                  |                                   | _                       |
| 19                |                                   |                                   |                                  |                                   | -                       |
| 20                | -                                 | -                                 | -                                | -                                 |                         |
| 14 Hours<br>Total | б                                 | 6                                 | 336                              | 31                                | 9                       |

(i) Observed maximum hourly carrying capacity

**a** 224

- (11) Scheduled carrying capacity in a peak hour **7**2
- (111) Ratie (1) (11)

📫 1.12

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# TABLE 3g/7 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCT. BER 1978

**ROUTE NO.:** <u>56</u>

at Lai Chi Kck Bridge (Mei Foo) Termizan

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 5                                 | 5                                | 595                              | 311                               | 52                      |
| 08                | 5                                 | 5                                | 595                              | 153                               | 26                      |
| 09                | 5                                 | 5                                | 595                              | 48                                | 8                       |
| . 10              | 4                                 | 4.                               | 476                              | 44                                | 9                       |
| 11                | 4                                 | 4                                | 476                              | '74                               | 16                      |
| 12                | 5                                 | 5                                | 595                              | 78                                | 13                      |
| 13                | 5                                 | 5                                | 595                              | 105                               | 18                      |
| 14                | 5                                 | 5                                | 595                              | 97                                | 16                      |
| 15                | 5                                 | 4.                               | 476                              | 86                                | 18                      |
| 16                | 5                                 | 5                                | 595                              | 84                                | 14                      |
| 17                | 5                                 | 5                                | 595                              | 143                               | 24                      |
| 18                | 5                                 | 5                                | 595                              | 318                               | 53                      |
| . 19              | 3                                 | 4                                | 476                              | 262                               | 55                      |
| 20                | 4                                 | 3.                               | 357                              | 153                               | 43                      |
| 34 Hours<br>Setal | <b>65</b>                         | 64                               | 7616                             | 1956                              | 26                      |
| <b>3-1-6</b>      |                                   | ,                                | 1010                             | 1990                              | 20                      |

(1) Observed maximum hourly carrying capacity = 595 (11) Scheduled campring capacity in a peak hour = 550 (111) Batto (1) (21)

# TABLE 3g/8 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

ROUTE NO.: 102

at Lai Chi Kok Bridge (Mei Foo) Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 12                                | 12                               | 1456                             | 1232                              | 85                      |
| 08                | 12                                | 9                                | 1101                             | 915                               | 83                      |
| 09                | 12                                | 12                               | 1460                             | 481                               | 33                      |
| 10                | 11                                | 12                               | 1458                             | 309                               | 21                      |
| 11                | 6                                 | 11                               | 1343                             | 339                               | 25                      |
| 12                | 6                                 | 11                               | 1333                             | 376                               | 28                      |
| 13                | 6                                 | 12                               | 1468                             | 412                               | 28                      |
| 14                | 6                                 | 13                               | 1573                             | 302                               | 19                      |
| 15 į              | 11'                               | 18 .                             | * 2200                           | 316                               | 14                      |
| 16.               | 12                                | 12                               | 1450                             | 500                               | 35                      |
| 17                | 12                                | 12                               | 1470                             | 1128                              | 77                      |
| 18                | 12                                | 10                               | 1206                             | 1096                              | 91                      |
| 19                | 12                                | 11                               | 1343                             | 833                               | 62                      |
| 20                | 12                                | 14                               | 1696                             | 700                               | 41                      |
| 14 Hours<br>Total | 142                               | 169                              | 20557                            | 8939                              | 44                      |

(1) Observed maximum hourly carrying capacity = 2200 - 200 -

- (11) Scheduled carrying capacity in a peak hour = 1440
- (111) Ratio (1) (11)

**■ 1.53** 

### TABLE 3 g/9 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

ROUTE NO.: 204

at Lai Chi Kok Bridge (Mei Foo) Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>K |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 5                                 | 5                                | 210                              | 210                               | 100                     |
| 08                | 6                                 | б                                | 252                              | 194                               | 77                      |
| 09                | 6                                 | 2                                | 84                               | 63                                | 75                      |
| . 10              | 6                                 | 4                                | 168                              | 100                               | 60                      |
| 11                | 6                                 | 2                                | 84                               | 57                                | 68                      |
| 12                | 4                                 | 4                                | 168                              | 91                                | 54                      |
| 13                | 6 <sup>:</sup>                    | 4                                | 168                              | 116                               | 69                      |
| 14                | 6                                 | 7                                | 294                              | 122                               | 42                      |
| 15 ,              | 6                                 | 5 '                              | 210                              | 98                                | 47                      |
| 16/               | 6                                 | 6                                | 252                              | 125                               | 50                      |
| 17                | 6                                 | <sup>7</sup> 6                   | 252                              | · 211                             | 84                      |
| 18                | 6                                 | 6                                | 252                              | 252                               | 100                     |
| 19                | 1                                 | 1                                | 42                               | 34                                | 81                      |
| 20                | -                                 | -                                | -                                | -                                 | -                       |
| 14 Hours<br>Tetal | 70                                | 58                               | 2436                             | 1673                              | 69                      |

(i) Observed maximum hourly carrying capacity = 294

**1.17** 

(11) Scheduled carrying capacity in a peak hour = 252 (111) Batie (1) (11)

#### TABLE 3 g/ 10 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

ROUTE NO.: 206

at Lai Chi Kok Bridge (Mei Foo) Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 10                                | 12                               | 504                              | 493                               | 98                      |
| 08                | 10                                | 9                                | 378                              | 378                               | 100                     |
| 09                | Э                                 | 10                               | 420                              | 323                               | 77                      |
| 10                | Ċ.                                | 8                                | 336                              | 285                               | 85                      |
| 11                | 7                                 | 6                                | 252                              | 227                               | 90                      |
| 12                | 8                                 | 7                                | 294                              | 186                               | 63                      |
| 13                | 8                                 | 9                                | 378                              | 229                               | 61                      |
| 14                | 8                                 | 9                                | 378                              | 269                               | 71                      |
| 15                | 8                                 | 7.                               | 294                              | 219                               | 75                      |
| 16                | 10                                | 12                               | 504                              | 248                               | 49                      |
| 17                | 10                                | 10                               | 420                              | 331                               | 79                      |
| 18                | 10                                | 8                                | 336                              | 310                               | 92                      |
| 19                | 5                                 | 6                                | 252                              | 253                               | 100                     |
| 20                | 5                                 | . 5                              | 210                              | 155                               | 74                      |
| 14 Hours<br>Total | 115                               | 118                              | 4956                             | 3906                              | 79                      |

(i) Observed maximum hourly carrying capacity = 504

(ii) Scheduled carrying capacity in a peak hour = 420

(111) Ratie (1) (11)

**•** 1•20

# TABLE 3 h COMPARISON OF HOURLY TOTAL DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING AT TERMINUS IN OCTOBER 1978

TERMINUS: TAI KOK TSUI FERRY

ROUTES COVERED: 10, 13D, 16, 18, 37, 444, 51, 72, 87

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 66                                | 56                               | 5384                             | 1657                              | 31                      |
| 08                | 66                                | 58                               | 5569                             | 1119                              | 20                      |
| 09                | 66                                | 64                               | 6265                             | 468                               | 7                       |
| 10                | 60                                | 58                               | 5622                             | 341                               | 6                       |
| 11                | 53                                | 46                               | 4336                             | 342                               | 8                       |
| 12 ·              | 55                                | 47                               | 4700                             | 605                               | 13                      |
| 13                | 57                                | 54                               | 5145                             | 1095                              | 21                      |
| 14                | 56                                | 53                               | 5096                             | 471                               | 9                       |
| 15                | 59                                | 50                               | 4781                             | 476                               | 10                      |
| 16                | 64                                | 66                               | 6630                             | 985                               | 15                      |
| 17                | 65                                | 66                               | 6520                             | 1482                              | 23                      |
| 18                | 65                                | 56                               | 5535                             | 3032                              | 55                      |
| 19                | 58                                | 58                               | 5834                             | 1638                              | 28                      |
| 20                | 50                                | 51                               | 4804                             | 610                               | 13                      |
| 14 Hours<br>Total | 840                               | 783                              | 76221                            | 14321                             | 19                      |

#### TABLE 3 h/1 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

ROUTE NO.: 10

at Tai Kok Tsui Ferry Terminus

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| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>%        |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|--------------------------------|
| 07                | б                                 | 5                                | 392                              | 104                               | 27                             |
| 08                | 6                                 | 4                                | 328                              | 87                                | 27                             |
| 09                | 6                                 | 4                                | 310                              | 31                                | 10                             |
| 10                | 5                                 | 5                                | 383                              | 28                                | 7                              |
| 11                | 5                                 | 5                                | 383                              | 26                                | 7                              |
| 12                | б                                 | 3                                | 246                              | 17                                | 7                              |
| 13                | 6                                 | 7                                | 538                              | 113                               | 21                             |
| 14                | 6                                 | 4                                | 315                              | 47                                | 15                             |
| 15                | 6                                 | 4                                | 315                              | 37                                | 12                             |
| 16                | 6                                 | 6                                | 508                              | 71                                | 14                             |
| : 17              | 6 .                               | 4                                | 315                              | 104                               | 33                             |
| 18                | 6                                 | · 4                              | 339                              | 309                               | 91                             |
| 19                | 5                                 | . 3                              | 242                              | 84                                | ± 35 €:                        |
| 20                | 5                                 | 5                                | 435                              | 51                                | 12                             |
| 14 Hours<br>Total | 80                                | 63                               | 5049                             | 1109                              | 22 <sup>10</sup> CH 4<br>IstaT |

(i) Observed maximum hourly carrying capacity = 1.538 Served() (i)

(ii) Scheduled carrying capacity in a peak hour a section of heliderick (11)

(iii) Ratio (i) (ii)

### TABLE 3h/2 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

ROUTE NO .: 13D

#### at Tai Kok Tsui Ferry

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>I <sub>ndex</sub><br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------------------|
| 07                | 14                                | 9                                | 1029                             | 197                               | 19                                  |
| 08                | 13                                | 9                                | 1015                             | 141                               | 14                                  |
| 09                | 13                                | 12                               | 1379                             | 76                                | 6                                   |
| 10                | 14                                | 12                               | 1374                             | 60                                | 4                                   |
| 11                | 10                                | 8                                | 893                              | 41                                | 5                                   |
| 12                | 11                                | 9                                | 1034                             | 171                               | 17                                  |
| 13                | 12                                | 11                               | 1262                             | 303                               | 24                                  |
| 14                | 12                                | 11                               | 1244                             | 96                                | 8                                   |
| 15                | 12                                | 10                               | 1134                             | 98                                | 9                                   |
| 16                | 12                                | 12                               | 1373                             | 240                               | 18                                  |
| 17                | 12                                | 12                               | 1361                             | 419                               | 31                                  |
| 18                | 12                                | 9                                | 1041                             | 551                               | 53                                  |
| 19                | 12                                | 11                               | 1243                             | 283                               | 23                                  |
| 20                | 9                                 | 10                               | 1116                             | 121                               | 11                                  |
| 14 Hours<br>Total | 168                               | 145                              | 16498                            | 2797                              | 17                                  |

(i) Observed maximum hourly carrying capacity = 4379

(ii) Scheduled carrying capacity in a peak hear and 176

(13i) Batie (1) (11)

#### TABLE 3h/3 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

ROUTE NO.: 16

at Tai Kok Tsui Ferry Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 6                                 | 5                                | 585                              | 185                               | 32                      |
| 08                | 6                                 | 5                                | 566                              | 115                               | 20                      |
| 09                | 6                                 | 6                                | 702                              | 52                                | 7                       |
| 10                | 6                                 | 6                                | 702                              | 26                                | 4                       |
| 11                | 4                                 | 3                                | 351                              | 24                                | 7                       |
| 12                | 5                                 | 5                                | 585                              | 34                                | 6                       |
| 13                | 5                                 | 4                                | 468                              | 62                                | -13                     |
| 14                | 5                                 | 5                                | 585                              | 28                                | 5                       |
| 15 _              | 6                                 | 4 .                              | 467                              | 30                                | 6                       |
| 16                | 6                                 | 7                                | 818                              | 114                               | 14                      |
| 17                | 6                                 | б                                | 702                              | 145                               | 21                      |
| 18                | 6                                 | 4                                | 468                              | 388                               | 83                      |
| 19                | 6                                 | 7                                | 817                              | 217                               | 27                      |
| 20                | 4                                 | 3                                | 304                              | 65                                | 21                      |
| 14 Hours<br>Total | 77                                | 70                               | 8120                             | 1485                              | 18                      |

(i) Observed maximum hourly carrying capacity = 818 () () ()

- (ii) Scheduled carrying capacity in a peak heur
- (iii) Ratio (i) (ii)

= 818 = 660 # 1.24

# TABLE 3h/4 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

#### ROUTE NO.: 18

at Tai Kok Tsui Ferry Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>I <sub>ndex</sub><br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------------------|
| . 07              | 6                                 | 5                                | 332                              | 176                               | 53                                  |
| 08                | 6                                 | 6                                | 390                              | 73                                | 19                                  |
| 09                | 6                                 | 6                                | 390                              | 21                                | 5                                   |
| 10                | 5                                 | 5                                | 318                              | 17                                | 5                                   |
| 11                | 6                                 | 4                                | 260                              | 30                                | 12                                  |
| 12                | б                                 | 4                                | 246                              | 47                                | 19                                  |
| 13                | 6                                 | 6                                | 404                              | 108                               | 27                                  |
| 14                | 6                                 | 5                                | 359                              | 42                                | 12                                  |
| 15                | 6                                 | 4                                | 260                              | 11                                | 4                                   |
| 16                | 6                                 | 5                                | 332                              | 65                                | 20                                  |
| 17                | 6                                 | 5                                | 332                              | 98                                | 30                                  |
| 18                | 6                                 | 4                                | 260                              | 262                               | 101                                 |
| 19                | 5                                 | 4                                | 260                              | 181                               | 70                                  |
| 20                | 6                                 | - 5                              | 318                              | 24                                | 8                                   |
| 14 Hours<br>Total | 82                                | 68                               | 4461                             | 1155                              | 26                                  |

(i) Observed maximum hourly carrying capacity = 404

(iii) Scheduled carrying capacity in a peak hour + 420

(111) Batie (1) (11)

• **0.**96

#### TABLE 3h/5 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

ROUTE NO.: 37

at Tai Kok Tsui Ferry Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 12                                | 11                               | 1287                             | 489                               | 38                      |
| 08                | 12                                | 13                               | 1510                             | 371                               | 25                      |
| 09                | 12                                | 14                               | 1624                             | 82                                | 5                       |
| 10                | îO                                | 11                               | 1287                             | 66                                | 5                       |
| 11                | 8                                 | 9                                | 1042                             | 77                                | 7                       |
| 12                | 7                                 | 10                               | 1113                             | 169                               | 15                      |
| 13                | 8                                 | 9                                | 1056                             | 183                               | 17                      |
| 14                | 7                                 | 8                                | 919                              | 80                                | 9                       |
| 15                | 9                                 | 8                                | 936                              | 126                               | 14                      |
| 16                | 12                                | 16                               | 1849                             | 230                               | 12                      |
| 17                | 12                                | 15                               | 1721                             | 256                               | 15                      |
| 18                | 12                                | 14                               | 1615                             | 613                               | 38                      |
| 19                | 11                                | 15                               | 1744                             | 432                               | 25                      |
| 20                | 7                                 | 10                               | 1146                             | 166                               | 15                      |
| 14 Hours<br>Total | 139                               | 163                              | 18849                            | 3340                              | 18                      |

(i) Observed maximum hourly carrying capacity = 1849

(ii) Scheduled carrying capacity in a peak heur = 1400

(iii)  $R_{atio} (i)$  (ii)

**+ 1.3**2
# TABLE 3 h/6 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

ROUTE NO.: 44A

at Tai Kok Tsui Ferry Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 6                                 | б                                | 631                              | 110                               | 17                      |
| 08                | 7                                 | 7                                | 707                              | 42                                | 6                       |
| 09                | 7                                 | 6                                | 664                              | 28                                | 4                       |
| 10                | 6                                 | 6                                | 595                              | 25                                | 4                       |
| 11                | 5                                 | 5                                | 497                              | 22                                | 4                       |
| 12                | 5                                 | 6                                | 675                              | 46                                | 7                       |
| 13                | 5                                 | 5                                | 555                              | 104                               | 19                      |
| 14                | 5                                 | 5                                | 588                              | 42                                | 7                       |
| 15                | 5                                 | 5                                | 591                              | 36                                | 6                       |
| 16                | 6                                 | 6                                | 687                              | 79                                | 12                      |
| 17                | 7                                 | 8                                | 912                              | 136                               | 15                      |
| 18                | 7                                 | 6                                | 699                              | 281                               | 40                      |
| 19                | 5                                 | 5                                | 570                              | 139                               | 24                      |
| 20                | 5                                 | 4                                | 461                              | 63                                | 14                      |
| 14 Eours<br>Total | 81                                | 80                               | 8832                             | 1153                              | 13                      |

(i) Observed marinum hourly carrying capacity = 912

- a second a
- (ii) Scheduled carrying capacity in a peak hour = 690

\* t**.**32

(111) Batis (1) (11)

## TABLE 3 h/7 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

ROUTE NO.: 51

t,

at Tai Kok Tsui Ferry Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 5                                 | 4                                | 240                              | 195                               | 81                      |
| 08                | 5                                 | 3                                | 179                              | 157                               | 88                      |
| 09                | 5                                 | 6                                | 366                              | 79                                | 22                      |
| 10                | 4                                 | 5                                | 301                              | 54                                | 18                      |
| 11                | 5                                 | 3                                | 183                              | 44                                | 24                      |
| 12                | 5                                 | 3                                | 183                              | 58                                | 32                      |
| 13                | 5                                 | 4                                | 240                              | 83                                | 35                      |
| 14                | 5                                 | 5                                | 305                              | 78                                | 26                      |
| 15                | 5                                 | 5                                | 298                              | 53                                | 18                      |
| 16                | 5                                 | 4                                | 244                              | 69                                | 28                      |
| 17                | 5                                 | 5                                | 305                              | 92                                | 30                      |
| 18                | 5                                 | 4                                | 237                              | 160                               | 68                      |
| 19                | 4                                 | - 3                              | 183                              | 72                                | 39                      |
| 20                | 4                                 | 4                                | 244                              | 37                                | 15                      |
| 14 Hours<br>Total | 67                                | 58                               | 3508                             | 1231                              | 35                      |

| (i)   | Observed maximum hourly carrying capacity  | =         | 366  |      |
|-------|--|-----------|------|------|
| (ii)  | Scheduled carrying capacity in a peak hour | ŧ         | 240  | · '. |
| (111) | R <sub>atio</sub> (i)<br>(ii)              | <b>ند</b> | 1.53 |      |

# TABLE 3 h/8 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

at Tai Kok Tsui Ferry Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>I <sub>ndex</sub><br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------------------|
| 07                | 5                                 | 5                                | 287                              | 135                               | 47                                  |
| 08                | 5                                 | 5                                | 286                              | 97                                | 34                                  |
| 09                | 5                                 | 4                                | 230                              | 52                                | 23                                  |
| 10                | 5                                 | 3                                | 172                              | 41                                | 24                                  |
| 11                | 5                                 | 5                                | 329                              | 53                                | 16                                  |
| 12                | 5                                 | 2                                | 115                              | 32                                | 28                                  |
| 13                | 5                                 | 4                                | 229                              | 91                                | 40                                  |
| 14                | 5                                 | 5                                | 286                              | 32                                | 11                                  |
| 15                | 5.                                | 5                                | 290                              | 46                                | 16                                  |
| 16                | 5                                 | 4                                | 230                              | 52                                | 23                                  |
| 17                | 5                                 | 5                                | 289                              | 67                                | 23                                  |
| 18                | 5                                 | 5                                | 287                              | 211                               | 74                                  |
| 19                | 5                                 | 5                                | 291                              | 103                               | 35                                  |
| 20                | 5                                 | 5                                | 290                              | 41                                | 14                                  |
| 14 Hours<br>Total | 70                                | 62                               | 3611                             | 1053                              | 29                                  |

