

YEAR 2009

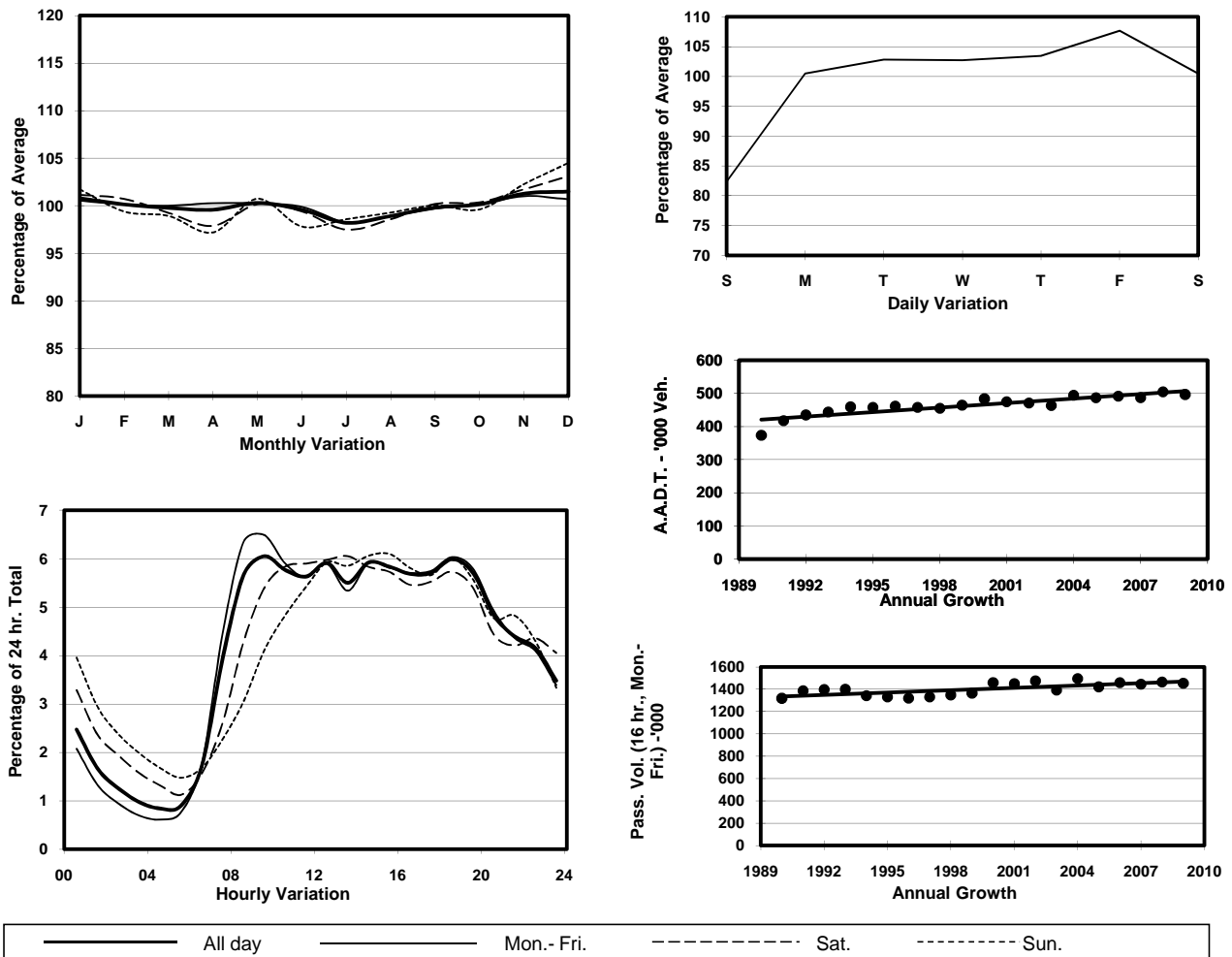
Location

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



## 2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
<b>OUT BOUND</b>				
A.A.D.T.	249150	259660	253070	208940
R 12 / 24 - %	66.9	68.5	63.7	60.7
R 16 / 24 - %	86.4	88.2	82.4	80.2
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	14570	16240	13240	8530
T - % (AM)	-	10.5	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	14970	15780	14550	12340
T - % (PM)	-	8.3	-	-
Prop.of commercial vehicles - 16 hr.	-	8.7	-	-
<b>IN BOUND</b>				
A.A.D.T.	247450	258690	250580	204350
R 12 / 24 - %	68.3	70	65	61.5
R 16 / 24 - %	87	88.7	83.1	80.9
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	15490	17410	13950	8450
T - % (AM)	-	9.3	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	14770	15500	14320	12530
T - % (PM)	-	8.1	-	-
Prop.of commercial vehicles - 16 hr.	-	8.6	-	-

