

YEAR 2012

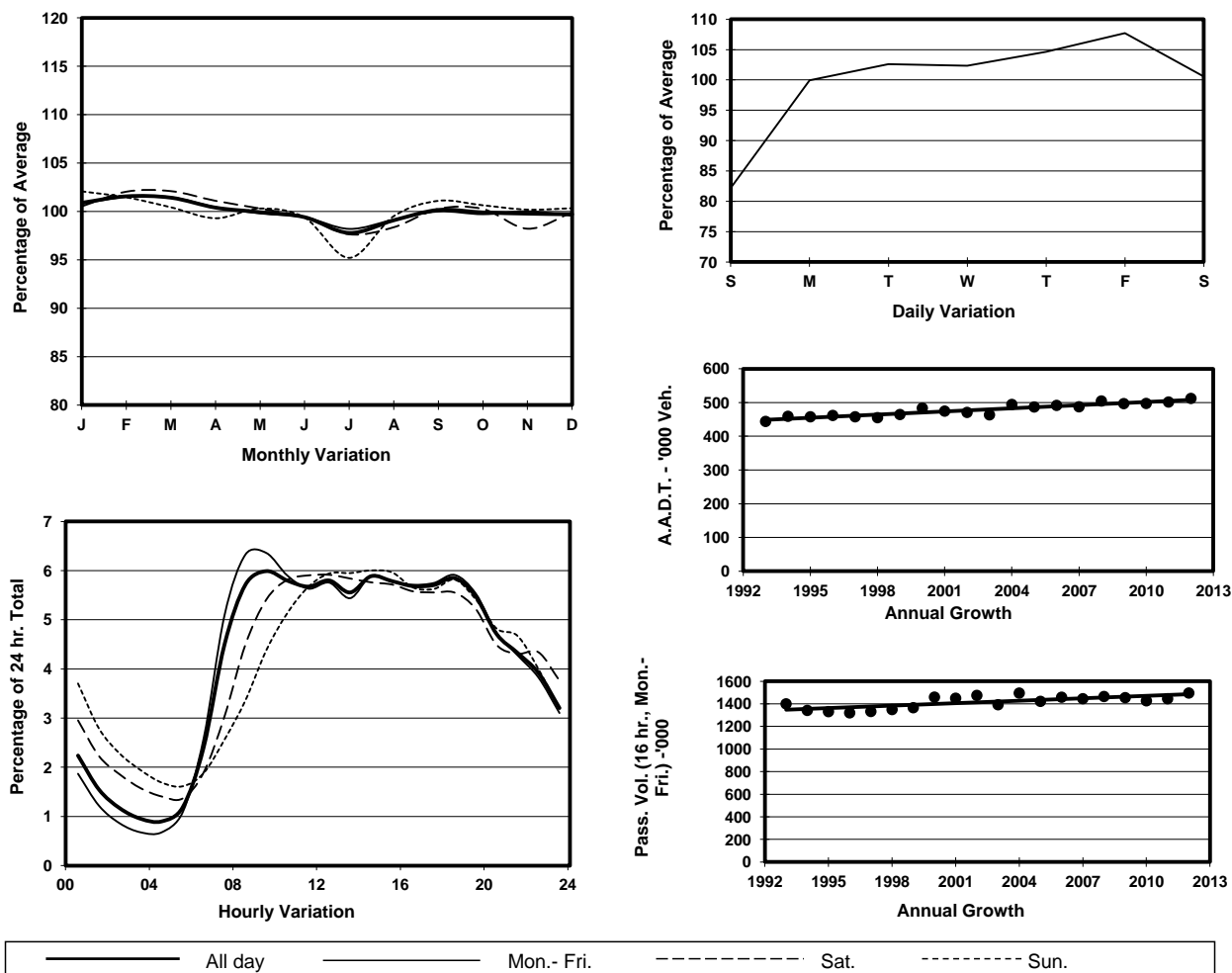
Location

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.	259280	270610	264190	215140
R 12 / 24 - %	67.8	69.4	64.1	61.8
R 16 / 24 - %	86.5	88.1	82.8	80.7
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	15320	17010	13910	9330
T - % (AM)	-	13.1	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	15430	16410	15190	12480
T - % (PM)	-	10.1	-	-
Prop.of commercial vehicles - 16 hr.	-	9.9	-	-
IN BOUND				
A.A.D.T.	252710	264140	255460	209830
R 12 / 24 - %	68.2	69.7	65.1	62.3
R 16 / 24 - %	86.3	87.7	83.1	81.2
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	15350	17450	14230	9300
T - % (AM)	-	11.9	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	14510	15200	14350	12220
T - % (PM)	-	9.1	-	-
Prop.of commercial vehicles - 16 hr.	-	9	-	-

