

YEAR 2014

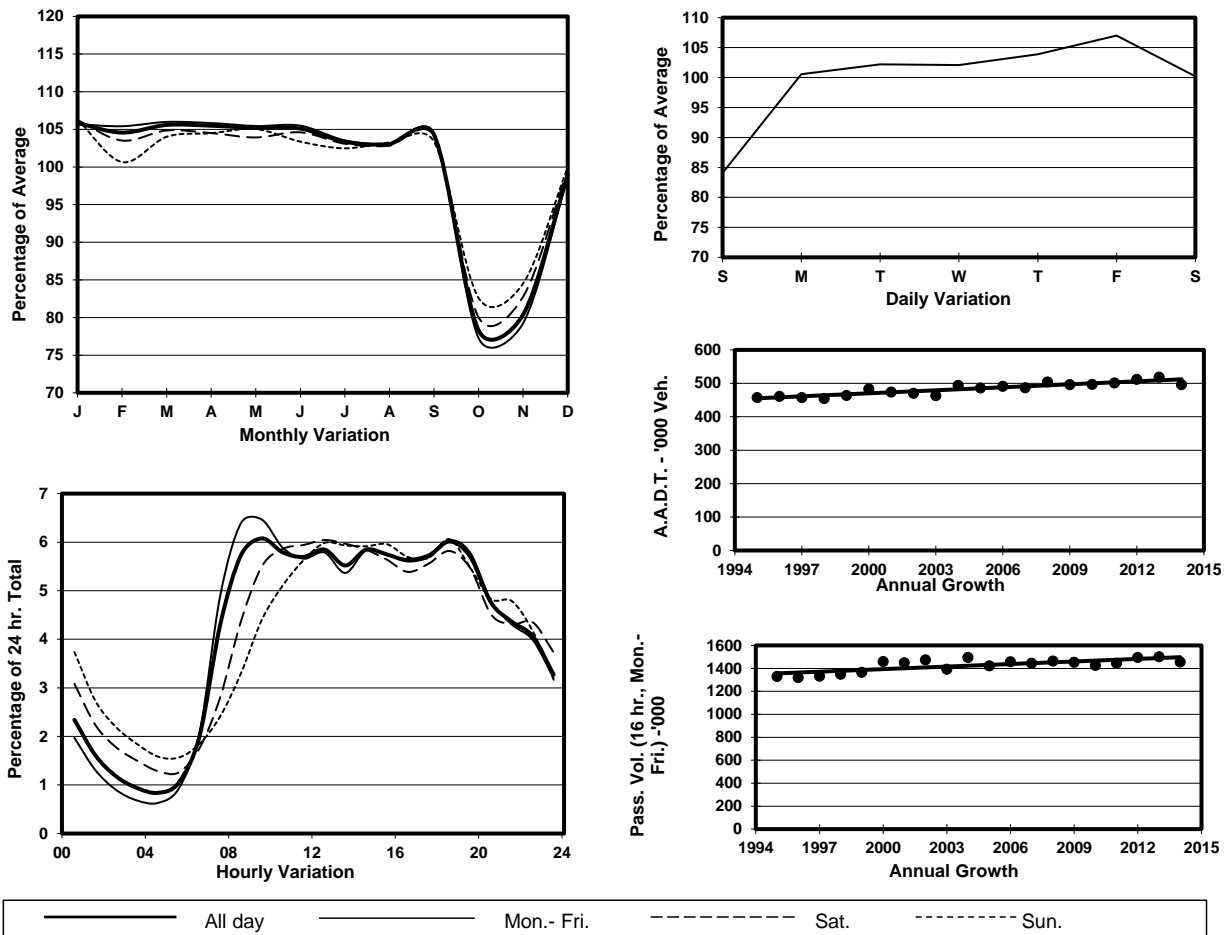
Location

Hong Kong Internal Cordon(Central District)

Stations on Cordon/Screenline

1001, 1007, 2207, 2208, 2209, 2210, 2211, 2212, 2216, 2217, 2402, 2403, 2404, 2405 and 2408

1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
OUT BOUND				
A.A.D.T.	248070	257930	250550	211120
R 12 / 24 - %	67.6	69.2	64.2	62
R 16 / 24 - %	86.9	88.4	83.3	81.4
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	14520	15980	13230	9390
T - % (AM)	-	11.2	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	15280	16100	14760	12650
T - % (PM)	-	8.6	-	-
Prop.of commercial vehicles - 16 hr.	-	9	-	-
IN BOUND				
A.A.D.T.	248200	258480	249220	210540
R 12 / 24 - %	68.2	69.7	65.3	62.2
R 16 / 24 - %	86.7	88.2	83.4	81.3
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	15640	17520	14270	9190
T - % (AM)	-	11.5	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	14560	15110	14310	12910
T - % (PM)	-	8.2	-	-
Prop.of commercial vehicles - 16 hr.	-	8.9	-	-

3. OTHER INFORMATION AND COMMENT

Traffic was diverted due to closure of some main roads in urban area from 28 September to 15 December 2014.

