

YEAR 2004

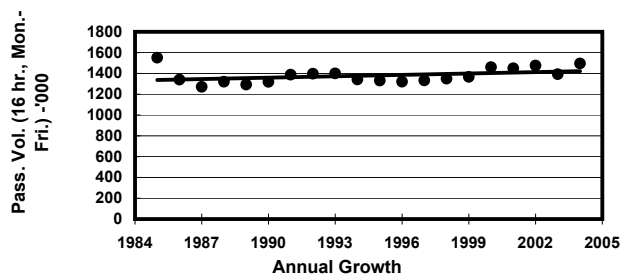
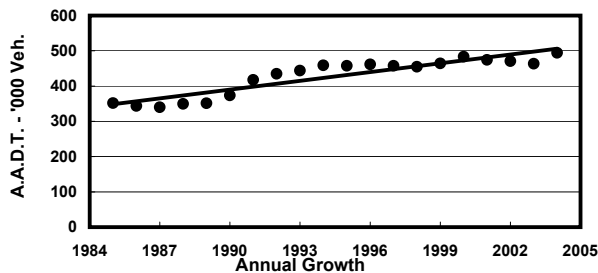
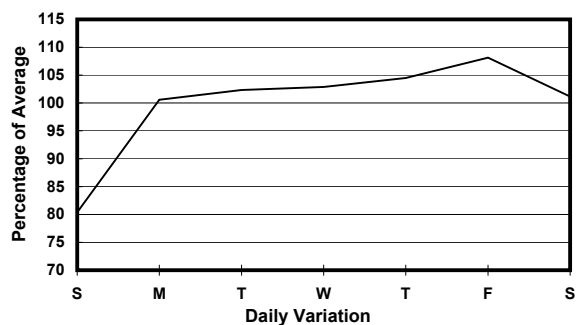
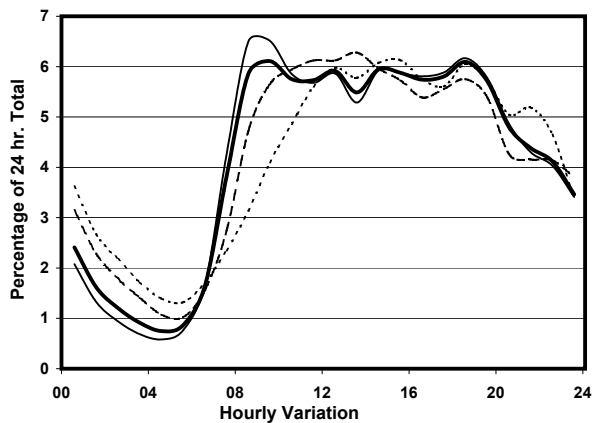
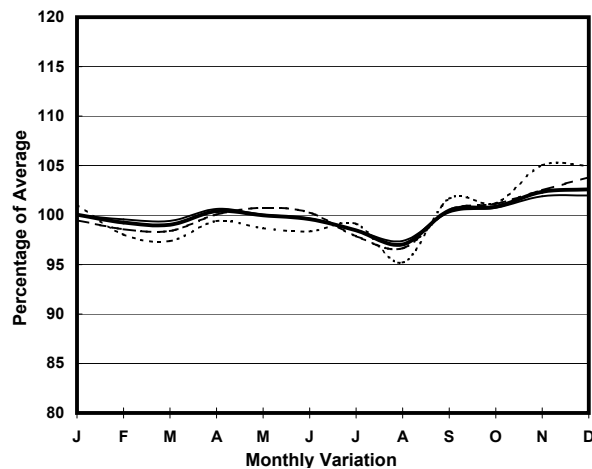
Location

Hong Kong Internal Cordon(Central District)

Stations on Cordon/Screenline

1001, 1007, 2207, 2208, 2209, 2210, 2211, 2212, 2216, 2402, 2403, 2404 and 2405

## 1. TRAFFIC FLOW VARIATION AND GROWTH



— All day — Mon.- Fri. - - - - Sat. - - - - - Sun.

## 2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
<b>OUT BOUND</b>				
A.A.D.T.	244830	255890	248410	203810
R 12 / 24 - %	67.6	69	65.4	61.1
R 16 / 24 - %	86.9	88.4	83.6	81.9
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	14610	16260	13800	8240
T - % (AM)	-	10	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	14950	15910	13930	12230
T - % (PM)	-	9.9	-	-
Prop.of commercial vehicles - 16 hr.	-	9.4	-	-
<b>IN BOUND</b>				
A.A.D.T.	249370	261890	256340	197970
R 12 / 24 - %	68.7	70.2	66.5	61.7
R 16 / 24 - %	87.4	88.8	84.2	82.2
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	15590	17880	14750	8240
T - % (AM)	-	11.8	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	15170	16020	15090	12090
T - % (PM)	-	9.2	-	-
Prop.of commercial vehicles - 16 hr.	-	9.1	-	-