3. OTHER INFORMATION AND COMMENT

Hong Kong Internal Cordon Year 2012

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	2.3	20.8	47.6	1.8	3.4	9.4	2.3	5.6	0.4	6.4
	Ocp	1.0	1.5	2.0	5.8	11.5	1.4	1.3	12.5	21.2	25.4
0800-0900	Pro	1.6	38.8	36.8	0.8	2.2	6.7	1.3	4.6	0.2	6.9
	Ocp	1.1	1.4	1.9	4.9	11.1	1.6	1.4	18.3	24.7	25.8
0900-1000 Peak Hour	Pro	1.6	34.0	38.4	0.5	1.8	12.4	2.0	2.2	0.2	6.8
	Ocp	1.0	1.4	2.0	1.8	10.5	1.6	1.5	11.6	15.4	15.5
1000-1100	Pro	1.6	33.9	37.0	0.7	1.5	15.5	2.2	2.1	0.4	5.0
	Ocp	1.1	1.5	1.9	2.9	7.6	1.6	1.5	8.5	9.6	14.8
1100-1200	Pro	2.0	33.5	35.6	1.2	1.5	17.4	2.1	1.9	0.4	4.3
	Ocp	1.0	1.5	2.1	2.5	7.8	1.6	1.5	8.9	6.7	17.2
1200-1300	Pro	1.9	36.8	37.9	1.0	1.0	13.2	1.8	2.0	0.3	4.1
	Ocp	1.1	1.5	2.2	3.7	8.1	1.7	1.5	11.8	7.0	15.6
1300-1400	Pro	1.6	37.7	36.9	0.8	1.5	12.5	2.5	1.8	0.3	4.4
	Ocp	1.1	1.5	2.1	3.2	8.6	1.6	1.5	7.9	7.2	17.9
1400-1500	Pro	1.6	37.8	35.6	0.9	1.2	14.8	1.9	2.1	0.4	3.9
	Ocp	1.1	1.5	2.2	2.8	8.8	1.7	1.5	9.2	7.4	18.2
1500-1600	Pro	1.8	39.3	33.2	1.3	1.2	14.4	2.2	2.0	0.3	4.2
	Ocp	1.1	1.5	2.2	4.8	10.2	1.6	1.5	11.8	7.7	18.7
1600-1700	Pro	2.0	42.1	30.8	1.3	1.4	13.3	1.3	2.4	0.4	5.0
	Ocp	1.0	1.6	2.2	3.8	10.5	1.7	1.3	9.5	9.0	19.7
1700-1800	Pro	2.3	43.3	34.1	0.8	1.4	8.7	1.1	2.5	0.4	5.5
	Ocp	1.1	1.6	2.2	2.5	11.3	1.7	1.3	7.9	12.1	24.9
1800-1900	Pro	2.3	44.8	36.7	0.4	1.6	4.8	0.4	3.0	0.4	5.6
	Ocp	1.1	1.5	2.2	2.6	14.4	1.7	1.4	17.6	12.9	32.0
1900-2000	Pro	2.0	43.0	42.3	0.1	1.3	3.0	0.6	2.4	0.4	4.9
	Ocp	1.1	1.5	2.2	3.0	12.9	1.6	1.3	12.2	9.9	26.0
2000-2100	Pro	1.6	36.5	51.1	0.2	1.4	2.3	0.3	1.4	0.4	4.9
	Ocp	1.1	1.5	2.0	3.1	9.5	1.6	1.3	8.6	7.2	18.7
2100-2200	Pro	1.6	31.1	57.1	0.2	1.5	1.9	0.5	0.8	0.3	4.9
	Ocp	1.1	1.5	2.1	2.3	9.1	1.7	1.3	8.5	8.3	18.4
2200-2300	Pro	1.8	30.7	57.9	0.1	1.4	1.3	0.4	0.5	0.4	5.4
	Ocp	1.1	1.6	2.1	1.9	9.0	1.5	1.3	9.6	5.3	18.4
16 hours	Pro	1.9	36.8	39.7	0.8	1.6	9.9	1.5	2.4	0.3	5.2
	Ocp	1.1	1.5	2.1	3.7	10.3	1.6	1.4	12.0	10.6	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