Hong Kong Internal Cordon Year 2014

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	2.6	23.3	45.1	2.4	3.3	9.1	2.1	5.3	0.4	6.5
	Ocp	1.1	1.4	1.9	6.2	10.4	1.5	1.4	13.1	21.7	24.9
0800-0900	Pro	2.3	41.7	34.0	0.9	1.9	7.4	1.5	4.5	0.2	5.5
	Ocp	1.1	1.4	2.0	4.4	12.0	1.6	1.5	18.9	24.7	32.4
0900-1000 Peak Hour	Pro	1.7	38.7	35.1	0.6	1.6	11.8	2.5	2.2	0.2	5.5
	Ocp	1.1	1.4	2.0	2.4	11.2	1.7	1.4	12.8	19.0	19.9
1000-1100	Pro	1.6	36.6	35.4	0.6	1.5	15.5	2.2	1.8	0.2	4.6
	Ocp	1.0	1.5	1.9	2.8	7.3	1.6	1.4	8.9	10.3	16.0
1100-1200	Pro	1.8	37.1	32.8	0.7	1.5	17.7	2.2	2.0	0.2	3.9
	Ocp	1.0	1.5	2.0	2.7	7.1	1.7	1.5	10.6	11.2	18.2
1200-1300	Pro	1.7	41.5	36.1	0.6	1.2	11.3	1.8	2.0	0.2	3.5
	Ocp	1.1	1.5	2.2	4.6	8.2	1.7	1.4	9.6	10.6	19.0
1300-1400	Pro	1.6	37.7	37.4	0.7	1.1	13.4	1.9	1.9	0.2	4.1
	Ocp	1.1	1.5	2.1	3.3	9.0	1.7	1.5	13.5	10.2	19.6
1400-1500	Pro	1.6	41.0	33.9	0.8	1.4	13.1	2.2	2.0	0.2	3.7
	Ocp	1.1	1.5	2.2	3.3	8.7	1.7	1.4	8.4	11.4	20.7
1500-1600	Pro	1.6	44.4	29.4	0.7	1.3	14.3	2.0	2.3	0.2	3.7
	Ocp	1.1	1.5	2.2	4.6	9.2	1.7	1.4	11.6	9.7	20.6
1600-1700	Pro	1.9	45.0	30.0	1.2	1.5	11.3	1.5	2.5	0.3	4.8
	Ocp	1.1	1.5	2.1	3.7	9.4	1.6	1.5	8.9	13.9	22.4
1700-1800	Pro	2.7	43.5	34.0	0.8	1.4	8.3	0.8	3.1	0.3	5.0
	Ocp	1.1	1.5	2.2	3.3	11.0	1.7	1.4	8.4	18.0	26.3
1800-1900	Pro	2.6	48.8	34.1	0.3	1.5	4.5	0.5	3.0	0.2	4.5
	Ocp	1.1	1.5	2.2	4.6	13.5	1.6	1.5	18.7	23.0	36.7
1900-2000	Pro	1.7	46.2	39.0	0.2	1.9	2.7	0.6	3.3	0.3	4.1
	Ocp	1.1	1.4	2.2	2.9	13.0	1.6	1.5	11.1	17.5	30.8
2000-2100	Pro	1.6	35.5	51.8	0.2	1.7	2.1	0.3	1.8	0.3	4.7
	Ocp	1.1	1.5	2.0	1.6	9.6	1.6	1.8	10.2	12.0	20.5
2100-2200	Pro	1.6	32.1	56.4	0.2	1.5	2.2	0.4	0.8	0.3	4.7
	Ocp	1.1	1.6	2.0	4.5	8.7	1.6	1.4	7.4	11.4	20.8
2200-2300	Pro	1.7	35.0	53.2	0.3	1.9	1.8	0.5	0.5	0.3	4.7
	Ocp	1.1	1.6	2.1	2.2	8.3	1.6	1.6	12.0	8.5	19.1
16 hours	Pro	1.9	39.7	37.8	0.7	1.6	9.5	1.5	2.5	0.2	4.6
	Ocp	1.1	1.5	2.1	4.1	10.0	1.6	1.5	12.4	15.0	23.5

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