

YEAR 2015

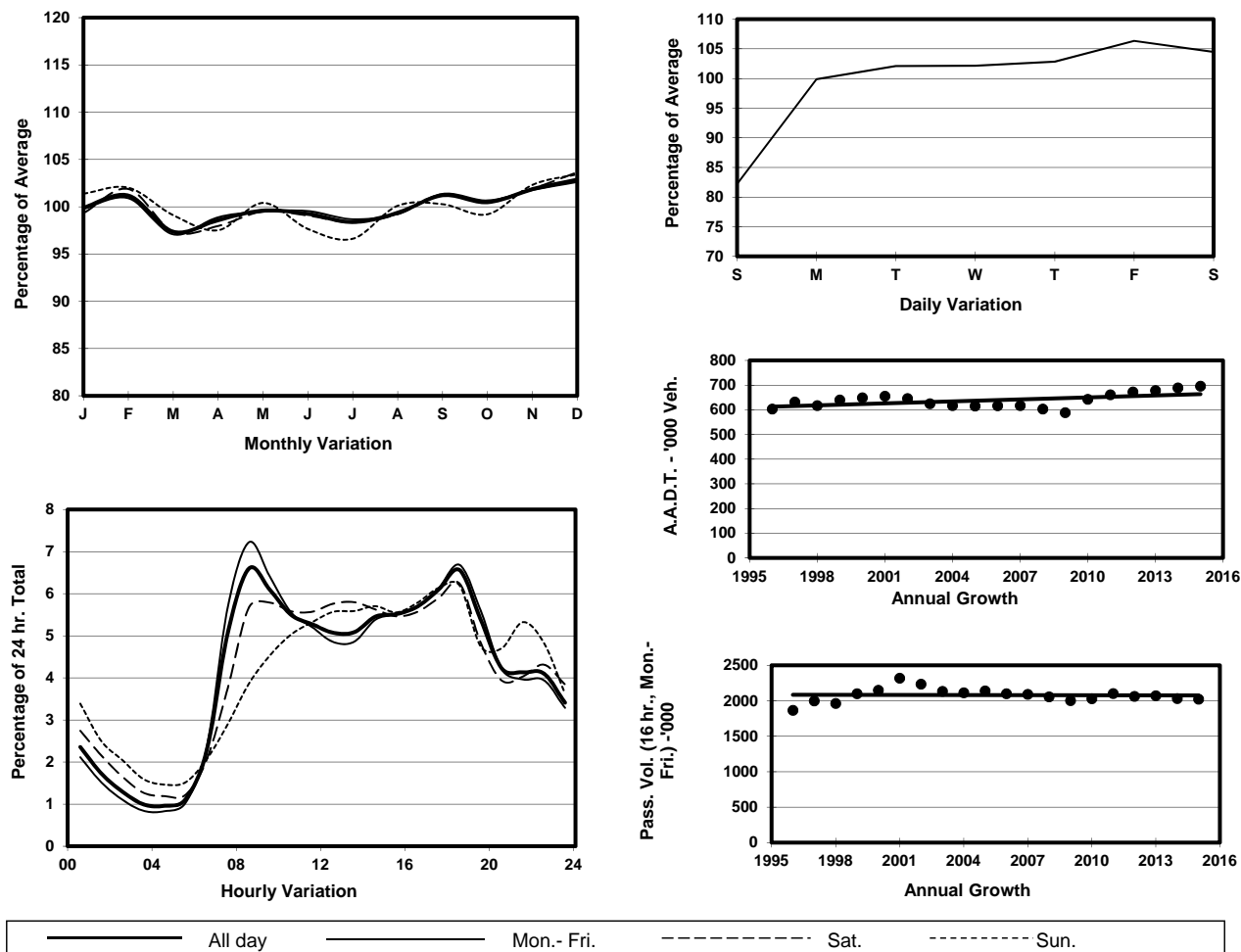
Location

Kowloon External Cordon(Kolwoon Urban Area Boundary)

Stations on Cordon/Screenline

4201, 5017, 5021, 5022, 5023, 5024, 5026, 5030, 5037, 5038, 6203, 6204 and 6214

## 1. TRAFFIC FLOW VARIATION AND GROWTH



## 2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
<b>SOUTH BOUND</b>				
A.A.D.T.	358240	371800	376810	296300
R 12 / 24 - %	71	72.3	69.3	65
R 16 / 24 - %	86.5	87.4	84.8	82.9
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	27070	30840	24520	14760
T - % (AM)	-	14.8	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	22660	23500	23390	19320
T - % (PM)	-	12.2	-	-
Prop.of commercial vehicles - 16 hr.	-	15.9	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	337510	349450	356990	281320
R 12 / 24 - %	64.8	65.9	64	59.2
R 16 / 24 - %	85.2	86.5	82.9	80.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	18830	21250	17970	11440
T - % (AM)	-	17.4	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	22980	24710	22410	16870
T - % (PM)	-	11.4	-	-
Prop.of commercial vehicles - 16 hr.	-	16	-	-