## 3. OTHER INFORMATION AND COMMENT

# Hong Kong Internal Cordon Year 2009

## 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	19.5	47.2	1.9	3.8	10.2	2.4	5.6	0.4	6.5
	Ocp	1.1	1.4	1.9	6.3	10.6	1.6	1.4	13.9	18.5	25.5
0800-0900	Pro	2.3	37.6	37.9	1.0	2.6	7.0	1.4	4.5	0.2	5.5
	Ocp	1.1	1.4	1.9	5.3	11.9	1.7	1.4	17.7	22.9	35.9
0900-1000 Peak Hour	Pro	1.9	31.9	41.6	0.5	2.0	12.3	2.1	2.2	0.2	5.3
	Ocp	1.1	1.4	1.8	2.2	10.9	1.7	1.6	12.1	16.4	20.9
1000-1100	Pro	2.1	31.9	36.6	0.8	1.9	17.9	2.5	1.9	0.2	4.3
	Ocp	1.0	1.5	1.8	2.2	6.9	1.7	1.6	7.6	8.1	16.8
1100-1200	Pro	2.4	32.0	34.7	1.1	2.0	19.3	2.5	1.8	0.2	4.0
	Ocp	1.0	1.5	1.9	2.5	7.0	1.7	1.7	7.6	10.7	18.1
1200-1300	Pro	2.2	34.2	40.6	1.2	1.5	13.4	1.5	1.7	0.2	3.7
	Ocp	1.1	1.5	2.1	3.9	8.4	1.8	1.5	9.4	9.5	18.6
1300-1400	Pro	2.2	33.7	38.0	0.7	1.8	15.1	2.5	1.8	0.2	3.9
	Ocp	1.1	1.5	2.0	3.4	8.7	1.7	1.5	10.1	9.9	18.4
1400-1500	Pro	2.1	33.3	39.0	0.7	1.7	15.9	1.9	1.7	0.2	3.6
	Ocp	1.1	1.6	2.0	3.0	8.4	1.7	1.5	9.8	10.7	19.3
1500-1600	Pro	2.0	38.0	33.8	1.2	1.4	15.6	2.3	1.8	0.2	3.8
	Ocp	1.1	1.6	2.0	4.1	8.6	1.7	1.5	10.0	11.2	20.1
1600-1700	Pro	2.4	38.1	33.5	1.1	2.0	14.0	1.5	2.6	0.2	4.6
	Ocp	1.1	1.5	2.0	3.0	9.1	1.7	1.5	7.6	12.2	21.8
1700-1800	Pro	2.5	40.7	36.4	0.9	2.1	8.8	0.8	2.3	0.2	5.2
	Ocp	1.1	1.5	2.0	4.1	10.6	1.9	1.5	9.2	16.4	25.6
1800-1900	Pro	2.9	43.8	37.4	0.5	2.1	5.3	0.5	2.6	0.2	4.8
	Ocp	1.1	1.5	2.1	3.5	13.3	1.7	1.6	20.2	18.4	37.5
1900-2000	Pro	2.2	39.7	45.5	0.4	1.8	3.2	0.4	1.9	0.2	4.6
	Ocp	1.1	1.5	2.1	3.1	13.2	1.7	1.5	12.8	13.5	26.4
2000-2100	Pro	1.7	33.1	54.4	0.3	1.8	2.2	0.5	1.2	0.2	4.6
	Ocp	1.1	1.5	1.9	2.6	9.9	1.5	1.8	16.3	9.3	18.7
2100-2200	Pro	1.6	29.7	58.3	0.4	1.8	2.2	0.5	0.7	0.2	4.7
	Ocp	1.2	1.5	1.9	2.6	8.5	1.7	1.9	14.0	10.4	18.5
2200-2300	Pro	1.8	30.9	57.1	0.3	2.2	1.6	0.5	0.7	0.2	4.6
	Ocp	1.2	1.6	2.0	3.5	10.0	1.5	1.7	12.5	7.2	17.7
16 hours	Pro	2.2	34.6	41.2	0.8	2.0	10.6	1.5	2.2	0.2	4.6
	Ocp	1.1	1.5	2.0	3.8	9.9	1.7	1.5	12.5	13.3	23.3

### 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