(i) Observed marines hourly carrying capacity = 329 (11) Selection carrying capacity in a peak haur = 240 (im) Piets (1)

## TABLE 3 h/9 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

#### ROUTE NO.: 87

at Tai Kok Tsui Ferry Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 6                                 | 6                                | 601                              | 65                                | 11                      |
| 08                | 6                                 | 6                                | 588                              | 36                                | 6                       |
| 09                | 6                                 | · 6                              | 600                              | 47                                | 8                       |
| 10                | 5                                 | 5                                | 490                              | 24                                | 5                       |
| 11                | 5                                 | 4                                | 398                              | 25                                | 6                       |
| 12                | 5                                 | 5                                | 503                              | 31                                | 6                       |
| 13                | 5                                 | 4                                | 393                              | 48                                | 12                      |
| 14                | 5                                 | 5                                | 495                              | 26                                | 5                       |
| 15                | 5                                 | 5                                | 490                              | 39                                | 8                       |
| 16                | 6                                 | 6                                | 589                              | 65                                | 11                      |
| 17                | . 6                               | 6                                | 583                              | 165                               | 28                      |
| 18                | 6                                 | 6                                | 589                              | 257                               | 44                      |
| 19                | 5                                 | 5                                | 484                              | 127                               | 26                      |
| 20                | 5                                 | 5                                | 490                              | 42                                | 9                       |
| 14 Hours<br>Total | 76                                | 74                               | 7293                             | 998                               | 14                      |

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(i) Observed maximum hourly carrying capacity =

(ii) Scheduled carrying capacity in a peak hour

(iii) Ratio (i) (ii)



# TABLE 3 i COMPARISON OF HOURLY TOTAL DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING AT TERMINUS IN OCTOBER 1978

TERMINUS: KOWLOON CITY FERRY ROUTES COVERED: 2E, 6C, 11B, 13A, 21, 45

| Hour<br>Beginning | Scheduled<br>No. cf<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 58                                | 45                               | 4531                             | 1367                              | 30                      |
| 08                | 59                                | 45                               | 4672                             | 1414                              | 30                      |
| 09                | 58                                | 49                               | 4891                             | 463                               | 9                       |
| 10                | 51                                | 44                               | 4463                             | 198                               | 4                       |
| 11                | 49                                | 32                               | 3345                             | 184                               | 6                       |
| 12                | 52                                | 47                               | 4856                             | 359                               | 7                       |
| 13                | 48                                | 37                               | 3732                             | 255                               | 7                       |
| 14                | 47                                | 43                               | 4283                             | 381                               | 9                       |
| 15                | 53                                | 41                               | 4234                             | 417                               | 10                      |
| 16                | 58                                | 43                               | 4296                             | 643                               | 15                      |
| 17                | 58                                | 45                               | 4607                             | 1474                              | 32                      |
| 18                | 58                                | 36                               | 3620                             | 2326                              | 64                      |
| 19                | 50                                | 41                               | 4123                             | 1198                              | 29                      |
| 20                | 41                                | 28                               | 2769                             | . 397                             | 14                      |
| 14 Hours<br>Tetal | 740                               | 576                              | 58422                            | 11076                             | 19                      |

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#### TABLE 3 i/1 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

ROUTE NO.: 2E

at Kowloon City Ferry Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 10                                | 9                                | 876                              | 93                                | . 11                    |
| 08                | 10                                | 8                                | 778                              | 129                               | 17                      |
| 09 :              | 10                                | 8                                | 781                              | 50                                | 6                       |
| 10                | 9                                 | 6                                | 587                              | 24                                | 4                       |
| 11                | 8                                 | 7                                | 678                              | 24                                | 4                       |
| 12                | 9                                 | 6                                | 584                              | 26                                | 4                       |
| 13                | 9                                 | 7                                | 679                              | 19                                | 3                       |
| 14                | 9                                 | 6                                | 582                              | 27                                | 5                       |
| 15 ়              | 10                                | 5.                               | 499                              | 37                                | 7                       |
| 16                | 10                                | 6                                | 575                              | 85                                | 15                      |
| 17                | 10                                | 6                                | 587                              | 167                               | 28                      |
| 18                | 10                                | 3                                | 296                              | 259                               | 88                      |
| 19                | 9                                 | 6                                | 581                              | 128                               | 22                      |
| 20                | 8                                 | 8                                | 772                              | 45                                | 6                       |
| 14 Hours<br>Total | 131                               | 91                               | 8855                             | 1113                              | 13                      |

(i) Observed maximum hourly carrying capacity = 876

(ii) Scheduled carrying capacity in a peak hour 📼 800 💠

(iii)  $R_{atio} \frac{(i)}{(ii)}$ 

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# TABLE 31/2 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

#### ROUTE NO.: 6C

at Kowloon City Ferry Terminus

| 12<br>19 | 1284   |                    | <u></u>                     |
|----------|--|--------------------|-----------------------------|
| 19       | where the second s | 613                | 48                          |
| •        | 2081   | 728                | 35                          |
| 17       | 1847   | 208.               | 11                          |
| 13       | 1420   | 81                 | 6                           |
| 11       | 1203   | 71                 | 6                           |
| 18       | 1962   | 203                | 10                          |
| 12       | 1284   | 116                | 9                           |
| 14       | 1508   | 177                | 12                          |
| . 14     | . 1516   | 179                | 12                          |
| 14       | 1510   | 210                | 14                          |
| 14       | 1533   | 679                | 44                          |
| 11       | 1166   | 676                | 58 .                        |
| 9        | 990  | 374                | 38                          |
| 5        | 550  | 118                | 21                          |
| 183      | 19854  | 4433               | 22                          |
| •        | 5<br>183   | 5 550<br>183 19854 | 5 550 118<br>183 19854 4433 |

(ii) Scheduled carrying capacity in a peak heur = 2000
(iii) Ratie (1) (11)

## TABLE 313 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

#### ROUTE NO.: 11B

at Kowloon City Ferry Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departur <del>e</del> s | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>I <sub>ndex</sub><br>% |
|-------------------|-----------------------------------|---|----------------------------------|-----------------------------------|-------------------------------------|
| 07                | 9                                 | 8   | 660                              | 313                               | 47                                  |
| 08                | 10                                | б   | 488                              | 268                               | 55                                  |
| 09                | 9                                 | 9   | 729                              | 83                                | 11                                  |
| 10                | Э                                 | 9   | 7 34                             | 40                                | 5                                   |
| 11                | ô                                 | 1   | 82                               | 5                                 | 6                                   |
| 12                | 8                                 | 8   | 652                              | 38                                | 6                                   |
| 13                | 8                                 | 4   | 333                              | · 30                              | . 9                                 |
| 14                | 8                                 | 8   | 647                              | 69                                | 11                                  |
| 15                | 9                                 | 7   | 574                              | 92                                | 16                                  |
| 16.               | 9                                 | 7   | 565                              | 142                               | 25                                  |
| 17                | 9                                 | 7   | 565                              | 244                               | 43                                  |
| 18                | 9                                 | 8   | 671                              | 567                               | 85                                  |
| 19                | 9                                 | 9   | 738                              | 208                               | -28                                 |
| 20                | 8                                 | 7   | 565                              | 123                               | 22                                  |
| 14 Hours<br>Total | 122                               | 98  | 8003                             | 2222                              | 28                                  |

- (i) Observed maximum hourly carrying capacity = 738
- (ii) Scheduled carrying capacity in a peak hour = 720
- (111) Ratio (1) (11)

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# TABLE 31/4 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

### ROUTE NO.: 13A

at Kowloon City Ferry Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 8                                 | 7                                | 770                              | 1 30                              | 17                      |
| 08                | 8                                 | 6                                | 656                              | 198                               | 30                      |
| 09                | 8                                 | 8                                | 876                              | 83                                | 9                       |
| 10                | 8                                 | 7                                | 770                              | 40                                | 5                       |
| 11                | б                                 | 6                                | 656                              | 63                                | 10                      |
| 12                | 6                                 | 6                                | 660                              | 35                                | 5                       |
| 13                | 6                                 | 5                                | 546                              | 40                                | 7                       |
| 14                | 6                                 | 5                                | 550                              | 58                                | 11                      |
| 15 _              | 7                                 | 7                                | 764                              | 72                                | 9                       |
| 16                | 8                                 | 7                                | 756                              | 160                               | 21                      |
| 17                | 8                                 | 7.                               | 762                              | 241                               | 32                      |
| 18                | 8                                 | 6                                | 654                              | 549                               | 84                      |
| 19                | 8                                 | 8                                | 866                              | 248                               | 29                      |
| 20                | 6                                 | 3                                | 330                              | 44                                | 13                      |
| 14 Hours<br>Total | 101                               | 88                               | 9616                             | 1961                              | 20                      |

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(i) Observed marines hearly carrying capacity = 876

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(11)

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(11) Scheduled darrying capacity in a peak hear = 784

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# TABLE 31/5 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

#### ROUTE NO.: 21

at Kowloon City Ferry Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 5                                 | 5                                | 530                              | 49                                | 9                       |
| 08                | 5                                 | 3                                | 318                              | 60                                | 19                      |
| 09                | 5                                 | 4                                | 424                              | 28                                | 7.                      |
| 10                | 4                                 | 4                                | 424                              | 5                                 | 1                       |
| 11                | 4                                 | 3                                | 318                              | 16                                | 5                       |
| 12                | 5                                 | 5                                | 530                              | 22                                | 4                       |
| 13                | 5                                 | 4                                | 424                              | 31                                | 7                       |
| 14                | 5                                 | 5                                | 530                              | 33                                | 6                       |
| 15                | 5                                 | 5                                | 530                              | 17                                | 3                       |
| 16                | 5                                 | 4                                | 424                              | õ                                 | 2                       |
| 17                | 5                                 | 5                                | 530                              | 70                                | 13                      |
| 18                | 5                                 | 3                                | 318                              | 66                                | 21                      |
| 19                | 5                                 | 4                                | 424                              | 141                               | 33                      |
| 20                | 3                                 | 3                                | 318                              | 54                                | 17                      |
| 14 Hours<br>Total | 66                                | 57                               | 6042                             | 600                               | 10                      |

(i) Observed maximum hourly carrying capacity

<sup>™</sup>530 <sup>™</sup>250

- (ii) Scheduled carrying capacity in a peak hour
- (iii) Ratio (i) (ii)

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# TABLE 31/6 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

ROUTE NO.: 45

at Kowloon City Ferry Terminus

| Hour<br>Beginning  | Scheduled<br>No. of<br>Departures | Observed<br>No, of<br>Departures      | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|--|-----------------------------------|---------------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07   | 6                                 | 4                                     | 411                              | 169                               | 41                      |
| 08   | б                                 | 3                                     | 351                              | 31                                | 9                       |
| 09   | 6                                 | 3                                     | 234                              | 11                                | 5                       |
| 10   | 6                                 | 5                                     | , 528<br>,                       | 8                                 | 2                       |
| 11   | 5                                 | 4                                     | 408                              | 5                                 | 1                       |
| 12   | 5                                 | 4                                     | 468                              | 35                                | 8                       |
| 13   | 6                                 | 5                                     | 466                              | 19                                | 4                       |
| 14   | 6                                 | 5                                     | 466                              | 17                                | 4                       |
| 15 _   | 6 <sup>.</sup>                    | 3.                                    | <b>35</b> t                      | 20                                | 6                       |
| 16   | 6                                 | 5                                     | 466                              | 38                                | 8                       |
| 17   | 6                                 | 6                                     | 630                              | 73                                | 12                      |
| 18   | 6                                 | 5                                     | 515                              | 209                               | 41                      |
| 19   | 6                                 | 5                                     | 524                              | 99                                | 19                      |
| 20   | 4                                 | 2                                     | 234                              | 13                                | 6                       |
| 14 Hours<br>Total  | 80                                | <sup>59</sup>                         | 6052                             | 747                               | 12                      |
| an an traing an train an train<br>Tha train an t | · · · 王、王元孝子如此《如王二                | • • • • • • • • • • • • • • • • • • • |                                  | · · · ·                           |                         |

(i) Charmond Marinum hearly carrying capacity 

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#### TABLE 3 j COMPARISON OF HOURLY TOTAL DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING AT TERMINUS IN OCTOBER 1978

TERMINUS: KWUN TONG (YUE MAN SQUARE)

ROUTES COVERED: 3D, 6E, 14A, 14C, 15C, 17, 38, 204, 211

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>K |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 64                                | 62                               | 5311                             | 3719                              | 70                      |
| 08                | ,<br>66                           | 63                               | 5644                             | 2185                              | 39                      |
| 09                | 62                                | 58                               | 5054                             | 1233                              | 24                      |
| 10                | 54                                | 56                               | 4729                             | 1111                              | 23                      |
| 11                | 39                                | 41                               | 3189                             | 1048                              | 33                      |
| 12                | 44                                | 46                               | 3721                             | . 1350                            | 36                      |
| 13                | 42                                | 46                               | 3627                             | 1956                              | 54                      |
| 14                | 44                                | 42                               | .3337                            | 839                               | 25                      |
| 15                | 57                                | 53                               | 4573                             | 1774                              | 39                      |
| 16                | 64                                | 58                               | 5142                             | 2427                              | 47                      |
| 17                | 66                                | 61                               | 5327                             | 3683                              | 69                      |
| 18                | 65                                | 49                               | 4484                             | 4222                              | 95                      |
| 19                | 56                                | 50                               | 4708                             | 3743                              | 80                      |
| 20                | 33                                | 33                               | 3045                             | 1950                              | 64                      |
| 14 Hours<br>Total | 756                               | 718                              | 61891                            | 31240                             | 50                      |

# TABLE 3j/1 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

## ROUTE NO .: 3D

at Kwun Tong (Yue Man Square) Terminus

|                   | Departures | Departures | Capacity | Boarding | %  |
|-------------------|------------|------------|----------|----------|----|
| 07                | 15         | 13         | 1510     | 860      | 57 |
| 08                | 15         | 15         | 1744     | 360      | 21 |
| 09                | 15         | 13         | 1510     | 139      | 9  |
| 10                | 13         | 14         | 1627     | 168      | 10 |
| 11                | 8          | 8          | 936      | 263      | 28 |
| 12                | 10         | 10         | 1170     | 230      | 20 |
| 13                | 10         | 9          | 1053     | 590      | 56 |
| 14                | 10         | 10         | 1170     | 188      | 16 |
| 15                | 14         | 13         | 1521     | 384      | 25 |
| 16                | 15         | 15         | 1744     | 451      | 26 |
| 17                | 15         | 14         | 1627     | 930      | 57 |
| 18                | 15         | 10         | 1159     | 829      | 72 |
| 19                | . 15       | 11         | 1287     | 807      | 63 |
| 20                | 8          | 8          | 925      | 457      | 49 |
| 14 Hours<br>Total | 178        | 163        | 18983    | 6656     | 35 |

(i) Observed maximum hourly carrying capacity = 1744
(ii) Scheduled carrying capacity in a peak hour = 1650
(iii) Ratio (i) = 1.06

#### TABLE 3j/2 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

ROUTE NO.: 6E

at Kwun Tong (Yue Man Square) Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 4                                 | 3                                | 328                              | 341                               | 104                     |
| 08                | 4                                 | 5                                | 550                              | 366                               | 67                      |
| 09                | 3                                 | 2                                | 218                              | 65                                | 30                      |
| 10                |                                   | _                                | -                                |                                   | -                       |
| 11                | -                                 |                                  | -                                |                                   | -                       |
| 12                | -                                 | —                                | _                                | _                                 | _                       |
| 13                | -                                 | -                                | -                                | _                                 | _                       |
| 14                | -                                 | ij                               | -                                | -                                 |                         |
| 15                | -                                 | -                                | -                                | _                                 | _                       |
| 16                | 4                                 | 4                                | 440                              | 56                                | 13                      |
| 17                | 4                                 | 4                                | 438                              | 215                               | 49                      |
| 18                | 4                                 | 4                                | 440                              | 329                               | 75                      |
| 19                | 4                                 | 4                                | 440                              | 88                                | 20                      |
| 20                | 2                                 | 2                                | 218                              | 38                                | 17                      |
| 14 Hours<br>Total | 29                                | 28                               | 3072                             | 1498                              | 49                      |

(i) Observed maximum hourly carrying capacity = 550

(ii) Scheduled carrying capacity in a peak hour = 400

(iii) Ratio (i) (ii)

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# TABLE 3 j/3 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

at Kwun Tong (Yue Man Square) Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 6                                 | 4                                | 303                              | 245                               | 81                      |
| 08                | 6                                 | 4                                | 303                              | 70                                | 23                      |
| 09                | 4                                 | 6                                | 495                              | 51                                | 10                      |
| 10                | 3                                 | 4                                | 361                              | 106                               | 29                      |
| 11                | 3                                 | 3                                | 233                              | 111                               | 48                      |
| 12                | 3                                 | 5                                | 402                              | 136                               | 34                      |
| 13                | 3                                 | 3                                | 256                              | 227                               | 89                      |
| 14                | 3                                 | 3                                | 256                              | 89                                | 35 <sup>-</sup>         |
| 15                | 4                                 | 3                                | 262                              | 171                               | 65                      |
| 16                | 6                                 | 4                                | 326                              | 261                               | 80                      |
| 17                | 6                                 | 6                                | 525                              | 431                               | 82                      |
| 18                | б                                 | 4                                | 326                              | 308                               | 94                      |
| 19                | 5                                 | 5                                | 419                              | 332                               | 79                      |
| 20                | 4                                 | 4                                | 362                              | 226                               | 62                      |
| 14 Hours<br>Totil | 62                                | 58                               | 4829                             | 2764                              | 57                      |

(i) General maximum hearly carrying capacity =525 (ii) Scheduled currying capacity in a peak hear =260 (iii) Fathe (1) = 2102

## TABLE 3/4 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

at Kwum Tong (Yue Man Square) Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 4                                 | 6                                | 547                              | 361                               | 66                      |
| 08                | 4                                 | 5                                | 446                              | 150                               | 33                      |
| 09                | 4                                 | 4                                | 355                              | 56                                | 16                      |
| 10                | 3                                 | 2                                | 163                              | 42                                | 26                      |
| 11                | 3                                 | 3                                | 262                              | 104                               | 40                      |
| 12                | 3                                 | 3                                | 262                              | 148                               | 56                      |
| 13                | 3                                 | 3                                | 262                              | 160                               | 61                      |
| 14                | 3                                 | 3                                | 268                              | 60                                | 22                      |
| 15 _              | 3                                 | 4                                | 355                              | 156                               | 44                      |
| 16                | 3                                 | 3                                | 233                              | 169                               | 73                      |
| 17                | 4                                 | 3                                | 233                              | 177                               | 76                      |
| 18                | 4                                 | 5                                | 432                              | 372                               | 86                      |
| 19                | 4                                 | 5                                | 458                              | 437                               | 95                      |
| 20                | 2                                 | 2                                | 163                              | 113                               | 69                      |
| 14 Hours<br>Total | 47                                | 51                               | 4441                             | - 2505                            | 56                      |

(i) Observed maximum hourly carrying capacity =547

(ii) Scheduled carrying capacity in a peak hour =260

(iii) Ratio (i) (ii)

