

YEAR 2015

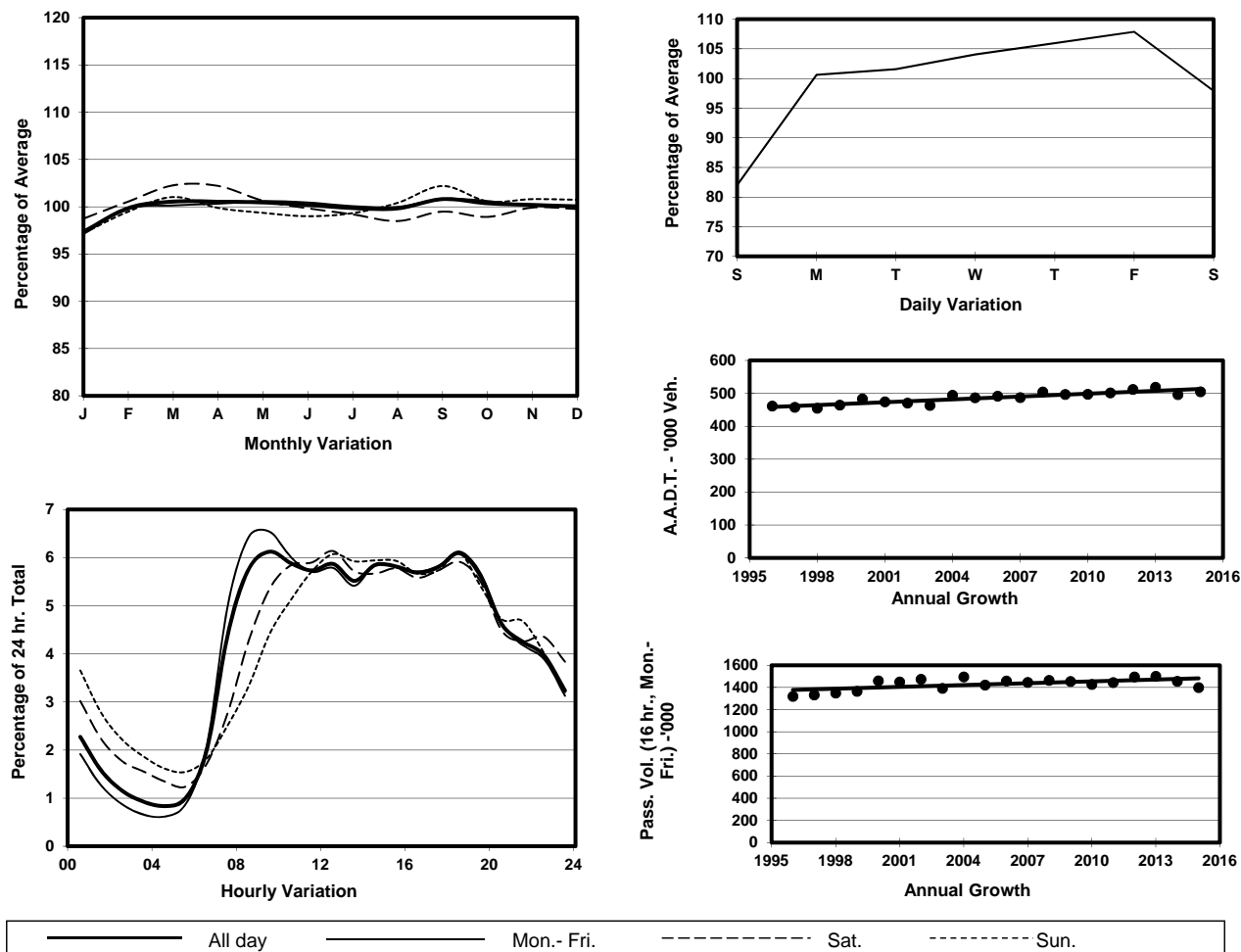
Location

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.
<b>OUT BOUND</b>				
A.A.D.T.	253820	265980	253080	210720
R 12 / 24 - %	67.9	69.7	63.9	61.7
R 16 / 24 - %	87	88.7	83.2	80.9
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	15110	17010	12720	9020
T - % (AM)	-	10.2	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	15780	16710	15200	12780
T - % (PM)	-	9.8	-	-
Prop.of commercial vehicles - 16 hr.	-	8.8	-	-
<b>IN BOUND</b>				
A.A.D.T.	251160	264370	245600	207480
R 12 / 24 - %	69.2	70.8	65.6	63.3
R 16 / 24 - %	87	88.5	83.4	81.8
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	15810	17830	14030	9500
T - % (AM)	-	11.4	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	14980	15780	14290	12690
T - % (PM)	-	7.7	-	-
Prop.of commercial vehicles - 16 hr.	-	8.5	-	-