## 3. OTHER INFORMATION AND COMMENT

# Kowloon External 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	4.2	41.6	17.6	1.8	2.2	16.3	8.2	4.5	0.1	3.6
	Ocp	1.1	1.4	2.0	7.7	12.7	1.4	1.2	17.4	23.9	52.4
0800-0900 Peak Hour	Pro	2.9	47.5	15.2	0.8	1.7	16.0	9.5	3.2	0.1	3.1
	Ocp	1.1	1.4	2.0	5.6	12.9	1.5	1.3	20.7	18.9	58.9
0900-1000	Pro	1.9	41.0	16.3	0.5	1.6	21.8	11.9	1.9	0.1	3.0
	Ocp	1.1	1.4	1.9	3.0	11.5	1.4	1.2	13.1	11.9	32.3
1000-1100	Pro	2.2	34.9	17.8	0.4	1.5	24.7	14.2	1.4	0.1	3.0
	Ocp	1.1	1.4	1.8	2.3	10.1	1.4	1.2	11.6	14.5	27.9
1100-1200	Pro	1.9	35.7	15.0	0.8	1.7	25.5	14.5	1.9	0.1	2.9
	Ocp	1.1	1.4	2.0	2.6	9.7	1.4	1.2	10.3	12.1	28.1
1200-1300	Pro	1.8	38.1	14.8	1.4	1.6	23.9	13.1	2.3	0.1	2.9
	Ocp	1.1	1.4	2.0	5.8	8.4	1.4	1.3	13.4	11.4	28.1
1300-1400	Pro	1.8	34.8	15.3	0.9	1.7	24.8	15.3	2.4	0.1	3.0
	Ocp	1.1	1.4	2.1	5.2	10.7	1.5	1.2	12.0	12.2	30.1
1400-1500	Pro	2.1	36.1	14.6	0.6	1.6	26.3	14.3	1.7	0.1	2.7
	Ocp	1.1	1.5	2.0	2.3	10.5	1.5	1.2	9.7	17.8	30.4
1500-1600	Pro	2.0	37.2	14.2	1.3	1.6	25.1	13.9	2.0	0.1	2.7
	Ocp	1.1	1.4	2.0	6.4	11.1	1.4	1.2	12.7	16.9	30.4
1600-1700	Pro	2.6	38.8	14.6	1.3	1.5	23.5	11.7	2.9	0.1	3.0
	Ocp	1.1	1.4	1.8	4.2	12.3	1.5	1.2	11.1	16.5	34.9
1700-1800	Pro	3.6	43.5	14.2	1.1	1.9	20.5	9.3	2.6	0.1	3.2
	Ocp	1.1	1.4	1.9	4.2	12.7	1.4	1.2	13.2	13.4	45.9
1800-1900	Pro	4.2	54.8	12.6	0.3	2.3	14.1	6.2	2.4	0.1	3.1
	Ocp	1.1	1.5	2.1	3.1	13.5	1.3	1.1	19.6	22.1	61.0
1900-2000	Pro	2.7	58.6	14.9	0.2	2.6	9.8	5.3	2.4	0.1	3.5
	Ocp	1.1	1.3	2.0	2.2	11.0	1.3	1.1	14.0	17.1	49.4
2000-2100	Pro	2.3	54.0	20.2	0.1	2.6	9.5	5.0	2.2	0.1	4.0
	Ocp	1.2	1.4	1.9	2.1	9.4	1.3	1.1	8.9	17.8	34.9
2100-2200	Pro	2.8	49.7	26.1	0.1	3.0	7.8	4.6	1.7	0.1	4.1
	Ocp	1.1	1.4	1.9	1.3	10.0	1.4	1.1	10.9	13.6	32.7
2200-2300	Pro	2.8	51.0	28.2	0.1	3.5	5.6	3.7	1.1	0.1	4.0
	Ocp	1.2	1.6	1.9	3.2	9.0	1.3	1.1	10.1	6.9	35.6
16 hours	Pro	2.7	43.5	16.5	0.7	2.0	18.8	10.2	2.3	0.1	3.2
	Ocp	1.1	1.4	1.9	4.9	11.1	1.4	1.2	14.2	15.7	39.7

### 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