72.10

# TABLE 3 J/5COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITYAND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978ROUTE NO.: 15C

at Kwun Tong (Yue Man Square) Termimus

| Hour<br>Beginning | Schedulød<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 12                                | 12                               | 1338                             | 542                               | 4 1                     |
| 08                | 12                                | 12                               | 1338                             | 258                               | 19                      |
| 09                | 12                                | 12                               | 1338                             | 378                               | 28                      |
| 10                | 12                                | 12                               | 1338                             | 439                               | 33                      |
| 11                | 6                                 | 6                                | 691                              | 307                               | 44                      |
| 12                | 6                                 | 6                                | 702                              | 525                               | 75                      |
| 13                | 6                                 | 6                                | 702                              | 653                               | 93                      |
| 14                | 6                                 | 5                                | 585                              | 268                               | 46                      |
| 15                | 12                                | 11                               | 1232                             | 793                               | 64                      |
| 16                | 12                                | 12                               | 1338                             | 977                               | 73                      |
| 17                | 12                                | 12                               | 1360                             | 1190                              | 88                      |
| 18                | 12                                | 12                               | 1338                             | 1597                              | 119                     |
| 19                | 12                                | 12                               | 1338                             | 1452                              | 109                     |
| 20                | 7                                 | 6                                | 680                              | 790                               | 116                     |
| 14 Hours<br>Total | 139                               | 136                              | 15318                            | 10169                             | 66                      |

(i) Observed marinum hourly carrying capacity = 1360
(ii) Scheduled carrying capacity in a peak hour = 1200
(iii) Batic (i) = 1.13

# TABLE $3_{j/6}$ COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

at Kwun Tong (Yue Man Square) Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 7                                 | 6                                | 466                              | 491                               | 105                     |
| 08                | 8                                 | 8                                | 602                              | 402                               | 67                      |
| 09                | 7                                 | 7                                | 494                              | 172                               | 35                      |
| 10                | 7                                 | 6                                | 413                              | 67                                | 16                      |
| 11                | 5                                 | б                                | 385                              | 89                                | 23                      |
| 12                | 6                                 | 8                                | 558                              | 188                               | 34                      |
| 13                | 6                                 | 8                                | 574                              | 137                               | 24                      |
| 14                | 6                                 | 6                                | 385                              | 107                               | 28                      |
| 15                | 7                                 | 7                                | 521                              | 122                               | 23                      |
| 16                | 7                                 | 5                                | 360                              | 141                               | 39                      |
| 17                | 8                                 | 5                                | 360                              | 297                               | 83                      |
| 18                | 7                                 | 4                                | 288                              | 377                               | 131                     |
| 19                | 6                                 | 5                                | 360                              | 373                               | 104                     |
| 20                | 6                                 | 5                                | 360                              | 144                               | 40                      |
| 14 Hours<br>Total | 93                                | 86                               | 6126                             | 3107                              | . 51                    |

(i) Observed maximum hourly carrying capacity = 602

(ii) Scheduled carrying capacity in a peak heur = 490

(iii) Ratio (i) (ii)

⊨ 1.23 <sup>\_\_\_</sup>

# TABLE 3 j/7 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

ROUTE NO.: 38

at Kwun Tong (Yue Man Square) Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 5                                 | 5                                | 281                              | 341                               | 121                     |
| 08                | 5                                 | 5                                | 281                              | 260                               | 93                      |
| 09                | 5                                 | 4                                | 224                              | 137                               | 61                      |
| 10                | 5                                 | 5                                | 281                              | 122                               | 43                      |
| 11                | 3                                 | 4                                | 224                              | 57                                | 25                      |
| 12                | 4                                 | 3                                | 169                              | 19                                | 11                      |
| 13                | 4                                 | 5                                | 280                              | 76                                | 27                      |
| 14                | 4                                 | 3                                | 169                              | 36                                | 21                      |
| 15                | 5                                 | 4.                               | 224                              | 81                                | 36                      |
| 16                | 5                                 | 5                                | 281                              | 156                               | 56                      |
| 17                | 5                                 | 5                                | 280                              | 237                               | 85                      |
| 18                | 5                                 | 3                                | 211                              | 132                               | 63                      |
| 19                | 5                                 | 5                                | 280                              | 174                               | 62                      |
| 20                | 4                                 | 6                                | 337                              | 182                               | 54                      |
| 14 Hours<br>Tetal | 64                                | 62                               | 3522                             | 2010                              | 58                      |

(i) Observed maximum hourly carrying capacity = 337

(ii) Scheduled carrying capacity in a peak hour = 250

1.35

(iii) Eatie (i) (ii)

# TABLE 31/8 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

#### ROUTE NO.: 204

at Kwun Tong (Yue Man Square) Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 5                                 | 6                                | 252                              | 252                               | 100                     |
| 08                | 6                                 | 4                                | 168                              | 109                               | 65                      |
| 09                | 6                                 | 6                                | 252                              | 77                                | 31                      |
| 10                | 6                                 | 6                                | 252                              | 65                                | 26                      |
| 11                | 6                                 | . 5                              | 210                              | 41                                | 20                      |
| 12                | 6                                 | 6                                | 252                              | 38                                | 15                      |
| 13                | 4                                 | 4                                | 168                              | 46                                | 27                      |
| 14                | 6                                 | 6                                | 252                              | 37                                | 15                      |
| 15                | 6                                 | 6                                | 252                              | 33                                | 13                      |
| 16                | 6                                 | 6                                | 252                              | 114                               | 45                      |
| 17                | 6                                 | 6                                | 252                              | 128                               | 51                      |
| 18                | 6                                 | 4                                | 168                              | 156                               | 93                      |
| 19                | 1                                 | 1                                | 42                               | 10                                | 24                      |
| 20                |                                   | -                                | -                                |                                   | -                       |
| 14 Hours<br>Total | 70                                | 66                               | 2772                             | 1106                              | 40                      |

(i) Observed maximum hearly carrying capacity = 252

- (ii) Scheduled carrying capacity in a peak hour = 252
- (iii)  $R_{atio} (i)$ (ii)

**≠** 1.00

# TABLE 31/9 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

at Kwun Tong (Yue Man Square) Terminus

1.3212

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 6                                 | 7                                | 286                              | 286                               | 100                     |
| 08                | 6                                 | 5                                | 210                              | 210                               | 100                     |
| 09                | 6                                 | 4                                | 168                              | 158                               | 94                      |
| 10                | 5                                 | 7                                | 294                              | 102                               | 35                      |
| 11                | 5                                 | 6                                | 248                              | 76                                | 31                      |
| 12                | 6                                 | 5                                | 206                              | 66                                | 32                      |
| 13                | 6                                 | 8                                | 332                              | 67                                | 20                      |
| 14                | 6                                 | 6                                | 252                              | 54                                | 21                      |
| 15                | 6                                 | 5.                               | 206                              | 34                                | 17                      |
| 16                | 6                                 | 4                                | 168                              | 102                               | 61                      |
| 17                | 6                                 | 6                                | 252                              | 78                                | 31                      |
| 18                | 6                                 | 3                                | 122                              | 122                               | 100                     |
| 19                | 4                                 | 2                                | 84                               | 70                                | 83                      |
| 20                | ~                                 | -                                |                                  | -                                 |                         |
| 14 Hours<br>Tatel | 74                                | 68                               | 2828                             | 1425                              | 50                      |

.

(i) Observed maximum hourly carrying capacity = 332

- (ii) Scheduled carrying capacity in a peek haus = 252
- (iii) Ratie (i)

# TABLE 3k COMPARISON OF HOURLY TOTAL DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING AT TERMINUS IN OCTOBER 1978

TERMINUS: TSZ WAN SHAN (NORTH) ROUTES COVERED: <u>3B</u>, 3C, 3D, 15A, 116, 203

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 64                                | 51                               | 4915                             | 3838                              | 78                      |
| 08                | 64                                | 49                               | 4527                             | 2379                              | 53                      |
| 09                | 61                                | 52                               | 4825                             | . 1141                            | 24                      |
| 10                | 51                                | 42                               | 4149                             | 421                               | 10                      |
| 11                | 46                                | 43                               | 4222                             | 316                               | 7                       |
| 12                | 51                                | 45                               | 4302                             | 719                               | 17                      |
| 13                | 56                                | 48                               | 4403                             | 479                               | 11                      |
| 14                | 57                                | 45                               | 4413                             | 341                               | 8                       |
| 15                | 60                                | 50                               | 4716                             | 364                               | 8                       |
| 16                | 64                                | 53                               | 5096                             | 323                               | 6                       |
| 17                | 64                                | 46                               | 4269                             | 269                               | 6                       |
| 18                | 61                                | 48                               | 4616                             | 321                               | 7                       |
| 19                | 52                                | 37                               | 3649                             | 196                               | 5                       |
| 20                | 44                                | 36                               | 3639                             | 194                               | 5                       |
| 14 Houra<br>Total | 795                               | 645                              | 61741                            | 11031                             | 18                      |

## TABLE 3k/1 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

#### ROUTE NO.: 3B

at Tsz Wan Shan (North) Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>K |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 12                                | 8                                | 560                              | 507                               | 91                      |
| 08                | 12                                | 10                               | 688                              | 521                               | 76                      |
| 09                | 9                                 | 9                                | 618                              | 352                               | 57                      |
| 10                | 8                                 | 4                                | 280                              | 98                                | 35                      |
| 11                | 8                                 | 4                                | 280                              | 100                               | 36                      |
| 12                | 11                                | 8                                | 548                              | 267                               | 49                      |
| 13                | 12                                | 12                               | 828                              | 109                               | 13                      |
| 14                | 12                                | 8                                | 560                              | 114                               | 20                      |
| 15                | 12                                | 9                                | 616                              | 112                               | 18                      |
| 16                | 12                                | 9                                | 617                              | 82                                | 13                      |
| 17                | 12                                | 8                                | 543                              | 71                                | 13                      |
| 18                | 12                                | б                                | 406                              | 51                                | . 13                    |
| 19                | 8                                 | 5                                | 350                              | 43                                | 12                      |
| 20                | 8                                 | 6                                | 406                              | 34                                | 8                       |
| 14 Hours<br>Total | 148                               | 106                              | 7300                             | 2461                              | 34                      |

L

(i) Observed maximum hourly carrying capacity =828

**⊯1.06** 

- (ii) Scheduled carrying capacity in a peak hour **=**780
- (iii) Ratis (i) (ii)

#### TABLE 3k/2 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

ROUTE NO.: 30

at Tsz Wan Shan (North) Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 15                                | 14                               | 1625                             | 1254                              | 77                      |
| 08                | 15                                | 8                                | 923                              | 417                               | 45                      |
| 09                | 15 .                              | 13                               | 1495                             | 262                               | 18                      |
| 10                | 12                                | 9                                | 1040                             | 136                               | 13                      |
| 11                | 10                                | 10                               | 1157                             | 127                               | 11                      |
| 12                | 13                                | 11                               | 1274                             | 311                               | 24                      |
| 13                | 15                                | 10                               | 1157                             | 227                               | 20                      |
| 14                | 15                                | 13                               | 1508                             | 107                               | 7                       |
| 15                | 15                                | 11                               | 1274                             | 98                                | 8                       |
| 16                | 15                                | 13                               | 1495                             | 119                               | 8                       |
| 17                | 15                                | 7                                | 793                              | 52                                | 7                       |
| 18                | , 15                              | 14                               | 1600                             | 152                               | 10                      |
| . 19              | 15                                | 7                                | 791                              | 72                                | 9                       |
| 20                | 15                                | 11                               | 1274                             | 78                                | 6                       |
| 14 Hours<br>Total | 200                               | 151                              | 17406                            | 3412                              | 20                      |

(i) Observed maximum hourly carrying capacity =1625

(ii) Scheduled carrying capacity in a peak hour =1443

#### TABLE 3k/3 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

| ROUTE | NO.: | 3D |
|-------|------|----|
|       |      |    |

at Tsz Wan Shan (North) Terminus

\* 0,99

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 15                                | 12                               | 1380                             | 904                               | 66                      |
| 08                | 15                                | 13                               | 1507                             | 505                               | 34                      |
| 09                | 15                                | 13                               | 1534                             | 155                               | 10                      |
| 10                | 10                                | 11                               | 1300                             | 43                                | 3                       |
| 11                | 10                                | 12                               | 1403                             | 47                                | 3                       |
| 12                | 10                                | 10                               | 1170                             | 108                               | 9                       |
| 13                | 10                                | 10                               | 1170                             | 93                                | 8.                      |
| 14                | 10                                | 9                                | 1053                             | 45                                | 4                       |
| 15                | 12                                | 12                               | 1404                             | 78                                | 6                       |
| 16                | 15                                | 14                               | 1638                             | 73                                | 4                       |
| 17                | 15                                | 13                               | 1521                             | 65                                | 4                       |
| 18                | 15                                | 11                               | 1287                             | 46                                | 4                       |
| 19                | 13                                | 10                               | 1170                             | 38                                | 3                       |
| 20                | 7                                 | 7                                | 819                              | 46                                | 6                       |
| 14 Hours<br>Total | 172                               | 157                              | 18356                            | 2246                              | 12                      |

(i) Observed maximum hourly carrying capacity = 1638

- (ii) Scheduled carrying capacity in a peak heur = 1650
- (iii) Ratie (i) (ii)

#### TABLE 3k/4 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

ROUTE NO.: 15A

at Tss Wan Shan (North) Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 10                                |                                  | 420                              | 294                               | 70                      |
| 08                | 10                                | 9                                | 630                              | 408                               | 65                      |
| 09                | 10                                | 6                                | 408 ı                            | 133                               | 33                      |
| 10                | 9                                 | 8                                | 560                              | 59                                | 11                      |
| 11                | 8                                 | 8                                | 534                              | 12                                | 2                       |
| 12                | 7                                 | 6                                | 420                              | 21                                | 5                       |
| 13                | 9                                 | -7                               | 481                              | 24                                | 5                       |
| 14                | 10                                | 7                                | 490                              | 58                                | 12                      |
| 15                | 10                                | 7.                               | 490                              | 51                                | 10                      |
| 16                | 10                                | 6                                | 420                              | 31                                | 7                       |
| 17                | 10                                | 7                                | 476                              | 33                                | 7                       |
| 18                | 10                                | 8                                | 560                              | 40                                | 7                       |
| 19                | 10                                | 9                                | 616                              | 34                                | 6                       |
| 20                | 8                                 | 6                                | 420                              | 16                                | 4                       |
| 14 Hours<br>Total | 131                               | 100                              | 6925                             | 1214                              | 18                      |

(i) Observed maximum hourly carrying capacity = 630 -

(ii) Scheduled carrying capacity in a peak hour = 650

(iii) Ratio <u>(i)</u> (ii)

# 0+97

# TABLE 3 k/5 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

ROUTE NO .: 116

at Tsz Wan Shan (North) Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 6                                 | 6                                | 720                              | 669                               | 93                      |
| 08                | 6                                 | 5                                | 611                              | 360                               | 59                      |
| 09                | 6                                 | 4                                | 476                              | 84                                | 18                      |
| 10                | 6                                 | 7                                | 843                              | 43                                | 5                       |
| 11                | 6                                 | 6                                | 722                              | 26                                | 4                       |
| 12                | 6                                 | 6                                | 722                              | 11                                | 2                       |
| 13                | б                                 | 5                                | 599                              | 19                                | 3                       |
| 14                | 6                                 | 6                                | 718                              | 7                                 | î                       |
| 15                | 6                                 | 6 .                              | 722                              | 16                                | 2                       |
| 16                | 6                                 | 6                                | 716                              | 16                                | 2                       |
| 17                | 6                                 | 6                                | 726                              | 45                                | 6                       |
| 18                | 6                                 | 5                                | 595                              | 25                                | 4                       |
| 19                | 6                                 | 6                                | 722                              | 9                                 | 1                       |
| 20                | 6                                 | 6                                | 720                              | 20                                | 3                       |
| 14 Hours<br>Total | 84                                | 80                               | 9612                             | 1350                              | 14                      |

(i) Observed maximum hourly carrying capacity # 843

**. 1.17** 

(ii) Scheduled carrying capacity in a peak heur = 720

(iii) R<sub>atio</sub> (i) (ii)

#### TABLE 3k/6 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE IN OCTOBER 1978

ROUTE NO .: 203

at Tsz Wan Shan (North) Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 6                                 | 5                                | 210                              | 210                               | 100                     |
| 08                | 6                                 | 4                                | 168                              | 168                               | 100                     |
| 09                | 6                                 | 7                                | 294                              | 155                               | 53                      |
| 10                | б                                 | 3                                | 126                              | 42                                | 33                      |
| 11                | 4                                 | 3                                | 126                              | 4                                 | 3                       |
| 12                | 4                                 | 4                                | 168                              | 1                                 | 1                       |
| 13                | 4                                 | 4                                | 168                              | 7                                 | 4                       |
| 14                | 4                                 | 2                                | 84                               | 10                                | 12                      |
| 15                | 5                                 | 5                                | 210                              | 9                                 | 4                       |
| 16                | б                                 | 5                                | 210                              | 2                                 | 1                       |
| 17                | 6                                 | 5                                | 210                              | 3                                 | 1                       |
| 18                | 3                                 | 4                                | 168                              | 7                                 | 3                       |
| 19                | _                                 |                                  | -                                | -                                 | _                       |
| 20                | _                                 | <b>-</b>                         |                                  | -                                 | _                       |
| 14 Hours<br>Total | 60                                | 51                               | 2142                             | 618                               | 28                      |

(i) Observed maximum hourly carrying capacity = 294

(ii) Scheduled carrying capacity in a peak hour = 252

(iii) Ratio (i) (ii)

**≐** 1.17







<u>CO</u> ISON OF DAILY (14-HRS. SCHEDUL



FIG. 1c COMPARISON OF DAILY (14-HRS.) SCHEDULED AND

## APPENDIX A

## (a) <u>New Route Introduced</u>

| <u>Route No</u> . | Destination   | Effective Date |
|-------------------|---|----------------|
| 6 <b>E</b>        | Kwun Tong (Yue Man Square) - Cheung Sha Wan<br>(Kom Tsun St.) | 8/5/1978       |
| 21                | Kowloon City Ferry - Choi Wan                                 | 17/7/1978      |
| 23                | Kwun Tong Ferry - Shun Lee Tsuen (Circular)                   | 9/10/1978      |
| 116               | Tsz Wan Shan (North) - Quarry Bay                             | 16/3/1978      |
| (b) Suspe         | nsion of Service  |                |
| Route No.         | Destination   | Effective Date |
| 11 <b>A</b>       | Kwun Tong Ferry - San Po Kong                                 | 15/5/1978      |
| (c) Chang         | e of Route/Terminus   |                |
| Route No.         | Destination   | Effective Date |
| 2                 | Star Ferry - So Uk  | 25/6/1978      |
|                   | (Second amendment)  | 29/9/1978      |
| 2A                | So Uk - Ngau Tau Kok  | 25/6/1978      |
| 2E                | Kowloon <sup>C</sup> ity Ferry - Pak Tin                      | 25/6/1978      |
|                   | (Second amendment)  | 27/7/1978      |
| 2F                | C <sub>heung</sub> Sha Wan - T <sub>SZ</sub> Wan Shan (South) | 29/9/1978      |
| 3 <b>C</b>        | Jordan Rd. Ferry - Tsz Wan Shan (North)                       | 6/10/1978      |
| 4                 | Jordan Rd. Ferry - Cheung Sha Wan                             | 29/9/1978      |
| ·4A               | Jordan Rd. Ferry - Tai <sup>H</sup> ang Tung                  | 29/9/1978      |
| 6                 | Star Ferry - Lai Chi Kok (Bridge)                             | 29/9/1978      |
| 6 <b>A</b>        | Star Ferry - Lai Chi Kok (Amusement Park)                     | 29/9/1978      |
| 6B                | Lai Chi Kok (Bridge) - Chuk Yuen                              | 29/9/1978      |
| 6 <b>C</b>        | Lai Chi Kok (Bridge) - Kowloon <sup>C</sup> ity Ferry         | 29/9/1978      |
| 6E                | Kwun Tong (Yue Man Square) - Cheung Sha Wan<br>(Kom Tsun St.) | 29/9/1978      |
| 7 <b>A</b>        | Hung Hom Railway Station - Lok Fu                             | 6/10/1978      |
| 10                | Tai Kok Tsui Ferry - Ping Shek                                | 27/7/1978      |
| 12                | Jordan Rd. Ferry - Lai Chi Kok (Amusement Park)               | 20/9/1978      |
| 12A               | Hung Hom Raiflway Station - Sham Shui Po Ferry                | 25/6/1978      |
| 12B               | Wang Tau Hom - Lai Chi Kok (Bridge)                           | 25/6/1978      |
|                   | (Second amendment)  | 29/9/1978      |
| 13D               | Tai Kok Tsui Ferry - Sau Mau Ping (Central)                   | 27/7/1978      |
| 16                | Tai Kok Tsui Ferry - Lam Tin (North)                          | 27/7/1978      |
| 18                | Tai Kok Tsui Ferry - Oi Man/Ho Man Tin (Circular)             | 27/17/1978     |
|                   | (Second amendment)  | 29/8/1978      |