## 3. OTHER INFORMATION AND COMMENT

# Hong Kong Internal Cordon Year 2004

## 4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor	Private	Taxi	Private	PLB	Goods veh.		Non	Fr. Bus	
		Cycle	Car		LB		Light	M & H	Fr. Bus	SD	DD
0700-0800	Pro	2.5	22.7	41.3	2.4	4.8	10.6	1.9	5.3	0.4	7.9
	Ocp	1.1	1.5	1.9	6.9	10.5	1.6	1.4	13.2	19.2	22.9
0800-0900	Pro	2.9	38.0	35.8	1.1	3.4	7.1	1.2	4.5	0.2	5.8
	Ocp	1.1	1.4	1.8	3.9	11.3	1.8	1.6	21.0	20.1	32.9
0900-1000 Peak Hour	Pro	2.0	33.8	37.7	1.1	2.4	13.6	1.6	1.8	0.3	5.7
	Ocp	1.1	1.4	1.8	3.0	8.8	1.8	1.6	11.8	14.7	19.6
1000-1100	Pro	2.2	32.0	33.7	1.5	2.2	19.1	2.2	1.3	0.3	5.4
	Ocp	1.1	1.6	1.8	2.1	6.7	1.7	1.7	9.2	8.7	15.8
1100-1200	Pro	2.3	31.8	31.5	1.5	2.4	21.0	2.3	1.4	0.3	5.4
	Ocp	1.0	1.6	1.9	2.3	7.6	1.7	1.5	6.4	10.4	16.4
1200-1300	Pro	2.3	32.4	38.2	1.4	2.1	15.8	1.9	1.4	0.3	4.3
	Ocp	1.1	1.6	2.1	4.0	8.4	1.7	1.7	11.3	9.9	16.3
1300-1400	Pro	2.1	33.0	35.2	1.7	2.7	15.6	2.2	1.6	0.4	5.3
	Ocp	1.1	1.5	1.9	3.1	7.3	1.7	1.5	7.3	9.7	17.0
1400-1500	Pro	1.9	33.1	35.9	1.6	2.3	16.7	1.9	1.6	0.3	4.6
	Ocp	1.1	1.6	2.0	2.7	7.7	1.8	1.6	8.5	9.4	18.6
1500-1600	Pro	1.9	35.6	33.3	2.1	2.2	16.2	1.7	1.7	0.3	5.1
	Ocp	1.1	1.6	1.9	3.3	7.8	1.8	1.7	9.7	10.5	18.8
1600-1700	Pro	2.4	33.9	34.2	2.0	2.5	16.0	1.4	2.2	0.3	5.1
	Ocp	1.0	1.6	2.0	2.5	8.9	1.7	1.5	6.5	11.3	19.8
1700-1800	Pro	3.1	36.8	36.3	1.2	2.7	10.8	0.7	2.0	0.3	6.0
	Ocp	1.1	1.5	2.0	2.6	10.6	1.8	1.6	9.1	13.7	24.6
1800-1900	Pro	3.0	38.6	39.3	0.7	2.5	6.4	0.7	2.9	0.3	5.6
	Ocp	1.1	1.6	2.0	2.9	11.7	1.8	1.7	17.8	18.5	30.5
1900-2000	Pro	2.1	39.8	43.9	0.4	2.3	4.0	0.5	1.6	0.3	5.1
	Ocp	1.2	1.6	2.0	2.5	12.7	1.7	1.5	14.2	14.2	23.7
2000-2100	Pro	1.6	34.5	50.5	0.2	2.7	3.2	0.4	0.9	0.4	5.6
	Ocp	1.0	1.6	1.8	3.1	9.9	1.7	1.7	13.2	9.2	17.6
2100-2200	Pro	2.0	32.4	52.8	0.2	2.7	2.3	0.5	0.8	0.3	6.0
	Ocp	1.2	1.6	1.9	1.9	9.1	1.8	1.4	11.4	8.7	16.6
2200-2300	Pro	1.7	33.0	53.0	0.2	3.0	1.8	0.8	0.4	0.4	5.7
	Ocp	1.1	1.8	1.8	2.8	8.9	1.7	1.5	10.7	7.6	15.7
16 hours	Pro	2.3	34.1	38.9	1.2	2.6	11.7	1.4	2.0	0.3	5.5
	Ocp	1.1	1.6	1.9	3.3	9.4	1.7	1.6	12.8	12.3	20.9

### Legend

- Pro.** Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)
- Ocp.** Average occupancy of vehicles
- M & H** Medium and Heavy