## 3. OTHER INFORMATION AND COMMENT

# Hong Kong Internal Cordon Year 2015

## 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	2.2	27.8	41.2	2.4	2.6	10.2	2.0	5.6	0.3	5.6
	Ocp	1.1	1.4	2.0	6.7	10.5	1.5	1.4	15.7	18.1	24.1
0800-0900	Pro	2.0	42.8	34.7	0.7	1.6	6.7	1.8	4.0	0.2	5.4
	Ocp	1.1	1.4	1.9	6.7	11.0	1.6	1.3	19.6	20.9	31.0
0900-1000 Peak Hour	Pro	1.2	40.7	34.2	0.3	1.3	12.5	2.0	2.4	0.2	5.2
	Ocp	1.0	1.4	1.9	3.1	9.7	1.7	1.4	10.9	16.2	18.5
1000-1100	Pro	1.5	37.7	33.6	0.6	1.1	16.6	2.6	1.8	0.2	4.2
	Ocp	1.0	1.4	1.9	2.6	8.1	1.6	1.4	6.6	9.4	15.6
1100-1200	Pro	1.7	38.2	33.6	0.8	1.2	17.4	2.1	1.4	0.2	3.6
	Ocp	1.0	1.5	2.0	2.6	8.4	1.6	1.4	8.4	9.0	17.2
1200-1300	Pro	1.7	41.7	34.4	0.7	1.0	12.7	2.3	2.0	0.2	3.3
	Ocp	1.0	1.5	2.2	4.0	8.8	1.6	1.4	9.3	9.0	16.6
1300-1400	Pro	1.6	38.9	35.0	0.4	1.1	14.9	2.1	2.0	0.2	3.8
	Ocp	1.0	1.5	2.0	2.9	8.6	1.6	1.4	10.0	10.4	16.2
1400-1500	Pro	1.7	42.8	32.2	0.5	1.1	14.4	1.9	1.6	0.2	3.5
	Ocp	1.1	1.5	2.1	3.5	7.9	1.7	1.5	9.2	9.2	16.7
1500-1600	Pro	1.2	43.3	29.7	1.0	1.0	15.3	1.9	2.5	0.2	3.7
	Ocp	1.1	1.5	2.2	4.7	8.6	1.7	1.4	13.8	10.9	17.8
1600-1700	Pro	2.0	45.7	28.6	0.9	1.3	12.6	1.7	2.7	0.2	4.2
	Ocp	1.0	1.5	2.1	4.3	8.6	1.6	1.3	7.2	13.3	19.3
1700-1800	Pro	2.7	46.8	31.2	0.6	1.3	9.1	0.7	2.6	0.2	4.7
	Ocp	1.0	1.5	2.2	3.3	10.1	1.7	1.4	7.3	14.9	23.9
1800-1900	Pro	2.5	50.1	31.9	0.3	1.3	5.3	0.7	3.0	0.2	4.8
	Ocp	1.1	1.4	2.2	3.3	12.4	1.6	1.4	17.9	16.2	32.0
1900-2000	Pro	1.5	50.6	35.2	0.1	1.3	3.5	0.6	2.8	0.2	4.3
	Ocp	1.1	1.4	2.3	2.4	11.0	1.6	1.5	12.3	14.3	25.1
2000-2100	Pro	1.7	37.6	49.0	0.1	1.5	2.8	0.6	1.5	0.3	4.8
	Ocp	1.1	1.5	1.9	2.0	8.2	1.6	1.5	9.5	10.2	17.8
2100-2200	Pro	1.4	35.0	52.5	0.2	1.1	2.9	0.6	1.0	0.2	4.9
	Ocp	1.1	1.5	2.2	2.8	7.2	1.6	1.6	6.9	8.5	17.8
2200-2300	Pro	1.6	35.5	52.5	0.1	1.3	2.6	0.6	0.6	0.3	4.9
	Ocp	1.1	1.6	2.1	2.6	7.9	1.7	1.5	5.5	8.3	19.7
16 hours	Pro	1.8	41.4	36.0	0.6	1.3	10.3	1.6	2.4	0.2	4.4
	Ocp	1.1	1.5	2.1	4.5	9.4	1.6	1.4	12.3	12.8	21.2

### Legend

**Pro.** Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)\*

**Ocp.** Average occupancy of vehicles including both driver and passengers\*

**M&H** Medium and Heavy

\* All traffic data are collected from combined bounds except for one way traffic