APPENDIX (CONT'D)

| Route No. | Destination  | E  | ffective Date |
|-----------|--|----|---------------|
| 102       | Lai Chi Kok (Bridge) - Shau Kei Wan                        |    | 29/9/1978     |
| 103       | Lok Fu - Pokfield Rd.                                      |    | 24/7/1978     |
|           | (Second amendment)   |    | 6/10/1978     |
| 104       | Pak <sup>T</sup> in - Kennedy Town                         |    | 25/9/1978     |
| . 105     | Lai Chi Kok (Amusement Park) - Kennedy Town<br>(Sands St.) |    | 25/9/1978     |
|           | (Second amendment)   |    | 29/9/1978     |
| 112       | So Uk - North Point  |    | 29/9/1978     |
| 113       | Choi Hung - Kennedy Town (Sands St.)                       |    | 25/9/1978     |
| 122       | So Uk - North Point  |    | 29/9/1978     |
|           |  |    |               |
| 201       | Star Ferry - Airport                                       | )  |               |
| 202       | Star Ferry - Yau Yat Chuen                                 | )  |               |
| 203       | Star Ferry - Tsz Wan Shan (North)                          | )  |               |
| 206       | Star Ferry - Lai Chi Kok (Bridge)                          | )  |               |
| 207       | Star Ferry - Beacon Hill Rd.                               | )  | 2/10/1978     |
| 208       | Star Ferry - Broadcast Drive                               | )  |               |
| 209       | <sup>S</sup> tar Ferry - Ngau Tau Kok                      | )  |               |
| 210       | Star Ferry - Caldecott Rd.                                 | )  |               |
| 211       | Star Ferry - Kwun Tong (Yue Man Square)                    | )  |               |
| 204       | Lai Chi Kok (Bridge) - Kwun Tong (Yue Man Square           | )) |               |
| 206       | Star Ferry - Lai Chi Kok (Bridge)                          | )  | 29/9/1078     |
| 210       | Star Ferry - Caldecott Rd.                                 | )  |               |
| 216       | Mei Foo Sun Chuen - Hung Hom Railway Station               | )  |               |

## TRAFFIC & TRANSPORT SURVEY DIVISION PUBLIC WORKS DEPARTMENT HONG KONG

Data Record No. 270

BUS TERMINI BLANKET SURVEY - 1978 THE NEW TERRITORIES

Job No. 544

Ъy

YU Shu-yee

Ag. Chief Engineer: PANG Hau-chung

April 1979

Requested by: Commissioner for Transport Introduction: This is one of a series of three data records reporting on the 1978 annual bus termini blanket survey, the object of which was to find out the adherence to the schedules of the service provided by the franchised bus companies. It contains the results of the first blanket survey on the bus termini in the New Territories (including Lantau Island) while bus termini on Hong Kong Island and in Kowloon are covered respectively by Data Record No. 268 and No. 269. The Survey: The survey involved recording the departure time, the carrying capacity and the number of boarding passengers of every bus by route at selected termini. It was conducted in the New Territories Mainland between 0700 and 2100 hours on weekdays between 6th and 10th November 1978. On Lantau Island, the survey took place between 0800 and 1900 hours on weekdays on 18th and 20th July 1978. The following 6 bus termini were covered in the survey:a. Tsuen Wan Ferry

- b. Yuen Long (East) and (West)
- c. Sha Tin (Market) and (Lek Yuen San Tsuen)
- d. Tai Po Market
- e, Sheung Shui

- 1 -

f. Mui Wo (Lantau Island)

The 14-hour daily totals of both observed and scheduled bus departures for each of the termini surveyed are summarised in TABLE 1. TABLES 2a to 2f compare the observed and scheduled daily bus departures by route. TABLES 3a to 3f present the hourly bus departures, carrying capacity and passengers boarding of all the bus routes combined at each terminus with detailed analysis on a route by route basis being shown in <u>SUB TABLES 3a/1</u> to 3f/5.

Results of Survey:

#### 1. Overall Performance (TABLE 1)

For the five bus termini surveyed in the New Territories Mainland, the performance ratio (i.e. the ratio of observed bus departures to scheduled bus departures) varied from 0.96 to 1.0. This is considered generally satisfactory.

At the Mui Wo terminus an extraordinarily high performance ratio of 1.8 was recorded, reflecting the operating company's to demand. ability to respond It should however be noted the high performance ratio on Lantau together with the high occupancy indices shown in sub-tables 3f/1 to 3f/5 suggested that the existing scheduled bus departures on Lantau Island were far from being adequate to cope with the demand. It appeared that the scheduled departures would have at least to be doubled if overcrowding were to be removed. However, it should be pointed out that the survey was carried out in July which is normally a peak season for recreational activities on outlying islands.

2. <u>Performance on Individual Routes</u> (TABLES 2a to 2f)

For the bus routes surveyed on the Mainland, the performance ratios for individual bus routes varied from the lowest of 0.84 on Route No. 30 at Tsuen Wan Ferry Terminus to the highest of 1.16 on Route No. 61 at Yuen Long Terminus with the majority of values being close to 1.

At the Mui Wo Terminus, the performance ratios for individual routes varied from 1.0 on Route 3 to 3.0 on Route 2.
#### 3. Occupancy Index at Individual Termini (TABLES 3a to 3f)

In the New Territories Mainland the daily average occupancy index at individual termini varied from 23% to 71%. The latter was recorded at the Tai Po Market Terminus which indicated frequent overcrowding of buses in the area. On an hourly basis, the highest occupancy index was recorded at 116% during the p.m. peak hours at the Tai Po Market Terminus. This exceedingly high value strongly reflected the total inadequacy of bus service during peak hours in Tai Po Market. At the Sha Tin Terminus, the hourly occupancy index was also very high, being 93%.

At the Mui Wo Terminus, both the daily and hourly occupancy indexes were extremely high, being 70% and 95% respectively. These high values underlined the complete inadequacy of bus services on Lantau Island.

- 4. <u>Carrying Capacity and Occupancy Index</u> <u>On Individual Routes (SUB-TABLES</u> <u>3a/1 to 3f/5)</u>
  - (a) Of the total 46 routes surveyed in Mainland and on Lantau Island, 19 recorded a highest hourly occupancy index reaching or exceeding 100%, which suggested that almost all the buses departing from the terminus during that particular hour were packed full. Grouping of bus routes by the highest hourly occupancy index is as follows:~

\* Some of the routes may have been surveyed at both termini.

- 3 -

| Highest<br>Hourly<br>Occupancy<br>Index | <u>Bus Routes</u>  |
|---|--|
| 100% & over                             | <u>Mainland</u> :<br>Nos. 40, 52, 54, 61, 64<br>(Yuen Long), 64 (Tai Po),<br>71, 72, 73, 74, 75, 76<br>(Yuen Long), 76 (Sheung<br>Shui), 77 (Yuen Long),<br>77 (Sheung Shui), 87,<br>89. |
|   | Lantau Island:<br>Nos. 1 and 5   |
| 90% - 99%                               | <u>Mainland</u> :<br>Nos. 31, 32, 34A, 88<br><u>Lantau Island</u> :<br>Nos. 2, 3, 4  |
| 70% - 89%                               | <u>Mainland</u> :<br>Nos. 30, 32A, 51, 53, 56,<br>79, 170  |
| 50% - 69%                               | <u>Mainland</u> :<br>Nos. 33, 35, 36, 43, 57, 68,<br>70, 88A   |
| Below 50%                               | <u>Mainland</u> :<br>Nos. 45A, 50, 55, 58, 78  |
|   |  |

(b) Of the 5 bus termini surveyed in the Mainland, the bus services at Tai Po Terminus were most inadequate. All of its 5 bus routes recorded a highest hourly occupancy index in excess of 100% (varying from 107% to 132%). Route No. 64 at this terminus had the highest daily average occupancy index (84%) and the highest hourly occupancy index (132%) of all the bus routes surveyed.

- (c) The bus services provided by Route No. 76 & No. 77 running between Yuen Long and Sheung Shui were far from being adequate, having a highest hourly occupancy index exceeding 100% at both ends. A similar situation occurred on Route No. 64, serving between Yuen Long and Tai Po Market. Thus, inadequacy of bus services was apparent between market towns in the New Territories.
- (d) At the foot of each sub-table for the bus routes in the Mainland, the following information is given:-
  - (i) Observed maximum hourly carrying capacity.
  - (ii) Scheduled carrying capacity in a peak hour.
  - (iii) Ratio (i) (iii) - This gives an indication of the compliance to the schedule. Any values of this ratio which are less than 1 would indicate noncompliance with the requirement.

Of all the 41 bus routes surveyed in the Mainland 3 recorded a value less than 1 for "ratio  $\frac{(i)}{(ii)}$ ". These 3 routes were Nos. 55, 88A and 89.

- 5 -

|   | 14 Hr. (0700-2100) Total No. of Bus Departures |           |   |  |  |
|---|--|-----------|---|--|--|
| TERMINUS  | Observed                                       | Scheduled | Performance<br>Ratio (Observed<br>/Scheduled) |  |  |
|   |  |           | 0.00  |  |  |
| a. Tsuen Wan Ferry  | 988  | 1033      | 0.96  |  |  |
| b. Yuen Long (East) and (West)                              | 846  | 843       | 1.00  |  |  |
| c. Sha <sup>T</sup> in (Market) and<br>(Lek Yuen San Tsuen) | 363  | 379       | 0.96  |  |  |
| d. Tai Po Market  | 306  | 318       | 0.96  |  |  |
| e. <sup>S</sup> heung Shui                                  | 335  | 343       | 0.98  |  |  |
|   |  |           |   |  |  |
| f. Mui Wo*  | 74   | 41        | 1.80  |  |  |
| 5 Termini (a-e) Combined                                    | 2838   | 2916      | 0.97  |  |  |

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# TABLE 1 COMPARISON OF OBSERVED AND SCHEDULED BUS DEPARTURES NOV. 1978

\*Survey was carried out between 0800-1900 Hrs. in July.

TABLE 2a

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## COMPARISON OF OBSERVED AND SCHEDULED BUS DEPARTURES BY ROUTE - NOV. 1978

TERMINUS: TSUEN WAN FERRY

| ROUTE<br>NO    | 14 Hr. (0700-2100) Total No. of Bus<br>Dept. in Nov. 78 |           |              |  |
|----------------|---|-----------|--------------|--|
|                | Observed  | Scheduled | Obs.<br>Sch. |  |
| 30             | 97  | 116       | 0.84         |  |
| 31             | 91  | 106       | 0.86         |  |
| 32             | 34  | 34        | 1.00         |  |
| 32A            | 39  | 40        | 0.98         |  |
| 33             | 1 40  | 135       | 1.04         |  |
| 34≜            | 111   | 107       | 1.04         |  |
| 35             | 92  | 99        | 0.93         |  |
| 36             | 95  | 98        | 0.97         |  |
| 40             | 102   | 108       | 0.94         |  |
| 43             | 69  | 71        | 0.97         |  |
| 45≜            | 64  | 63        | 1.02         |  |
| 52             | 54  | 56        | 0.96         |  |
|                |   |           |              |  |
| Combined Total | 988   | 1033      | 0.96         |  |

# TABLE 2bCOMPARISON OF OBSERVED AND SCHEDULEDBUS DEPARTURES BY ROUTE - NOV. 1978

TERMINUS: YUEN LONG (EAST) AND (WEST)

| ROUTE          | 14 Hr. (0700-2100) Total No. of<br>Bus Departures |           |              |  |  |
|----------------|---|-----------|--------------|--|--|
|                | Observed  | Scheduled | Obs.<br>Sch. |  |  |
| 50             | 102   | 109       | 0.94         |  |  |
| 51             | 57  | 67        | 0.85         |  |  |
| 53             | 75  | 66        | 1.14         |  |  |
| 54             | 74  | 68        | 1.09         |  |  |
| 55             | 42  | 44        | 0.95         |  |  |
| 56             | 59  | 59        | 1.00         |  |  |
| 57             | 17  | 18        | 0.94         |  |  |
| 58             | 16  | 18        | 0.89         |  |  |
| 61             | 78  | 67        | 1.16         |  |  |
| 64             | 98  | 100       | 0.98         |  |  |
| 68             | 67  | 67        | 1.00         |  |  |
| 76             | 80  | 80        | 1.00         |  |  |
| 77             | 80  | 80        | 1.00         |  |  |
|                |   |           |              |  |  |
|                |   |           |              |  |  |
| Combined Total | 845   | 843       | 1.00         |  |  |

# TABLE 2c COMPARISON OF OBSERVED AND SCHEDULED BUS DEPARTURES BY ROUTE - NOV. 1978

TERMINUS: SHA TIN (MARKET) AND (LEK YUEN SAN TSUEN)

| ROUTE          | 14 Hr. (0700-2100) Total No. of<br>Bus Departures |           |              |  |
|----------------|---|-----------|--------------|--|
| NU.            | Observed  | Scheduled | Obs.<br>Sch. |  |
| 71             | 86  | 96        | 0.90         |  |
| 87             | 72  | 77        | 0.94         |  |
| 88             | 27  | 26        | 1.04         |  |
| 88A            | 43  | 42        | 1.02         |  |
| 89             | 85  | 88        | 0.97         |  |
| 170            | 50  | 50        | 1.00         |  |
|                |   |           |              |  |
|                |   |           |              |  |
|                |   |           |              |  |
|                |   |           |              |  |
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|                |   |           | :<br>        |  |
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|                |   |           |              |  |
|                |   |           |              |  |
|                |   |           |              |  |
|                |   |           |              |  |
| Combined Total | 363   | 379       | <b>9.96</b>  |  |

# TABLE 2dCOMPARISON OF OBSERVED AND SCHEDULEDBUS DEPARTURES BY ROUTE - NOV. 1978

### TERMINUS: TAI PO MARKET

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| ROUTE          | 14 Hr. (0700-2100) Total No. of<br>Bus Departures |           |              |  |
|----------------|---|-----------|--------------|--|
| NÇ.            | Observed  | Scheduled | Obs.<br>Sch. |  |
| 64             | 95  | 100       | 0.95         |  |
| 72             | 64  | 70        | 0.91         |  |
| 73             | 65  | 67        | 0.97         |  |
| 74             | 19  | 19        | 1.00         |  |
| 75             | 63  | 62        | 1.02         |  |
|                |   |           |              |  |
|                |   |           |              |  |
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|                |   |           |              |  |
|                |   |           |              |  |
|                |   | 2         |              |  |
|                |   |           |              |  |
| Combined Total | 306   | 318       | 0.96         |  |
|                |   |           | L            |  |

# TABLE 2eCOMPARISON OF OBSERVED AND SCHEDULEDBUS DEPARTURES BY ROUTE - NOV. 1978

#### TERMINUS: SHEUNG SHUI

| ROUTE<br>NO.   | 14 Hr. (0700-2100) Total No. of<br>Bus Departures |           |              |  |  |
|----------------|---|-----------|--------------|--|--|
|                | Observed  | Scheduled | Obs.<br>Sch. |  |  |
| 70             | 88  | 95        | 0.93         |  |  |
| 76             | 78  | 80        | 0.98         |  |  |
| 77             | 80  | 80        | 1.00         |  |  |
| 78             | 52  | 52        | 1,00         |  |  |
| 79             | 37  | 36        | 1.03         |  |  |
|                |   |           |              |  |  |
|                |   |           |              |  |  |
|                |   |           |              |  |  |
|                |   |           |              |  |  |
|                |   |           |              |  |  |
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|                | -u)   |           |              |  |  |
|                |   |           |              |  |  |
|                |   |           |              |  |  |
|                |   |           |              |  |  |
|                |   |           |              |  |  |
|                |   |           |              |  |  |
|                |   |           |              |  |  |
| Combined Total | 335   | 343       | 0.98         |  |  |
|                |   |           |              |  |  |

TABLE 2fCOMPARISON OF OBSERVED AND SCHEDULEDBUS DEPARTURES BY ROUTE - JUL. 1978

11 Hr. (0800-1900) Total No. of Bus Departures ROUTE NO. Obs. Sch. Scheduled Observed 1 20 10 2.00 2 24 8 3.00 3 4 4 1.00 4 14 8 1.75 5 12 11\* 1.09 41 1.80 74 Combined Total

TERMINUS: MUI WO

The schedule for this route was introduced on 22nd Oct. 78

# TABLE 3 a COMPARISON OF HOURLY TOTAL DEPARTURES, CARRYING CAPACITY AND PASSENGERS BOARDING AT TERMINUS IN COMPARISON 1978

AND FRODENGERD DOARDING AT THEMPINOD

TERMINUS: TSUEN WAN FERRY

ROUTES COVERED: 30,31,32,324,33,344,35,36,40,43,454,0

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 80                                | 80                               | 6440                             | 4481                              | 70                      |
| 08                | 81                                | 72                               | 5721                             | 2380                              | 42                      |
| 09                | 79                                | 73                               | 5703                             | 944                               | 17                      |
| 10                | 72                                | 69                               | 5430                             | 926                               | 17                      |
| 11                | 60                                | 57                               | 4602                             | 1225                              | 27                      |
| 12                | 69                                | 66                               | 5369                             | 1677                              | 31                      |
| 13                | 72                                | 70                               | 5576                             | 962                               | 17                      |
| 14                | 73                                | 70                               | 5660                             | 957                               | 17                      |
| 15                | 75                                | 70                               | 5714                             | 1548                              | 27                      |
| 16                | 79                                | 76                               | 6188                             | 2463                              | 40                      |
| 17                | 81                                | 78                               | 6209                             | 3556                              | 57                      |
| 18                | 80                                | 72                               | 5895                             | 3770                              | 64                      |
| 19                | 70                                | 75                               | 6017                             | 1849                              | .31                     |
| 20                | 62                                | 60                               | 4997                             | 757                               | 15                      |
| 14 Hours<br>Total | 1033                              | 988                              | 79521                            | 27495                             | 35                      |

# TABLE 3 a/1COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITYAND PASSENGERS BOARDING BY ROUTE - NOV. 1978

## ROUTE NO.: 30

| at T | suen | Wan | Ferry | Terminus |
|------|------|-----|-------|----------|
|------|------|-----|-------|----------|

| Hour<br>Beginning | Scheduled<br>No. of | Observed<br>No. of | Observed<br>Carrying | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|---------------------|--------------------|----------------------|-----------------------------------|-------------------------|
| 07                | 9                   | Departures 8       | 725                  | 534                               | 74                      |
| 08                | 10 .                | 8                  | 738                  | 358                               | 49                      |
| 09                | 9                   | 6                  | 549                  | 120                               | 22                      |
| 10                | 8                   | 7                  | 623                  | 164                               | 26                      |
| 11                | 7                   | 8                  | 733                  | 140                               | 19                      |
| 12                | 8                   | 6                  | 543                  | 206                               | 38                      |
| 13                | 7                   | 5                  | 470                  | 105                               | 22                      |
| 14                | 8                   | 7                  | 634                  | 134                               | 21                      |
| 15                | 8                   | 6                  | 550                  | 141                               | 26                      |
| 16                | 9                   | 9                  | 825                  | 233                               | 28                      |
| 17                | 10                  | 7                  | 638                  | 403                               | 63                      |
| 18                | 9                   | 7                  | 598                  | 414                               | 69                      |
| 19                | 6                   | 6                  | 543                  | 138                               | 25                      |
| 20                | 8                   | 7                  | 650                  | 70                                | · 11                    |
| 14 Hours<br>Total | 116                 | 97                 | 8819                 | 3160                              | 36                      |

(i) Observed maximum hourly carrying capacity

**≠** 825

= 720

- (ii) Scheduled carrying capacity in a peak hour
- (iii) Ratio<u>(i)</u> (ii)

**≕** 1.15

# TABLE 3 a/2COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITYAND PASSENGERS BOARDING BY ROUTE - NOV. 1978

ROUTE NO.: 31

at Tsuen Wan Ferry Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>D <sub>epartures</sub> | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|---|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 8   | 7                                | 475                              | 447                               | 94                      |
| 08                | 8   |                                  | 489                              | 214                               | 44                      |
| 09                | 8   |                                  | 474                              | 55                                | 12                      |
| . 10              | 7   | 6                                | 402                              | 65                                | 16                      |
| 11                | 6   | 6                                | 417                              | 125                               | 30                      |
| 12                | 8   | б                                | 402                              | 163                               | 41                      |
| 13                | 8   | 9                                | 605                              | 168                               | - 28                    |
| 14                | 8   | 7                                | 473                              | 115                               | 24                      |
| 15                | 8   | 6                                | 402                              | 179                               | 45                      |
| 16                | 8   | 5                                | 345                              | 225                               | 65                      |
| 17                | 8   | 6                                | 402                              | 322                               | 80                      |
| 18                | 8   | 6                                | 417                              | 376                               | 90                      |
| 19                | 7   | 7                                | 474                              | 137                               | 29                      |
| 20                | 6   | 6                                | 417                              | 57                                | 14                      |
| 14 Hours<br>Total | 106   | 91                               | 6195                             | 2648                              | 43                      |

(i) Observed maximum hourly carrying capacity = 606

(ii) Scheduled carrying capacity in a peak hour = 384

(iii) Ratio<u>(i)</u> (ii)

#### TABLE 3 a/3 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE - NOV. 1978

### ROUTE NO.: 32

at Tsuen Wan Ferry Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 3                                 | 3                                | 132                              | 58                                | 44                      |
| 08                | 3.                                | 3                                | 132                              | 73                                | 55                      |
| 09                | 3                                 | 3                                | 132                              | 35                                | 27                      |
| 10                | 2                                 | 2                                | 88                               | 16                                | 18                      |
| 11                | 2                                 | 2                                | 88                               | 31                                | 35                      |
| 12                | 1                                 | 1                                | 44                               | 8                                 | 18                      |
| 13                | 2                                 | 2                                | 88                               | 37                                | 42                      |
| 14                | 2                                 | 1                                | 44                               | 10                                | 23                      |
| 15                | 3                                 | 4                                | 176                              | 54                                | 31                      |
| 16                | 3                                 | 3                                | 132                              | 52                                | 39                      |
| 17                | 3                                 | 3                                | 132                              | 58                                | 44                      |
| 18                | 3                                 | 4                                | 176                              | 160                               | 91                      |
| 19                | 2                                 | 1                                | 44                               | 15                                | 34                      |
| 20                | 2                                 | 2                                | 88                               | 35                                | 40                      |
| 14 Hours<br>Total | 34                                | 34                               | 1496                             | 642                               | 43                      |

(i) Observed maximum hourly carrying capacity

176 ÷ 108

=

**► 1.6**3

- (ii) Scheduled carrying capacity in a peak hour
- (iii) Ratio<u>(i)</u> (ii)

# TABLE 3 2/4COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITYAND PASSENGERS BOARDING BY ROUTE - NOV. 1978

ROUTE NO.: 32A

at Tsuen Way Ferry Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>C <sub>a</sub> rrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|---|-----------------------------------|-------------------------|
| 07                | 3                                 |                                  | :32   | 31                                | 23                      |
| 08                | 3                                 | 3                                | 132   | 43                                | 33                      |
| 09                | 3                                 | 5                                | :32   | 22                                | 1                       |
| 10                | 3                                 | 3                                | 132   | 44                                | 33                      |
| 11                | 2                                 | 2                                | 88  | 22                                | 25                      |
| 12                | 3                                 | 3                                | 132   | 25                                | 49                      |
| 13                | 3                                 | 3                                | 132   | 36                                | 27                      |
| 14                | 3                                 | 3                                | 132   | 35                                | 27                      |
| 15                | 3                                 | 2                                | 88  | 20                                | 23                      |
| - 16              | . 3                               | 3                                | : 32  | 43                                | 33                      |
| 17                | 3                                 | 3                                | 132   | 57                                | 43                      |
| 18                | 3                                 | 3                                | 132   | 96                                | 73                      |
| 19                | 3                                 | 3                                | 132   | 48                                | ∌6                      |
| 20                | 2                                 | 2                                | 88  | 14                                | 16                      |
| 14 Hours<br>Total | 40                                | 39                               | 1 J 10  | 356                               | 31                      |

(i) Observed maximum hourly carrying capacity = 132

(ii) Scheduled carrying capacity in a peak hour 108

### TABLE 3 8/5 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE - NOV. 1978

ROUTE NO.: 33

| at | Tsuen | Wan | Ferry    | Terminus |
|----|-------|-----|----------|----------|
|    |       |     | <b>T</b> |          |

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 10                                | 10                               | 1226                             | 833                               | 68                      |
| 08                | 10 .                              | 8                                | 9.80                             | 378                               | 39                      |
| 09                | 10                                | 9                                | 1090                             | 189                               | 17                      |
| 10                | 9                                 | 8 .                              | 980                              | 158                               | 16                      |
| 11                | 9                                 | 6                                | 738                              | 200                               | 27                      |
| 12                | 10                                | 10                               | 1230                             | 326                               | 27                      |
| 13                | 10                                | 9                                | 1103                             | 116                               | 11                      |
| 14                | 10                                | 9                                | 1103                             | 135                               | 12                      |
| 15                | 10                                | 12                               | 1468                             | 284                               | 19                      |
| 16                | 10                                | 13                               | 1599                             | 422                               | 26                      |
| 17                | 10                                | 11                               | 1 345                            | 641                               | 48                      |
| 18                | 10                                | 13                               | <b>1</b> 591                     | 738                               | 46                      |
| 19                | 8                                 | 12                               | 1440                             | 288                               | 20                      |
| 20                | 9                                 | 10                               | 1226                             | 154                               | 13                      |
| 14 Hours<br>Total | 135                               | 140                              | 17119                            | 4862                              | 28                      |

= 1599;

≢

÷

980

1.63

(i) Observed maximum hourly carrying capacity

(ii) Scheduled carrying capacity in a peak hour

# TABLE 3 a/6 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE - NOV. 1978

ROUTE NO.: 344

at Tsuen Wan Ferry Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 8                                 | 8                                | 454                              | 419                               | 92                      |
| 08                | 8 .                               | 8                                | 458                              | 97                                | 21                      |
| 09                | 8                                 | 9                                | 573                              | 58                                | 10                      |
| 10                | 8                                 | <u></u> ;0                       | 637                              | 92                                | 14                      |
| 11                | 5                                 | 5                                | 282                              | 110                               | 39                      |
| 12                | 8                                 | 8                                | 458                              | 215                               | 47                      |
| 13                | 8                                 | 10                               | 568                              | 103                               | <u>†8</u>               |
| 14                | 8                                 | ô                                | 454                              | 51                                | 1(                      |
| 15                | 8                                 | 8                                | 454                              | 141                               | 31                      |
| 16                | 8                                 | 8                                | 454                              | 334                               | 74 .                    |
| 17                | 8                                 | 8                                | <b>4</b> 56                      | 287                               | 63                      |
| 18                | 8                                 | 8                                | 454                              | 357                               | 79                      |
| 19                | δ                                 | 8                                | 454                              | 130                               | 29                      |
| 20                | 6                                 | 5                                | 284                              | 59                                | 21                      |
| 14 Hours<br>Total | 107                               | 111                              | 6440                             | 2453                              | 38                      |

(i) Observed maximum hourly carrying capacity = 637

(ii) Scheduled carrying capacity in a peak hour = 384

#### TABLE 3a/7

## COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE - NOV. 1978

## ROUTE NO.: 35

at Tsuen Wan Ferry Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>K |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 8                                 | 8                                | 548                              | 346                               | 63                      |
| 08                | 8                                 | 7                                | 490                              | 204                               | 42                      |
| 09                | 7                                 | 8                                | 534                              | 66                                | 12                      |
| . 10              | 6                                 | 6                                | 404                              | 49                                | 12                      |
| 11                | 4                                 | 5                                | 346                              | 76                                | 22                      |
| 12                | 5                                 | 6                                | 404                              | 143                               | 35                      |
| 13                | 8                                 | 5                                | 346                              | 26                                | 8                       |
| 14                | 8                                 | 9                                | 606                              | 55                                | 9                       |
| 15                | 8                                 | 6                                | 402                              | 89                                | 22                      |
| 16                | 8                                 | 6                                | 404                              | 219                               | 54                      |
| 17                | . 8                               | 8                                | 548                              | 301                               | 55                      |
| 18                | 8                                 | 6                                | 418                              | 277                               | 66                      |
| 19                | 8                                 | 8                                | 548                              | 145                               | 26                      |
| 20                | 5                                 | 4                                | 260                              | 29                                | 11                      |
| 14 Hours<br>Total | 99                                | 92                               | 6258                             | 2025                              | 32                      |

(i) Observed maximum hourly carrying capacity

**≠ 606** 

(ii) Scheduled carrying capacity in a peak hour 560 560

#### COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY TABLE 3 a/S

AND PASSENGERS BOARDING BY ROUTE - NOV. 1978

ROUTE NO.: 36

er Tsven Wan Ferry Cerminus

| Hour<br>Beginning  | Scheduled<br>No. of<br>Departures     | Observed<br>No. of<br>Departures      | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|--|---------------------------------------|---------------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07   | 8                                     | 8                                     | 454                              | 233                               | 51                      |
| 08   | 6                                     | 2                                     | 398                              | 233                               | 59                      |
| 09   | ô                                     | Ţ                                     | 398                              | 45                                | :<br>; ;                |
| 10   | 8                                     | 8                                     | 450                              | 67                                | 15                      |
| <b>!</b> 1   | б                                     | ĉ                                     | 338                              | 92                                | 27                      |
| 12   | 6                                     | 5                                     | 340                              | :24                               | 36                      |
| 13   | 6                                     | 6                                     | 338                              | 48                                | *4                      |
| 14   | 6                                     | 5                                     | 340                              | 97                                | 29 ·                    |
| 15   | 6                                     | 6                                     | 358                              | 148                               | 44                      |
| 16   | 7                                     | <b>?</b><br>'                         | 398                              | 201                               | 51                      |
| 17   | 8                                     | 8                                     | 453                              | 273                               | 60                      |
| 18   | . 8                                   | 6                                     | 340                              | 224                               | 66                      |
| 19   | 8                                     | 9                                     | 510                              | 176                               | 35                      |
| 20   | 5                                     | 5                                     | 285                              | 54                                | 19                      |
| 14 Hours<br>Totel  | 9ë                                    | 95                                    | 5378                             | 2013                              | 37                      |
| A the second sec | ус. « <del>1. — 1. с. — 1. — 1.</del> | · · · · · · · · · · · · · · · · · · · |                                  |                                   | <b></b>                 |

(i) Observed maximum hourly carrying capacity = 510

(11) Scheduled carrying capacity in a peak hour = 400'

(iii) Ratio<u>(i)</u> (ii)

### TABLE 3a/9 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE - NOV. 1978

ROUTE NO.: 40

|  | at | Tsuen | Wan | Ferry | Terminus |
|--|----|-------|-----|-------|----------|
|--|----|-------|-----|-------|----------|

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 8                                 | 8                                | 976                              | 1034                              | 106                     |
| 08                | 8                                 | 8                                | 968                              | 557                               | 58                      |
| 09                | 8                                 | 6                                | 734                              | 190                               | 26                      |
| 10                | '7                                | 7                                | 853                              | . 94                              | 11                      |
| 11                | 7                                 | 6                                | 734                              | 144                               | 20                      |
| 12                | 8                                 | 7                                | 853                              | 159                               | 19                      |
| 13                | 8                                 | 9                                | 1091                             | 122                               | 11                      |
| 1 <b>4</b>        | 8                                 | 8                                | 980                              | 174                               | 18                      |
| 15                | 8                                 | 8                                | 968                              | 238                               | 25                      |
| 16                | 8                                 | 7                                | 85 3                             | 346                               | 41                      |
| 17                | 8                                 | 7                                | 849                              | 642                               | 76                      |
| 18                | 8                                 | 7                                | 853                              | 562                               | 66                      |
| 19                | 7                                 | 7                                | 857                              | 323                               | 38                      |
| 20                | 7                                 | 7                                | 845                              | 87                                | 10                      |
| 14 Hours<br>Total | 108                               | 102                              | 12414                            | 4672                              | 38                      |

(i) Observed maximum hourly carrying capacity

- = 1091
- (ii) Scheduled carrying capacity in a peak hour =
- (iii) Ratio<u>(i)</u> (ii)

**≈** 1.14

#### COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY TABLE 3a/10AND PASSENGERS BOARDING BY ROUTE - NOV. 1978

ROUTE NO.: 43

at Teuen Wan Ferry Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>C <sub>arrying</sub><br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|--|-----------------------------------|-------------------------|
| 07                | ó                                 | . 8                              | 655  | 187                               | 29                      |
| 08                | б .                               | 5                                | 327  | 47                                | 14                      |
| 09                | 5                                 | ó                                | 424  | 24                                | 6                       |
| 10                | 5 ·                               | 3                                | 21.1   | 46                                | 22                      |
| 11                | 4                                 | 4                                | 313  | 166                               | 53                      |
| 12                | 4                                 | Д.                               | 313  | 142                               | 45                      |
| 13                | 4                                 | 5                                | 371  | 84                                | 23                      |
| 14                | 4                                 | 3                                | 255  | 23                                | 9 -                     |
| 15                | 5                                 | 3                                | 369  | 116                               | 31                      |
| 16                | 6                                 | 6                                | 383  | 168                               | 44 .                    |
| 17                | 6                                 | 7                                | 501  | 283                               | . 56                    |
| 18                | 6                                 | 4.                               | 330  | 213                               | 65                      |
| 19                | 5                                 | È                                | 345  | 194                               | 56                      |
| 20                | 4                                 | 4                                | 270  | 66                                | 24                      |
| 14 Hours<br>Total | 71                                | 69                               | 50ĕ7   | 1759                              | - 35                    |

(i) Observed maximum hourly carrying capacity = 655

1

(ii) Scheduled carrying capacity in a peak hour = 300

(iii) Ratio<u>(i)</u> (ii)

# TABLE 3a/11COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITYAND PASSENGERS BOARDING BY ROUTE - NOV. 1978

ROUTE NO.: 45A

at Tsuen Wan Ferry Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 5                                 | 5                                | 435                              | 151                               | 35                      |
| 08                | 5.                                | 5                                | 435                              | 89                                | 20                      |
| 09                | 5                                 | 5                                | 435                              | 15                                | 3                       |
| . 10              | 5                                 | 5                                | 420                              | 18                                | 4                       |
| 11                | 4                                 | 5                                | 411                              | 56                                | 14                      |
| 12                | 4                                 | 4                                | 362                              | 39                                | 11                      |
| 13                | 4                                 | 3                                | 232                              | 14                                | б                       |
| 14                | 4                                 | 5                                | 411                              | 9                                 | 2 .                     |
| 15                | 4                                 | 3                                | 268                              | 15                                | 6                       |
| 16                | 5                                 | 5                                | 435                              | 47                                | 11 ·                    |
| 17                | - 5                               | 6                                | 522                              | 74                                | 14                      |
| 18                | 5                                 | 4                                | 355                              | 106                               | 30                      |
| 19                | 4                                 | 5                                | 442                              | 65                                | 15                      |
| 20                | 4                                 | 4                                | 355                              | 45                                | . 13                    |
| 14 Hours<br>Total | 63                                | 64                               | 5518                             | 743                               | 13                      |

(i) Observed maximum hourly carrying capacity

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=

(ii) Scheduled carrying capacity in a peak hour

, <sup>1</sup> , **x** 

(iii) Ratio<u>(i)</u> (ii)

**≈** 1.31

# TABLE 3a/12 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENCERS BOARDING BY ROUTE - NOV. 1978

ROUTE NO.: 52

at Tsuen Wan Ferry Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 4                                 | 4                                | 228                              | 208                               | 91                      |
| 08                | 4                                 | 3                                | 174 -                            | 87                                | 50                      |
| 09.               | 4                                 | 4                                | 228                              | 125                               | 55                      |
| 10                | 4                                 | 4                                | 250                              | 113                               | 49                      |
| . 11              | 4                                 | ė.                               | i " 4                            | 63                                | 55                      |
| 12                | 4                                 | 5                                | 288                              | 127                               | 44                      |
| 13                | 4                                 | 4.                               | 231                              | 103                               | :<br>45                 |
| 14                | 4                                 | 4                                | 228                              | 119                               | 52                      |
| 15                | 4                                 | 4                                | 231                              | 123                               | 53                      |
| 16                | 4                                 | 4                                | 228                              | 173                               | 76 .                    |
| 17                | 4                                 | 4                                | 231                              | 217                               | 94                      |
| 18                | 4                                 | 4                                | 231                              | 247                               | 107                     |
| 19                | 4                                 | 4                                | 228                              | ;90                               | 83                      |
| 20                | 4                                 | 4                                | 231                              | 87                                | 38                      |
| 14 Hours<br>Total | 56                                | 54                               | 3100<br>1                        | 1932                              | 64                      |

(i) Observed maximum hourly carrying capacity 288

(ii) Scheduled carrying capacity in a peak hour = 192

(iii) Ratio (i) (ii)

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## TABLE 3 b COMPARISON OF HOURLY TOTAL DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING AT TERMINUS IN- NOV - 1978

TERMINUS: YUEN LONG (EAST) AND (WEST)

ROUTES COVERED: 50.51,53,54,55,56,57,58,61,64,68,76,77

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |     |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|-----|
| 07                | 67                                | 61                               | 4245                             | 2278                              | 54                      |     |
| 08                | 64                                | 64                               | 4348                             | 1031                              | 24                      |     |
| 09                | 63                                | 64                               | 4355                             | 243                               | 6                       |     |
| 10                | 55                                | 57                               | 3780                             | 244                               | 6                       |     |
| 11                | 51                                | 54                               | 3699                             | 351                               | 9                       |     |
| 12                | 64                                | 65                               | 4278                             | 1006                              | 24                      |     |
| 13                | 63                                | 65                               | 4405                             | 957                               | 22                      |     |
| 14                | 64                                | 65                               | 4280                             | 323                               | 8                       |     |
| 15                | 63                                | 64                               | 4282                             | 686                               | 16                      |     |
| 16                | 64                                | 65                               | 4407                             | 1154                              | 26                      |     |
| 17                | 63                                | 60                               | 3902                             | 1978                              | 51                      |     |
| 18                | 64                                | 63                               | 4255                             | 2323                              | 55                      |     |
| 19                | 48                                | 47                               | 3308                             | 503                               | 15                      |     |
| 20                | 50                                | 52                               | 3578                             | 206                               | 6                       |     |
| 14 Hours<br>Total | 843                               | 846                              | 57122                            | 13283                             | 23 ·                    | · . |

and the second second

# TABLE 3 0/1COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITYAND PASSENGERS BOARDING BY ROUTE - NOV. 1978

ROUTE NO.: 50

at Yuen Long (East) Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 12.                               | 8                                | 832                              | 65                                | ŝ                       |
| 08                | 8                                 | ð                                | 846                              | 31                                | 4                       |
| 09                | 8                                 | δ                                | 832                              | 5                                 | . 1                     |
| 10                | 6                                 | E                                | 629                              | 3                                 | 0                       |
| 11                | 6                                 | 8                                | 831                              | 9                                 | ţ                       |
| 12                | 8                                 | ry<br>1                          | 740                              | <b>A</b><br>1                     | O                       |
| 13                | 8                                 | 8                                | 832                              | 17                                | 2                       |
| 14                | 8                                 |                                  | 719                              | 12                                | 2                       |
| 15                | 8                                 | 7                                | 740                              | 14                                | 2                       |
| 16                | 8                                 | 8                                | 832                              | 34                                | 4 ·                     |
| 17                | 8                                 | 5                                | 522                              | 24                                | 5                       |
| 18                | 8                                 | 3                                | 833                              | 18                                | 2                       |
| 19                | б                                 | 7                                | 741                              | 9                                 | 1                       |
| 20                | 7                                 | Ŷ                                | 725                              | 2                                 | 0                       |
| 14 Hours<br>Total | 109                               | 102                              | 10655                            | 244                               | 6.                      |

(i) Observed maximum hourly carrying capacity

= 846

644

(ii) Scheduled carrying capacity in a peak hour

(iii) R<sub>atio (i)</sub> (ii)

1.31

### TABLE 3 b/2 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE - NOV. 1978

| 100 | TO NO |      |        |          |
|-----|-------|------|--------|----------|
| at  | Yuen  | Long | (West) | Terminus |

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>C <sub>arrying</sub><br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|--|-----------------------------------|-------------------------|
| 07                | 5                                 | ~ 4                              | 244  | 213                               | 87                      |
| 08                | 5                                 | 5                                | 301  | 134                               | 45                      |
| 09                | 5                                 | 2                                | 122  | 34                                | 28                      |
| . 10              | 5                                 | 5                                | 301  | 19                                | 6                       |
| 11                | 4                                 | 5                                | 301  | 36                                | 12                      |
| 12                | 5                                 | 6                                | 362  | '77 <sup>.</sup>                  | 21                      |
| 13                | 5                                 | 4                                | 244  | 33                                | 14                      |
| 14                | 5                                 | 4                                | 241  | 43                                | 18                      |
| 15                | 5                                 | 5                                | 305  | 62                                | 20                      |
| 16                | 5                                 | 6                                | 366  | 73                                | 20 _                    |
| 17                | 5                                 | 3                                | 179  | 51                                | 28                      |
| 18                | 5                                 | 4                                | 241  | 185                               | 77                      |
| 19                | 4                                 | 1                                | 61   | 6                                 | 10                      |
| 20                | 4                                 | 3                                | 183  | 10                                | 5                       |
| 14 Hours<br>Total | 67                                | 57                               | 3451   | 976                               | 28                      |

(i) Observed maximum hourly carrying capacity

**=** 366

- (ii) Scheduled carrying capacity in a peak hour = 240
- (iii) Ratio<u>(i)</u> (ii)

**=** 1.53

# TABLE 3 0/3 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE - NOV. 1978

ROUTE NO.: 55

ai Yuen Long (East) Terminus

| Hour<br>Beginning  | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures       | Observed<br>C <sub>arrying</sub><br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|--|-----------------------------------|--|--|-----------------------------------|-------------------------|
| 07   | 5                                 | 6                                      | 339  | 303                               | 89                      |
| 08   | 5                                 | 5                                      | 283  | 132                               | 47                      |
| 09   | 5                                 | 7                                      | 396  | .17                               | 0                       |
| 10   | 4                                 | 5                                      | 283  | 3                                 | 1                       |
| 11   | 4                                 | 4                                      | 226  | 6                                 | 3                       |
| 12   | 5                                 | 5                                      | 283  | 9                                 | 3                       |
| 13   | 5                                 | 5                                      | 283  | 49                                | 17                      |
| 14   | 5                                 | 7                                      | 395  | 15                                | 4 ·                     |
| 15   | 5                                 | 5                                      | 282  | 5                                 | 2                       |
| 16   | 5                                 | 6                                      | 340  | 14                                | 4                       |
| 17   | 5                                 | б                                      | 339  | 46                                | 14                      |
| 18   | 5                                 | б                                      | 340  | 92                                | 27                      |
| 19   | 4                                 | 4                                      | 22 î   | 4.                                | 2                       |
| 20   | 4                                 | 4 · .                                  | 227  | 1                                 | 0                       |
| 14 Hours<br>Total  | 66                                | 75                                     | 4243   | 680                               | 15                      |
| <ul> <li>A serie of the series of the se</li></ul> |                                   | ······································ |  |                                   |                         |

(i) Observed maximum hourly carrying capacity = 396

(ii) Scheduled carrying capacity in a peak hour 250-

(iii) Ratio<u>(i)</u> (ii)

## TABLE 3 b/4 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE - NOV. 1978

## ROUTE NO.: 54

at Yuen Long (West) Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 5                                 | · 5                              | 365                              | 41                                | 11                      |
| 08                | 5                                 | 6                                | 421                              | 110                               | 26                      |
| 09                | 5                                 | 6                                | 421                              | 16                                | 4                       |
| 10                | 5                                 | 6                                | 421                              | _ 22                              | 5                       |
| 11                | 4                                 | 4                                | 292                              | 14                                | 5                       |
| 12                | 5                                 | 6                                | 421                              | 112                               | 27                      |
| 13                | 5                                 | 5                                | 365                              | 81                                | 22                      |
| 14                | 5                                 | 6                                | 421                              | 11                                | 3 ·                     |
| 15                | 5                                 | 6                                | 421                              | 60                                | 14                      |
| 16                | 5                                 | 5                                | 365                              | 89                                | 24 -                    |
| 17                | 5                                 | 5                                | 365                              | 296                               | 81                      |
| 18                | 5                                 | 5                                | 365                              | 367                               | 101                     |
| 19                | 4                                 | 4                                | 292                              | 58                                | 20                      |
| 20                | 5                                 | 5                                | 365                              | 25                                | 7                       |
| 14 Hours<br>Total | 68                                | 74                               | 5300                             | 1302                              | 25                      |

(i) Observed maximum hourly carrying capacity

= 421

202

330

(ii) Scheduled carrying capacity in a peak hour

(iii) Ratio (i) (ii)

**=** 1.28

## TABLE 3 205 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BCARDING BY ROUTE - NOV. 1978

ROUTE NO.: 35

a: Yuen Long (East) Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 3                                 | Ċ.                               | 112                              | 0                                 | 0                       |
| 08                | 3 .                               | 3                                | 76S                              | 1                                 | 1                       |
| 09                | .3                                | 2 -                              | :12                              | 2                                 | 2                       |
| 10                | 3                                 | 3                                | <u>†68</u>                       | 2                                 | ì                       |
| 11                | 3                                 | 3                                | :68                              | 2                                 | 1                       |
| 12                | 3                                 | 3                                | ÷68                              | 9                                 | 5                       |
| 13                | 3                                 | 3                                | : 58                             | :6                                | 10                      |
| 14                | 3                                 | 3                                | 68                               | 13                                | 8                       |
| 15                | 3                                 | 3                                | 168                              | 2                                 | 1                       |
| 16                | 3                                 | 3                                | 168                              | 2                                 | 1.                      |
| 17                | 3                                 | 3                                | 168                              | 16                                | 10                      |
| 18                | 3                                 | 3                                | °i68                             | 32                                | i9                      |
| 19                | 4                                 | 4                                | 224                              | 7                                 | 3                       |
| 20                | 4                                 | 5                                | 280<br>285                       | 7                                 | 3                       |
| 14 Hours<br>Total | 44                                | 43                               | 2408                             | 111                               | 5                       |

(i) Observed maximum hourly carrying capacity = 280

(ii) Schemint cerrying capacity in a peak neur = 288

(iii) Ratio<u>(i)</u> (ii)

**= 0.97** 

### TABLE 3 b/6 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE - NOV. 1978

ROUTE NO.: 56

| at Yuom | Long    | (Was+)   | Torminus |
|---------|---------|----------|----------|
| at such | - MOUTE | 1,469.07 | -erminna |

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 5                                 | ~ 4                              | 230                              | 5                                 | 2                       |
| 08                | 5                                 | 5                                | 288                              | 10                                | 3                       |
| 09                | 5                                 | 5                                | 288                              | 11                                | 4                       |
| . 10              | 5                                 | 6                                | 344                              | 20                                | 6                       |
| 11                | 3                                 | 3                                | 172                              | 8                                 | 5                       |
| 12                | 5                                 | 5                                | 288                              | 87                                | 30                      |
| 13                | 5                                 | 5                                | 288                              | 93                                | 32                      |
| 14                | 5                                 | 5                                | 288                              | 15                                | 5 -                     |
| 15                | 5                                 | 6                                | 344                              | 87                                | 25                      |
| 16                | 5                                 | 4.                               | 230                              | 146                               | 63                      |
| 17                | 5                                 | 5                                | 288                              | 224                               | 78                      |
| 18                | 5                                 | 5                                | 288                              | 149                               | 52                      |
| 19                | 1                                 | 1                                | 56                               | 8                                 | 14                      |
| 20                |                                   |                                  |                                  |                                   | -                       |
| 14 Hours<br>Total | 59                                | 59                               | 3392                             | 863                               | 25                      |

(i) Observed maximum hourly carrying capacity

**=** 344

=

- (11) Scheduled carrying capacity in a peak hour
- (111) Ratio (1) (11)

**=** 1.43

## TABLE 3 5/7 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE - NOV. 1978

ROUTE NO.: 57

at Juen Long (East) Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>C <sub>a</sub> rrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|---|-----------------------------------|-------------------------|
| 07                |                                   | 0                                | 0   | 0 ·                               | 0                       |
| 08                | 2 .                               | 2                                | 112   | o                                 | C                       |
| 09                | ÷                                 | 1                                | 56  | 0                                 | С                       |
| 10                | ij                                | 1                                | 56  | r<br>1                            | 2                       |
| 11                | 1                                 | i                                | 56  | 1                                 | 2                       |
| 12                | 2                                 | 2                                | 112   | 7                                 | 6                       |
| 13                | 1                                 | · 1                              | 56  | 0                                 | C                       |
| 14                | 2                                 | 2                                | :12   | 0                                 | 0                       |
| 15                | 1                                 | 1                                | 56  | 0                                 | 0                       |
| 16                | 2                                 | 2                                | 112   | 7                                 | 6 -                     |
| 17                | 1                                 | 1                                | 56  | 34                                | 61                      |
| 18                | 2                                 | 2                                | 112   | 46                                | 41                      |
| 19                | 1                                 | ì                                | 56  | 4                                 | Ϋ́                      |
| 20                | _                                 |                                  |   | <u> </u>                          |                         |
| 14 Hours<br>Total | 18                                | 17.                              | 952   | 100                               | 11                      |

(i) Observed maximum hourly carrying capacity = 112

(ii) Scheduled carrying capacity in a peak hour = 72

(iii) Ratio<u>(i)</u> (ii)

= 1.56

# TABLE 3 b/8 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE - NOV. 1978

### ROUTE NO.: 58

at Yuen Long (East) Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| . 07              | 2                                 | · 1                              | 56                               | 3                                 | 5                       |
| 08                | 1 -                               | 1                                | 56                               | 1                                 | 2                       |
| 09                | 2                                 | 1                                | 56                               | 3                                 | 5                       |
| . 10              | .1                                | 1                                | 56                               | 1                                 | 2                       |
| 11                | 1                                 | 1                                | 56                               | 0                                 | 0                       |
| 12                | 1                                 | 1                                | 56                               | 1                                 | 2                       |
| 13                | 2                                 | 2                                | 112                              | 10                                | 9                       |
| 14                | 1                                 | 1                                | 56                               | 1                                 | 2 .                     |
| 15                | 2                                 | 2                                | 112                              | 10                                | 9                       |
| 16                | 1                                 | 1                                | 56                               | 4                                 | 7 ·                     |
| 17                | 2                                 | 2                                | 112                              | 55                                | 49                      |
| 18                | 1                                 | 1                                | 56                               | 16                                | 29                      |
| 19                | 1                                 | 1                                | 56                               | 1                                 | 2                       |
| 20                |                                   |                                  |                                  |                                   |                         |
| 14 Hours<br>Total | 18 -                              | 16                               | 896                              | 106                               | 12                      |

(i) Observed maximum hourly carrying capacity

**≖** 112

5

(ii) Scheduled carrying capacity in a peak hour

(iii) Ratio<u>(i)</u> (ii)

= 1.56

## TABLE 32/9 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE - NOV. 1978

ROUTE NO.: 59

at Yuer Long (East) Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>D <sub>epartures</sub> | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|---|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 5   |                                  | 464                              | 510                               | 110                     |
| 08                | 5.  | ō                                | 289                              | 171                               | 59                      |
| 09                | 5   | 6                                | 345                              | 12                                | 3                       |
| 10                | 2   | ž                                | 290                              | 17                                | 6                       |
| 11                | 4   | 4                                | 231                              | 18                                | 6                       |
| 12                | 5   | ٤                                | 347                              | 80                                | 23                      |
| 13                | 5   | 6                                | 34?                              | 57                                | 16                      |
| 14                | 5   | 5                                | 347                              | 25                                | 7                       |
| 15                | 5   | б                                | 347                              | 23                                | 7                       |
| 16                | 5   | 5                                | 290                              | 37                                | 13.                     |
| 17                | 5   | 6                                | 547                              | 119                               | 34                      |
| 18                | - 5   | 6                                | 347                              | 133                               | 38                      |
| . 19              | 4   | 5                                | 289                              | 16                                | 6                       |
| 20                | 4   | 5                                | 289                              | . 8                               | 3                       |
| 14 Hours<br>Total | 67  | 78                               | 4569                             | 1226                              | 27                      |

(i) Observed manipum hourly carpying capacity # 464

(11) Scheduled carrying capacity in a peak hour = 250

(iii) Ratio<u>(i)</u> (ii)

🛥 1.86

#### TABLE 3b/10

### COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE - NOV. 1978

```
at Yuen Long (West) Terminus
```

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 7                                 | . 7                              | 345                              | 308                               | 89                      |
| 08                | 8                                 | 7                                | 332                              | 77                                | 23                      |
| 09                | 7                                 | 7                                | 330                              | 38                                | 12                      |
| 10                | 7                                 | 7                                | 331                              | 61                                | 18                      |
| 11                | 6                                 | б                                | 289                              | 58                                | 20                      |
| 12                | 8                                 | 8                                | 372                              | 209                               | 56                      |
| 13                | 7                                 | 8                                | 371                              | 201                               | 54                      |
| 14                | 8                                 | 7 -                              | 361                              | 20                                | 6                       |
| 15                | 7                                 | 7                                | 315                              | 85                                | 27                      |
| 16                | 8                                 | 8                                | 417                              | 202                               | 48 -                    |
| 17                | 7                                 | 7                                | 300                              | 298                               | 99                      |
| 18                | 8                                 | 8                                | 430.                             | 450                               | 105                     |
| 19                | 6                                 | 5                                | 205                              | 73                                | 36                      |
| 20                | 6                                 | 6                                | 320                              | 48                                | 15                      |
| 14 Hours<br>Total | 100                               | 98                               | 4718                             | , 2128                            | 45                      |

(i) Observed maximum hourly carrying capacity

= 430 = 180

- (ii) Scheduled carrying capacity in a peak hour
- (iii) <u>Ratio (i)</u> (ii)

**=** 2,39

## TABLE 3 6/11 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY AND PASSENGERS BOARDING BY ROUTE - NOV. 1978

ROUTE NO.: <u>68</u>

at Yuer Long (East) Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 5                                 | · 5                              | 569                              | 391                               | 69                      |
| 08                | 5.                                | 5                                | 595                              | 163                               | 27                      |
| 09                | 5                                 | 6                                | 672                              | 46                                | '7                      |
| 10                | 4                                 | 4                                | 437                              | 25                                | 6                       |
| 11                | 4                                 | 4                                | 476                              | 32                                | 7                       |
| 12                | 5                                 | 4                                | 476                              | <b>3</b> 9                        | 8                       |
| 13                | 5                                 | 6                                | 667                              | 48                                | 7                       |
| 14                | 5                                 | 4                                | 463                              | 54                                | 12                      |
| 15                | 5                                 | 5                                | 595                              | 62                                | 10                      |
| 16                | 5                                 | 5                                | 559                              | 66                                | 12                      |
| 17                | . 5                               | 5                                | 569                              | 97                                | 17                      |
| 18                | 5                                 | . 4                              | 480                              | 71                                | 15                      |
| 19                | 4                                 | 5                                | 595                              | 29                                | 5                       |
| 20                | 5                                 | 5                                | 535                              | 18                                | 3                       |
| 14 Hours<br>Total | 67                                | 67                               | 7688                             | 1141                              | 15                      |

(i) (Deserved maximum hourly chryding between by

Active capacity in a peak bert (ii) Set

(iii) Ratio

## TABLE 3 b/12 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE - NOV. 1978

ROUTE NO.: 76

| at | Yuen | Long | (West) | ) Terminus |
|----|------|------|--------|------------|
|----|------|------|--------|------------|

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 6                                 | . 6                              | 355                              | 240                               | 68                      |
| 08                | 6.                                | 6                                | 323                              | 109                               | 34                      |
| 09                | 6                                 | 6                                | 337                              | 28                                | 8                       |
| 10                | 4                                 | 4                                | 242                              | 42                                | 17                      |
| 11                | 6                                 | 6                                | 323                              | 91                                | 28                      |
| 12                | 6                                 | 5                                | 265                              | 208                               | 78                      |
| 13                | 6                                 | 7                                | 392                              | 252                               | 64                      |
| 1 <b>4</b>        | 6                                 | 7                                | 377                              | 72                                | 19                      |
| 15                | 6                                 | 5                                | 265                              | 164                               | 62                      |
| 16                | 6                                 | 6                                | 336                              | 321                               | 96                      |
| . 17              | 6                                 | 6                                | 323                              | 379                               | 117                     |
| 18                | 6                                 | 6                                | 319                              | 417                               | 131                     |
| 19                | 4                                 | 4                                | 226                              | 144                               | 64                      |
| 20                | 6                                 | 6                                | 321                              | 40                                | 12                      |
| 14 Hours<br>Total | 80                                | 80                               | 4404                             | 2507                              | 57                      |

(i) Observed maximum hourly carrying capacity

₹ 392

=

268

- (ii) Scheduled carrying capacity in a peak hour
- (iii) Retio<u>(i)</u> (ii)

**≞** 1.36
## TABLE 3 b/13 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE - NOV. 1978

ROUTE NO.: 77

at Yuen Long (West) Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 6                                 | 6                                | 334                              | 199                               | 60                      |
| 08                | 6                                 | 6                                | 334                              | 92                                | 28                      |
| 09                | 6                                 | 7                                | 388                              | 47                                | 12                      |
| . 10              | 5                                 | 4                                | 222                              | 28                                | 13                      |
| 11                | 5                                 | 5                                | 278                              | 76                                | 27                      |
| 12                | 6                                 | 7                                | 388                              | 167                               | 43                      |
| 13                | 6                                 | 5                                | 280                              | 100                               | 36                      |
| 14                | 6                                 | 6                                | 332                              | 42                                | 13                      |
| 15                | 6                                 | 6                                | 332                              | 112                               | 34                      |
| 16                | 6                                 | 6                                | 336                              | 159                               | 47                      |
| 17                | 6                                 | 6                                | 334                              | 339                               | 101                     |
| 18                | 6                                 | 5                                | 276                              | 347                               | 126                     |
| 19                | 5                                 | 5                                | 280                              | 144                               | 51                      |
| 20                | 5                                 | б                                | 332                              | , 47                              | 14                      |
| 14 Hours<br>Total | 80                                | 80                               | 4446                             | 1899                              | 43                      |

- (i) Observed maximum hourly carrying capacity = 388

(ii) Schednled convine capacity is a peak hour = 288 (iii) Baine (i)

# TABLE 3C COMPARISON OF HOURLY TOTAL DEPARTURES, CARRYING CAPACITY AND PASSENGERS BOARDING AT TERMINUS 11 NOV. 1978

TERMINUS: SHA TIN (MARKET) AND LEK YUEN SAN TSUEN ROUTES COVERED: 71,87,88,884,89,170

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 32                                | 27                               | 2595                             | 2403                              | 93                      |
| 08                | 32                                | 30                               | 2815                             | 2180                              | 77                      |
| 09                | 32                                | 33                               | 3210                             | 1411                              | 44                      |
| 10                | 27                                | 24                               | 2265                             | 647                               | 29                      |
| 11                | 23                                | . 24 .                           | 2356                             | 508                               | 22                      |
| 12                | 24                                | 25                               | 2392                             | 883                               | 37                      |
| 13                | 24                                | 25                               | 2417                             | 1166                              | 48                      |
| 14                | 24                                | 22                               | 2114                             | 663                               | 31                      |
| 15                | 25                                | 24                               | 2272                             | 542                               | 24                      |
| 16                | 29                                | 27                               | 2603                             | 915                               | 35                      |
| 17                | 32                                | 29                               | 2760                             | 1926                              | 70                      |
| 18                | 32                                | 30                               | 2913                             | 2261                              | 78                      |
| 19                | 27                                | 26                               | 2416                             | 639                               | 26                      |
| - 20              | 17                                | 17                               | 1680                             | 261                               | 16                      |
| 14 Hours<br>Total | 380                               | 363                              | 34808                            | 16405                             | 47                      |

. . .

### TABLE 3 0/1 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY AND PASSENGERS BOARDING BY ROUTE - NOV. 1978

### ROUTE NO.: 71

at Sha Tin (Market) Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>Nc. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 8                                 | . 4                              | 368                              | 375                               | 102                     |
| 60                | 8                                 | 8                                | 728                              | 392                               | 54                      |
| 09                | 8                                 | : -                              | 647                              | 314                               | 49                      |
| 10                | 6                                 | 6                                | 570                              | 142                               | 25                      |
| 11                | 6                                 | 6                                | 558                              | 142                               | 25                      |
| 12                | 6                                 | 6                                | 548                              | 270                               | 49                      |
| 13                | 6                                 | 6                                | 563                              | 226                               | 40                      |
| 14                | 6                                 | б                                | 558                              | 180                               | 32                      |
| 15                | б                                 | 6                                | 548                              | 144                               | 26                      |
| 16                | 7                                 | 6                                | 563                              | 139                               | 25                      |
| 17                | 8                                 | 6                                | 555                              | 354                               | 64                      |
| 18                | 8                                 | 7                                | 667                              | 396                               | 59                      |
| 19                | 7                                 | 7                                | 662                              | 108                               | 16                      |
| 20                | 6                                 | 5                                | 472                              | 67                                | 14                      |
| 14 Hours<br>Total | 96                                | 86                               | 8007                             | 3249                              | 41                      |

(i) Observed maximum hourly carrying capacity = 728

(ii) Scheduled carrying capacity in a peak hour = 640

(iii) R<sub>atio</sub>(i) (ii)

**=** 1.14

### TABLE 3 c/2

### COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY AND PASSENGERS BOARDING BY ROUTE - NOV. 1978

### ROUTE NO.: 87

at Sha Tin (Lek Yuen San Tsuen) Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 6                                 | 5                                | 501                              | 545                               | 109                     |
| 08                | 6                                 | 5                                | 494                              | 536                               | 109                     |
| 09                | 6                                 | 7                                | 717                              | 488                               | 68                      |
| 10                | 6                                 | 4                                | 402                              | 144                               | 36                      |
| 11                | 5                                 | 5                                | 512                              | 151                               | 29                      |
| 12                | 5                                 | 5                                | 501                              | 354                               | 71                      |
| 13                | 5                                 | 5                                | 513                              | 291                               | 57                      |
| 14                | 5                                 | 4                                | 403                              | 164                               | 41 ·                    |
| 15                | 5                                 | 4                                | 414                              | 151                               | 36                      |
| 16                | 5                                 | 5                                | 520                              | 228                               | 44 .                    |
| 17                | 6                                 | 6                                | 618                              | 520                               | 84                      |
| 18                | 6                                 | 6                                | 630                              | 663                               | 105                     |
| 19                | 6                                 | 6                                | 618                              | 162                               | 26                      |
| 20                | 5                                 | 5                                | 512                              | 62                                | 12                      |
| 14 Hours<br>Total | 77                                | 72                               | 7355                             | 4459                              | 61                      |

(i) Observed maximum hourly carrying capacity

= 717

- (ii) Scheduled carrying capacity in a peak hour = 600
- (iii) Ratio<u>(i)</u> (ii)

<u>.</u> 1.20

#### 

ROUTE NO.:

at Sha Tin (Markes) Terninus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures     | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|---------------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | ÷.                                    | ć.                               | ;::€                             | iC9                               | 94                      |
| 08                | Ž                                     | 2                                | 1.1 <b>5</b>                     | 93                                | 85                      |
| 09                | Ê                                     | э                                | 222                              | ;O1                               | 45                      |
| 10                | 2                                     | 2                                | :15                              | 77                                | 66                      |
| 11                | · · · · · · · · · · · · · · · · · · · |                                  | 58                               | 23                                | 4C                      |
| 12                | 2                                     | ž                                | i 16                             | 59                                | 51                      |
| 13                | 2                                     | ŝ                                | );б                              | 74                                | 64                      |
| 14                | Z                                     | â                                | 115                              | 4 :                               | 35                      |
| 15                | 2                                     | 2                                | 1*6                              | 30                                | 26                      |
| 16                | 2                                     | ż                                | :16                              | 56                                | 48                      |
| 17                | 2                                     | Ê                                | 116                              | 73                                | 63                      |
| 18                | 2                                     | Ê.                               | ins                              | 82                                | 74                      |
| 19                | 2                                     | ć                                | 11ē                              | 32                                | 28                      |
| 20                |                                       |                                  | 58                               | 8                                 | 1.1                     |
| 14 Hours<br>Total | 2€                                    | 27                               | :57e                             | 864                               | <u>53</u>               |

(i) Observed maximum hourly carrying capacity

- **\*** 222
- (ii) Scheduled carrying capacity in a peak hour
- (iii) Batio<u>(i)</u> (ii)

**e** 2.22

**=** 100

# TABLE 3 c/4 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE - NOV. 1978

ROUTE NO.: 88A

at Sha Tin (Market) Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 4                                 | 4                                | 310                              | 139                               | 45                      |
| 08                | 4 .                               | 4                                | 310                              | 220                               | 71                      |
| 09                | 4                                 | 4                                | 310                              | 102                               | 33                      |
| 10                | 3                                 | 3                                | 228                              | 59                                | 26                      |
| 11                | 2                                 | 2                                | 164                              | 37                                | 23                      |
| 12                | 2                                 | 2                                | 164                              | 19                                | 12                      |
| 13                | 2                                 | 2                                | 164                              | 45                                | 27                      |
| 14                | 2                                 | 2                                | 164                              | 28                                | 17 ·                    |
| 15                | 3                                 | 3                                | 237                              | 50                                | 21                      |
| 16                | 4                                 | 4                                | 310                              | 109                               | 35                      |
| 17                | 4                                 | 4                                | 310                              | 180                               | 58                      |
| 18                | 4                                 | 4                                | 310                              | 182                               | 59                      |
| 19                | 4                                 | 4                                | 310                              | 65                                | 21                      |
| 20                | 1                                 | 1                                | 82                               | 2                                 | 2                       |
| 14 Hours<br>Total | 43                                | 43                               | 3373                             | 1237                              | 37                      |

(i) Observed maximum hourly carrying capacity

**∞** 310

**=** 320

- (ii) Scheduled carrying capacity in a peak hour
- (iii) Ratio<u>(i)</u> (ii)

**≖** 0,97

### TABLE 3 ./ 5 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE - NOV. 1978

ROUTE NO.: 89

an She Tir (Lek Y)en San Tsuen) Tevminur

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 8                                 | - 8                              | 876                              | 9:3                               | 104                     |
| 08                | ê .                               | 7                                | 767                              | 630                               | 85                      |
| 09                | 8                                 | 8                                | <del>3</del> 06                  | 306                               | 34                      |
| 10                | б                                 | 5                                | 533                              | ;98                               | 37                      |
| 11                | 5                                 | 6                                | 672                              | 136                               | 20                      |
| 12                | õ                                 | 6                                | 639                              | 149                               | 23                      |
| 13                | 5                                 | 5                                | 563                              | 471                               | 84                      |
| 14                | 5                                 | 5                                | 563                              | 215 38                            | 38                      |
| 15                | 5                                 | 5                                | 541                              | :48                               | 27                      |
| 16                | 7                                 | 6                                | 702                              | 333                               | 47                      |
| 17                | 8                                 | 7                                | 737                              | 704                               | 96                      |
| 18                | 8                                 | 7                                | 790                              | 845                               | 103                     |
| 19                | 6                                 | 5                                | 514                              | 256                               | 50                      |
| 20                | . <del>4</del> 7                  | 5                                | 556                              | 122                               | 22                      |
| 14 Hours<br>Total | 88                                | 85                               | 9359                             | 5418                              | 58                      |

(i) Observed maximum hourly carrying capacity

**=** 906

(ii) Scheduled carrying capacity in a peak hour

(iii) R<sub>atio\_(i)</sub> (ii)

i.

= 960

**≂** 0.94

### TABLE 3c/6

# COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE - NOV. 1978

### ROUTE NO.: 170

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at Sha Tin (Market) Terminus
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| Hour              | Scheduled  | Observed   | Observed | Observed  | Occupancy |
|-------------------|------------|------------|----------|-----------|-----------|
| Beginning         | No. of     | No. of     | Carrying | Passenger | Index     |
|                   | Departures | Departures | Capacity | Boarding  | K         |
| 07                | 4          | 4          | 424      | 322       | 76        |
| 08                | 4          | 4          | 400      | 283       | 71        |
| 09                | 4          | 4          | 408      | 100       | 25        |
| 10                | 4          | 4          | 416      | 27        | 6         |
| 11                | 4          | 4          | 392      | 19        | 5         |
| 12                | 4          | 4          | 424      | 32        | 8         |
| 13                | 4          | 5          | 498      | 59        | 12        |
| 1 <b>4</b>        | 4          | 3          | 310      | 35        | 11        |
| 15                | 4          | 4          | 416      | 19        | 5         |
| 16                | 4          | 4          | 392      | 50        | 13 .      |
| 17                | 4          | 4          | 424      | 95        | 22        |
| 18                | 4          | 4          | 400      | 123       | 31        |
| 19                | 2          | 2          | 196      | 14        | 7         |
| 20                |            |            |          |           |           |
| 14 Hours<br>Total | 50         | 50         | 5100     | 1178      | 23        |

(i) Observed maximum hourly carrying capacity = 498

(ii) Scheduled carrying capacity in a peak hour

(iii) Ratio<u>(i)</u> (ii) = 480

<u>-</u> 1.04

# TABLE 33COMPARISON OF HOURLY TOTAL DEPARTURES, CARRYING CAPACITYAND PASSENGERS BOARDING AT TERMINUSNCT 1978

TERMINUS: <u>TAI PO MARKET</u> ROUTES COVERED: <u>64,72,73,74,75</u>

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 24                                | 24                               | 1422                             | 1158                              | 81                      |
| 08                | 24                                | 22                               | 1312                             | 1138                              | 87                      |
| 09                | 24                                | 23                               | 1379                             | 880                               | 64                      |
| 10                | 22                                | 19                               | 1096                             | 900                               | 82                      |
| 11                | 20                                | 18                               | 1061                             | 856                               | 81                      |
| 12                | 22                                | 21                               | 1222                             | 726                               | 59                      |
| 13                | 24                                | 23                               | 1398                             | 761                               | 54                      |
| 14                | 24                                | 25                               | 1451                             | 566                               | 39                      |
| 15                | 24                                | 26                               | 1581                             | 661                               | 42                      |
| 16                | 24                                | 23                               | 1336                             | 1059                              | 79                      |
| 17                | 24                                | 25                               | 1555                             | 1488                              | 96                      |
| 18                | 23                                | 20                               | 1105                             | 1287                              | 116                     |
| 19                | 23                                | 19                               | 1182                             | 823                               | '70                     |
| 20                | 18                                | 18                               | 950                              | 486                               | 51                      |
| 14 Hours<br>Total | 320                               | 306                              | . 18050                          | 12789                             | 71                      |

### TABLE 3 d/1

### COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE - NOV. 1978

### ROUTE NO.: 64

at Tai Po Market Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 7                                 | • 7                              | 331                              | 295                               | 89                      |
| 08                | 8                                 | 6                                | 277                              | 265                               | 96                      |
| 09                | 7                                 | 7                                | 346                              | 268                               | 77                      |
| 10                | 8                                 | 6                                | 262                              | 300                               | 115                     |
| 11                | б                                 | 6                                | 291                              | 232                               | 80                      |
| 12                | 7                                 | 6                                | 277                              | 165                               | 60                      |
| 13                | 7                                 | 6                                | 291                              | 207                               | 71                      |
| 14                | 8                                 | 8                                | 359                              | 191                               | 53 ·                    |
| 15                | 7                                 | 8                                | 402                              | 216                               | 54                      |
| <sup>•</sup> 16   | 8                                 | 7                                | 303                              | 303                               | 100                     |
| 17                | 7                                 | 8                                | 415                              | 441                               | 106                     |
| 18                | 8                                 | 8                                | 346                              | 457                               | 132                     |
| 19                | 7                                 | 5                                | 264                              | 241                               | 91                      |
| 20                | 7                                 | 7                                | 303                              | 172                               | 57                      |
| 14 Hours<br>Total | 102                               | 95                               | 4467                             | 3753                              | 84                      |

| (i) | Observed | maximum | hourly | carrying | capacity | <u> 11</u> | 415 |
|-----|----------|---------|--------|----------|----------|------------|-----|
|-----|----------|---------|--------|----------|----------|------------|-----|

(ii) Scheduled carrying capacity in a peak hour = 180

(111) R<sub>atio<u>(1)</u> (11)</sub>

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# TABLE 3d/2 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE - NOV. 1978

ROUTE NO.: <u>72</u>

| at Ta | ų Po | Marke | t Tei | minus |
|-------|------|-------|-------|-------|
|       |      |       |       |       |

| Hour<br>Beginning | Scheduled<br>No. cf<br>Departures | Observed<br>No. of<br>Departures | Observed<br>C <sub>a</sub> rrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|---|-----------------------------------|-------------------------|
| 07                | 5                                 | 5                                | 286   | 370                               | 129                     |
| 08                | 5                                 | 5                                | 286   | 318                               | 111                     |
| 09                | 5                                 | Ą                                | 228   | 99                                | 43                      |
| 10                | 5                                 | 5                                | 289   | 161                               | 56                      |
| 11                | 5                                 | 4                                | 226   | 203                               | 90                      |
| 12                | 5                                 | 5                                | 286   | 227                               | 79                      |
| 13                | 5                                 | 5                                | 286   | 208                               | 73                      |
| 14                | 5                                 | 6                                | 344   | 170                               | 49                      |
| 15                | 5                                 | 5                                | 286   | 203                               | 71                      |
| . 16              | 5                                 | 4                                | 228   | 219                               | 96                      |
| 17                | 5                                 | 5                                | 286   | 340                               | 119                     |
| 18                | 5                                 | 4                                | 230   | 264                               | 115                     |
| 19                | 5                                 | 2                                | 113   | 97                                | 86                      |
| 20                | 5                                 | 5                                | 289   | 114                               | 39                      |
| 14 Hours<br>Total | 70                                | 64                               | 3663  | 2993                              | 82                      |

(i) Observed maximum hourly carrying capacity

= 344

- (ii) Scheduled carrying capacity in a peak hour
- (iii) Ratio<u>(i)</u> (ii)

**≖** 1.43

**#** 240

### TABLE 3 d/3

### COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE - NOV. 1978

### ROUTE NO.: 73

| SPIRT TO WAIVES TELMIN |
|------------------------|
|------------------------|

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacîty | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 5                                 | 5                                | 285                              | 207                               | 73                      |
| 08                | 5                                 | 4                                | 229                              | 50                                | 22                      |
| 09                | 5                                 | 5                                | 285                              | 58                                | 20                      |
| 10                | 4                                 | 3                                | 171                              | 40                                | 23                      |
| 11                | 4                                 | 3                                | 170                              | 80                                | 47                      |
| 12                | 4                                 | 5                                | 285                              | 121                               | 42                      |
| 13                | 5                                 | 5                                | 284                              | 160                               | 56                      |
| 14                | 5                                 | 5                                | 284                              | 102                               | 36                      |
| 15                | 5                                 | 5                                | 283                              | 96                                | 34                      |
| 16                | 5                                 | 6                                | 341                              | 366                               | 107                     |
| 17                | 5                                 | 4                                | 227                              | 271                               | 119                     |
| 18                | 5                                 | 4                                | 228                              | 221                               | 97                      |
| 19                | 5                                 | 6                                | 341                              | 135                               | 40                      |
| 20                | 5                                 | 5                                | 285                              | 134                               | 47                      |
| 14 Hours<br>Total | 67                                | 65                               | 3698                             | 2041                              | 55                      |

(i) Observed maximum hourly carrying capacity = 341

(ii) Scheduled carrying capacity in a peak hour = 250

.

(iii) Ratio<u>(i)</u> (ii)

= 1.36

# TABLE 3 d/4COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITYAND PASSENGERS BOARDING BY ROUTE - NOV. 1978

ROUTE NO.: 74

at Tai Po Market Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>C <sub>arrying</sub><br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|--|-----------------------------------|-------------------------|
| 07                | 2                                 | - 2                              | 146  | 45                                | 31                      |
| 08                | 1                                 | 1                                | 73   | 27                                | 37                      |
| 09                | 2                                 | 2                                | 146  | 60                                | 41                      |
| 10                | 1                                 | 1                                | 73   | 73                                | 100                     |
| 11                | 1                                 | 1                                | 73   | 60                                | 82                      |
| 12                | 1                                 | 1                                | 73   | 25                                | 34                      |
| 13                | 2                                 | 2                                | 146  | 64                                | 44                      |
| 14                | 1                                 | 1                                | 73   | 20                                | 27 .                    |
| 15                | 2                                 | 2                                | 146  | 38                                | 26                      |
| 16                | 1                                 | 1                                | 73   | 26                                | 34                      |
| 17                | 2                                 | 2                                | 146  | 122                               | 84                      |
| 18                | 1                                 | 1                                | 73   | 78                                | 107                     |
| 19                | 2                                 | 2                                | 146  | 131                               | 90                      |
| 20                |                                   |                                  |  | _                                 |                         |
| 14 Hours<br>Total | 19                                | 19                               | 1387   | 768                               | 55                      |

(i) Observed maximum hourly carrying capacity

**=** 146

**=** 70

(ii) Scheduled carrying capacity in a peak hour

(iii) Ratio<u>(i)</u> (ii)

= 2.09

### TABLE 3 d/5 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE - NOV. 1978

ROUTE NO.: <u>75</u>

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at Tai Po Market Terminus
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| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 5                                 | . 5                              | 374                              | 241                               | 64                      |
| 08                | 5                                 | 6                                | 447                              | 478                               | 107                     |
| 09                | 5                                 | 5                                | 374                              | 395                               | 106                     |
| 10                | 4                                 | 4                                | 301                              | 326                               | 108                     |
| 11                | 4                                 | 4                                | 301                              | 281                               | 93                      |
| 12                | 5                                 | 4                                | 301                              | 188                               | 62                      |
| 13                | 5                                 | 5                                | 391                              | 122                               | 31                      |
| 14                | 5                                 | 5                                | 391                              | 83                                | 21                      |
| 15                | 5                                 | 6                                | 464                              | 108                               | 23                      |
| 16                | 5                                 | 5                                | 391                              | 146                               | 37                      |
| 17                | 5                                 | 6                                | 481                              | 314                               | 65                      |
| 18                | 4                                 | 3                                | 228                              | 267                               | 117                     |
| 19                | 4                                 | 4                                | 318                              | 219                               | 69                      |
| 20                | 1                                 | 1                                | 73                               | 66                                | 90                      |
| 14 Hours<br>Total | 62                                | 63                               | 4835                             | 3234                              | 67                      |

(i) Observed maximum hourly carrying capacity

**= 4**81

(ii) Scheduled carrying capacity in a peak hour = 400

•

(iii) Ratio<u>(i)</u> (ii)

**m** 1.20

# TABLE 3 €COMPARISON OF HOURLY TOTAL DEPARTURES, CARRYING CAPACITYAND PASSENGERS BOARDING AT TERMINUSNOV1978

| TERMINUS:       | SHEUNG SHUI    |
|-----------------|----------------|
| ROUTES COVERED: | 70,76,77,78,79 |

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 26                                | 25                               | 178:                             | 1061                              | 60                      |
| 08                | 27                                | 26                               | 1918                             | 574                               | 30                      |
| 09                | 25                                | 24                               | 1760                             | 363                               | 21                      |
| 10                | 22                                | 23                               | 1643                             | 423                               | 26                      |
| 11                | 18                                | 19                               | 1429                             | 326                               | 23                      |
| 12                | 27                                | 24                               | 1744                             | 515                               | 30                      |
| 13                | 26                                | 27                               | 1956                             | 682                               | 35                      |
| 14                | 26                                | 24                               | 1751                             | 407                               | 23                      |
| 15                | 26                                | 25                               | 1830                             | 546                               | 30                      |
| 16                | 27                                | 26                               | 1884                             | 757                               | 40 ·                    |
| 17                | 25                                | 24                               | 1783                             | 1060                              | 59                      |
| 18                | 23                                | 25                               | 1783                             | 704                               | 39                      |
| 19                | 24                                | 21                               | 1460                             | 382                               | 26                      |
| 20                | 21                                | 22                               | 1714                             | 230                               | 13                      |
| 14 Hours<br>Total | 343                               | 335                              | 24436                            | 8030                              | 33                      |

### TABLE 3 e/1 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE - NOV. 1978

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### ROUTE NO.: 70

| no nound and orating | $^{at}$ | Sheung | Shui | Terminus |
|----------------------|---------|--------|------|----------|
|----------------------|---------|--------|------|----------|

| Hour<br>Beginning | Scheduled<br>No. of | Observed<br>No. of | Observed<br>Carrying | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|---------------------|--------------------|----------------------|-----------------------------------|-------------------------|
| 07                | wepartures          | Departures         | Capacity             | boarding                          | <i>1</i> <sup>4</sup>   |
| <u> </u>          | 7                   | · 6                | 601                  | 408                               | 68                      |
| 08                | 8                   | 7                  | 708                  | 146                               | 21                      |
| 09                | 6                   | б                  | 634                  | 91                                | 14                      |
| 10                | 5                   | 5                  | 513                  | 106                               | 21                      |
| 11                | 5                   | 6                  | 626                  | 96                                | 15                      |
| 12                | 8                   | 6                  | 635                  | 58                                | 9                       |
| 13                | 7                   | 7                  | 707                  | 82                                | 12                      |
| 14                | 7                   | 6                  | 626                  | 66                                | 11 .                    |
| 15                | 7                   | 7                  | 692                  | 84                                | 12                      |
| 16                | 8                   | 7                  | 706                  | 71                                | 10 _                    |
| 17                | 7                   | 7                  | 715                  | 157                               | 22                      |
| 18                | 5                   | 5                  | 529                  | 103                               | 19                      |
| 19                | 7                   | 5                  | 493                  | 48                                | 10                      |
| 20                | 8                   | 8                  | 838                  | 52                                | 6                       |
| 14 Hours<br>Total | 95                  | 88                 | 9023                 | 1568                              | 17                      |

(i) Observed maximum hourly carrying capacity

838

500

Ŧ

- (ii) Scheduled carrying capacity in a peak hour =
- (iii) Ratio<u>(i)</u> (ii)

**=** 1.68

# TABLE 3 e/2COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITYAND PASSENGERS BOARDING BY ROUTE - NOV. 1978

ROUTE NO.: 76

at Sheung Shui Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>C <sub>arrying</sub><br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|--|-----------------------------------|-------------------------|
| 07                | 6                                 | б                                | 336  | 300                               | 89                      |
| 08                | 6                                 | 6                                | 35.3   | 218                               | 62                      |
| 09                | 6                                 | 5                                | 281  | 96                                | 34                      |
| . 10              | 6                                 | 6                                | 351  | 124                               | 35                      |
| 11                | 4                                 | 4                                | 209  | 73                                | 35                      |
| 12                | 6                                 | 6                                | 320  | 167                               | 52                      |
| 13                | б                                 | 6                                | 336  | 205                               | 6†                      |
| 14                | 6                                 | 5                                | 264  | 88                                | 33 .                    |
| 15                | 6                                 | 5                                | 294  | 119                               | 40                      |
| 16                | 6                                 | 6                                | 321  | 180                               | 56                      |
| 17                | 6                                 | 6                                | 335  | 367 <sup>.</sup>                  | 110                     |
| 18                | 6                                 | 7                                | 393  | 168                               | 43                      |
| 19                | 6                                 | 6                                | 321  | 131                               | 41                      |
| 20                | 4                                 | 4                                | 223  | 37                                | 17                      |
| 14 Hours<br>Total | 80                                | 78                               | 4337   | 2273                              | 52                      |

(i) Observed maximum hourly carrying capacity

- **-** 393
- (ii) Scheduled carrying capacity in a peak hour
- (iii) Ratio<u>(i)</u> (ii)
- = 1.36

**\*** 288

### TABLE 3 e/3 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE - NOV. 1978

ROUTE NO.: 77

| at Sheung S | hui Terminus |
|-------------|--------------|
|-------------|--------------|

| Hour              | Scheduled  | Observed   | Observed | Observed  | Occupancy  |
|-------------------|------------|------------|----------|-----------|------------|
| Beginning         | No. of     | No. of     | Carrying | Passenger | Index      |
|                   | Departures | Departures | Capacity | Boarding  | %          |
| 07                | 6          | 6          | 332      | 247       | 74         |
| 08                | 6          | 6          | 328      | 137       | 42         |
| 09                | 6          | 6          | 332      | 71        | 21         |
| 10                | 6          | 6          | 332      | 66        | 20         |
| 11                | 4          | 4          | 220      | 78        | 35         |
| 12                | 6          | 6          | 332      | 147       | 44         |
| 13                | 6          | 6          | 328      | 158       | 48         |
| 14                | 6          | 6          | 332      | 82        | <b>2</b> 5 |
| 15                | 6          | 6          | 332      | 12'7      | 38         |
| 16                | 6          | 6          | 328      | 222       | 68 ·       |
| 17                | 6          | 6          | 332      | 344       | 104        |
| 18                | 6          | 6          | 332      | 212       | 64         |
| 19                | 6          | 6          | 328      | 68        | 21         |
| 20                | 4          | 4          | 222      | 26        | 12         |
| 14 Hours<br>Total | 80         | 80         | 4410     | 1985      | 45         |

(i) Observed maximum hourly carrying capacity = 332

(ii) Scheduled carrying capacity in a peak hour = 288

(iii)  $R_{atio}(i)$  (ii)

= 1.15

#### COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY TABLE 3e/4

AND PASSENGERS BOARDING BY ROUTE - NOV. 1978

ROUTE NO.: 78

### at Sheung Shui Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 4                                 | . 4                              | 344                              | 79                                | 23                      |
| 08                | 4                                 | 4                                | 361                              | 50                                | 14                      |
| 09                | 4                                 | 4                                | 345                              | 88                                | 26                      |
| 10                | 3                                 | 3                                | 279                              | 89                                | 32                      |
| 11                | 3                                 | 3                                | 262                              | 65                                | 25                      |
| 12                | 4                                 | 4                                | 345                              | 83                                | 24                      |
| 13                | 4                                 | 4                                | 361                              | 113                               | 31                      |
| 14                | 4                                 | 4                                | 361                              | 120                               | 33                      |
| 15                | 4                                 | 4                                | 344                              | 101                               | 29                      |
| 16                | 4                                 | 4                                | 361                              | 166                               | 46                      |
| 17                | 4                                 | 4                                | 345                              | 142                               | 41                      |
| 18                | 4                                 | 4                                | 361                              | 108                               | 30                      |
| 19                | 3 =                               | 3                                | 262                              | 111                               | 42                      |
| 20                | 3                                 | 3                                | 263                              | 43                                | 16                      |
| 14 Hours<br>Total | 52                                | 52                               | 4594                             | 1358                              | 30                      |

(i) Observed maximum hourly carrying capacity = 361

(ii) Scheduled carrying capacity in a peak hour = 280.

(iii) Batio (i) (iii) - 1.29

# TABLE 3 e/5COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITYAND PASSENGERS BOARDING BY ROUTE - NOV. 1978

### ROUTE NO.: <u>79</u>

### at Sheung Shui Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 07                | 3                                 | • 3                              | 168                              | 27                                | 16                      |
| 08                | 3                                 | 3                                | 168                              | 23                                | 14                      |
| 09                | 3                                 | 3                                | 168                              | 17                                | 10                      |
| 10                | 2                                 | 3                                | 168                              | 38                                | 23                      |
| 11                | 2                                 | 2                                | 112                              | 14                                | 13                      |
| 12                | 3                                 | 2                                | 112                              | 60                                | 54                      |
| 13                | 3                                 | 4                                | 224                              | 124                               | 55                      |
| 14                | 3                                 | 3                                | 168                              | 51                                | 30                      |
| 15                |                                   | 3                                | 168                              | 115                               | 68                      |
| 16                | 3                                 | 3                                | 168                              | 118                               | 70 · ·                  |
| 17                | 2                                 | 1                                | 56                               | 50                                | 89                      |
| 18                | 2                                 | 3                                | 168                              | 113                               | 67                      |
| 19                | 2                                 | 1                                | 56                               | 24                                | 43                      |
| 20                | 2                                 | 3                                | 168                              | 72                                | 43                      |
| 14 Hours<br>Total | 36                                | 37                               | 2072                             | 846                               | 41                      |

(i) Observed maximum hourly carrying capacity

= 224

(ii) Scheduled carrying capacity in a peak hour

(iii) Batio<u>(i)</u> (ii)

= 1.49

.

= 150

# TABLE 3 i COMPARISON OF HOURLY TOTAL DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING AT TERMINUS TA JUL 1918

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>%                              |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|--|
| · ·               |                                   |                                  |                                  |                                   | an ha 2 th main air 1847 airs i 1846 ann an 1846 ann |
| 08                | 3                                 | 4                                | 178                              | 148                               | 83   |
| 09                | 5                                 | 12                               | 505                              | • 436                             | පර   |
| 10                | 4                                 | 9                                | 451 -                            | 428                               | 95   |
| 11                | 1                                 | 7                                | 339                              | <b>31</b> 1                       | 92   |
| 12                | 5                                 | '7                               | 346                              | 280                               | 81   |
| 13                | 4                                 | 7                                | 345                              | 、 263                             | 7 <i>5</i>   |
| 14                | 4                                 | 6                                | 309                              | 86                                | 28   |
| 15                | 6                                 | 8                                | 383                              | 239                               | 62   |
| 16                | . 1                               | 5                                | 257                              | 82                                | 32   |
| 17                | 4                                 | 5                                | 226                              | 117                               | 52   |
| 18                | 4                                 | 4                                | 200                              | 102                               | 51   |
|                   |                                   |                                  |                                  |                                   | an a             |
|                   |                                   |                                  |                                  |                                   |  |
| 11 Hours<br>Total | 41                                | 74                               | 3539                             | 2492                              | 70   |

\*The schedule for Route 5 was introduced on 22nd Oct. 1978 after the survey

# TABLE 3 f/1 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE - JUL. 1978

ROUTE NO.: 1

| at I | Mui | Wo | Terminus |
|------|-----|----|----------|
|------|-----|----|----------|

| Hour<br>Beginning             | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
|                               |                                   | -                                |                                  |                                   |                         |
| 08                            | 1                                 | 1                                | 54                               | 56                                | 104                     |
| 09                            | 1                                 | 2                                | 106                              | 100                               | 94                      |
| . 10                          | 1                                 | 3                                | 145                              | 136                               | 94                      |
| 11                            | 0                                 | 1                                | 53                               | 52                                | 98                      |
| 12                            | . 1                               | 2                                | 100                              | 78                                | 78                      |
| 13                            | . 1                               | 3                                | 153                              | 127                               | 83                      |
| 14                            | 1                                 | 1                                | 53                               | 16                                | 30 .                    |
| 15                            | 2                                 | 2                                | 100                              | 85                                | 85                      |
| 16                            | 0                                 | 2                                | 99                               | 54                                | 55 ·                    |
| 17                            | 1                                 | 2                                | 106                              | 46                                | 43                      |
| 18                            | 1                                 | 1                                | 46                               | 30                                | 65                      |
|                               |                                   |                                  |                                  |                                   |                         |
|                               | •                                 | ·                                |                                  |                                   |                         |
| 1 <sub>1</sub> Hours<br>Total | 10                                | 20                               | <b>1</b> 015                     | 780                               | 77                      |

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# TABLE 3f/2 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE - JUL. 1978

# ROUTE NO.: 2

| at Mui Wo Terminu | ιs |  |
|-------------------|----|--|
|-------------------|----|--|

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
|                   |                                   |                                  |                                  |                                   |                         |
| 08                | 1 .                               | 1                                | 24                               | 19                                | 79                      |
| 09                | 1                                 | 6 .                              | 217                              | 183                               | 84                      |
| 10                | 1                                 | 3                                | 152                              | 143                               | 94                      |
| 11                | 0                                 | 3                                | 154                              | 142                               | 92                      |
| 12                | 1                                 | 2                                | 93                               | 81                                | 87                      |
| 13                | 1                                 | 2                                | 106                              | 76                                | 72                      |
| 14                | 1                                 | 2                                | 92                               | 32                                | 35 ·                    |
| 15                | 1                                 | 3                                | 146                              | 79                                | 54                      |
| 16                | 0                                 | 1                                | 47                               | 7                                 | 15                      |
| 17                | 1                                 | 1                                | 26                               | 5                                 | î9                      |
|                   |                                   |                                  |                                  |                                   |                         |
|                   |                                   |                                  |                                  |                                   |                         |
|                   |                                   |                                  |                                  |                                   |                         |
| 10 Hours<br>Total | 8                                 | 24                               | 1057                             | 767                               | 73                      |

### TABLE 3 f/3 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY

AND PASSENGERS BOARDING BY ROUTE - JUL. 1978

## ROUTE NO.: 3

### at Mui Wo Terminus

| Hour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
|                   |                                   |                                  |                                  |                                   |                         |
|                   |                                   |                                  |                                  |                                   |                         |
| 09                | 1                                 | 1                                | 43                               | 26                                | 60                      |
| 10                | -                                 | -                                | _                                |                                   | -                       |
| 11                | _                                 |                                  | -                                | -                                 | -                       |
| 12                | 1                                 | 1                                | 43                               | 39                                | 91                      |
| 13                |                                   | <u>-</u>                         |                                  | _                                 | _                       |
| 1 <b>4</b>        | ~                                 |                                  | _                                | _                                 | -                       |
| 15                |                                   | 1                                | 43                               | 23                                | 53                      |
| 16                | -                                 | -                                | -                                | _                                 | <b>_</b> .              |
| 17                | -                                 | _                                | -                                | -                                 |                         |
| 18                | 1                                 | 1                                | 43                               | 29                                | 67                      |
|                   |                                   |                                  |                                  |                                   |                         |
|                   |                                   |                                  |                                  |                                   |                         |
| Total             | 4                                 | 4                                | 172                              | 117                               | 68                      |

# TABLE 3 f/4COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITYAND PASSENGERS BOARDING BY ROUTE - JUL. 1978

ROUTE NO.: 4

at Mui Wo Terminus

| Rour<br>Beginning | Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
| 08                |                                   |                                  | 46                               | 38                                | E.j.                    |
| 09                | ,<br>1                            | ż                                | 99                               | 86                                | e'                      |
| 10                | 1                                 | 2                                | 100                              | 94                                | 94                      |
| 11                | 0                                 | 2                                | 92                               | 78                                | 85                      |
| 12                | 1                                 | 1                                | 53                               | 34                                | Ú4                      |
| 13                | 1                                 | 'l                               | 46                               | 35                                | 16                      |
| 14                | 4                                 | i                                | 54                               | 17                                | Ĵî -                    |
| 15                | 1                                 | 1                                | 54                               | 34                                | 63                      |
| 16                | 0                                 | 1                                | 54                               | 11                                | 20                      |
| 17                | 1                                 | .1                               | 54                               | 29                                | 54                      |
| 18                | 1                                 | 1                                | 54                               | 27                                | 50                      |
|                   |                                   |                                  |                                  | ,                                 |                         |
|                   |                                   |                                  |                                  |                                   |                         |
| 1; Hours<br>Total | 8                                 | 14                               | 706                              | 483                               | 68                      |

#### TABLE 3f/5 COMPARISON OF HOURLY DEPARTURES, CARRYING CAPACITY AND PASSENGERS BOARDING BY ROUTE - JUL. 1978

## ROUTE NO.: 5

| Hour<br>Beginning | *Scheduled<br>No. of<br>Departures | Observed<br>No. of<br>Departures | Observed<br>Carrying<br>Capacity | Observed<br>Passenger<br>Boarding | Occupancy<br>Index<br>% |
|-------------------|------------------------------------|----------------------------------|----------------------------------|-----------------------------------|-------------------------|
|                   |                                    | · ·                              |                                  |                                   |                         |
| 08                | 1                                  | 1                                | 54                               | 35                                | 65 .                    |
| 09                | 1                                  | 1                                | 40                               | 41                                | 103                     |
| 10                | 1                                  | 1                                | 54                               | 55                                | 102                     |
| <b>1</b> 1        | 1                                  | 1                                | 40                               | 39                                | 98                      |
| 12                | 1                                  | 1                                | 57                               | 48                                | 84                      |
| 13                | 1                                  | 1 -                              | 40                               | 25                                | 63                      |
| 14                | 1                                  | 2                                | 110                              | 21                                | 19 <sup>.</sup>         |
| 15                | 1                                  | 1                                | 40                               | 18                                | 45                      |
| 16                | 1                                  | 1                                | 57                               | 10                                | 18 ·                    |
| 17                | 1                                  | 1                                | 40                               | . 37                              | 93                      |
| 18                | 1                                  | 1                                | 57                               | 16                                | 28                      |
|                   |                                    |                                  |                                  |                                   |                         |
|                   |                                    |                                  |                                  |                                   |                         |
| 11 Hours<br>Total | 11                                 | 12                               | 589                              | 345                               | 59                      |

| at | Mui | ₩o | Terminus |
|----|-----|----|----------|
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\*The schedule for this route was introduced on 22nd Oct. 1978 after the survey

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2055579

Hong Kong. Traffic and Transport Survey Unit. Data record. No.261-270.

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