

YEAR 2018

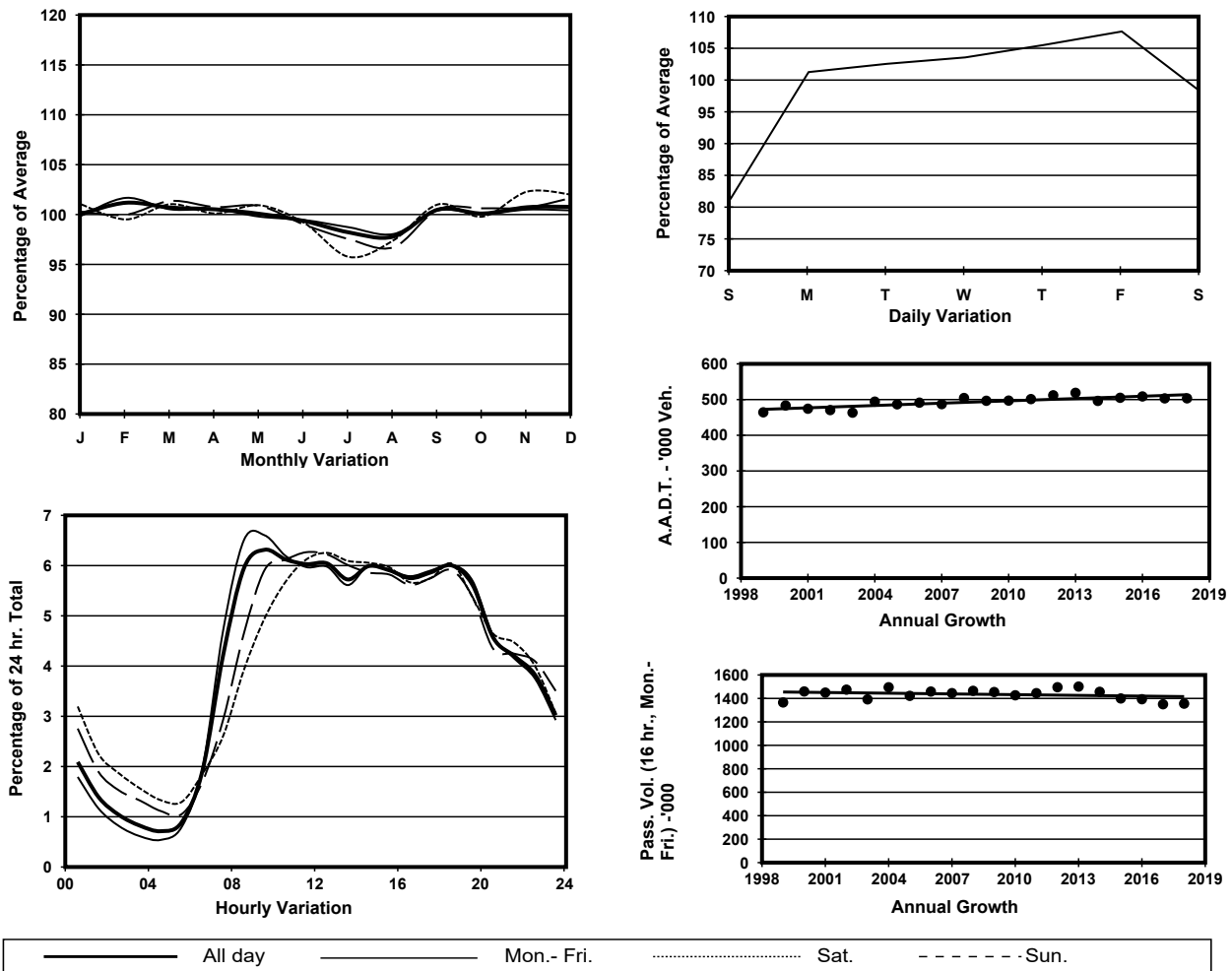
Location

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.	251190	263180	254080	206460
R 12 / 24 - %	67.9	69.4	64.9	62.1
R 16 / 24 - %	87.1	88.6	83.5	81.7
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	15040	16660	14010	9070
T - % (AM)	-	9.4	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	15330	16220	14990	12320
T - % (PM)	-	8.9	-	-
Prop.of commercial vehicles - 16 hr.	-	8.1	-	-
IN BOUND				
A.A.D.T.	252270	266330	245680	206840
R 12 / 24 - %	71.9	73	69.4	68.1
R 16 / 24 - %	89.2	90.2	86.9	85.5
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	16750	18380	15570	11430
T - % (AM)	-	9.8	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	14900	15640	14530	12640
T - % (PM)	-	7.9	-	-
Prop.of commercial vehicles - 16 hr.	-	7.6	-	-

3. OTHER INFORMATION AND COMMENT

Hong Kong Internal Cordon Year 2018

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	3.0	31.0	39.6	2.6	2.0	10.1	1.7	4.5	0.3	5.2
	Ocp	1.1	1.4	2.0	8.1	10.8	1.4	1.4	13.9	19.1	24.0
0800-0900	Pro	2.2	44.7	32.5	0.9	1.2	8.0	1.2	3.9	0.2	5.3
	Ocp	1.0	1.3	2.0	6.7	11.6	1.6	1.5	17.4	23.8	32.0
0900-1000 Peak Hour	Pro	1.9	42.4	32.5	0.5	0.9	13.0	1.6	2.2	0.1	4.8
	Ocp	1.1	1.4	2.0	2.4	9.9	1.6	1.5	11.3	18.3	18.5
1000-1100	Pro	2.3	38.4	33.6	0.7	0.9	16.7	2.1	1.3	0.2	3.8
	Ocp	1.0	1.4	2.0	2.6	7.2	1.5	1.4	7.9	8.9	15.1
1100-1200	Pro	2.6	41.0	30.3	0.5	0.9	17.8	1.5	1.9	0.2	3.4
	Ocp	1.0	1.4	2.1	3.1	8.0	1.5	1.4	10.3	9.1	17.1
1200-1300	Pro	2.8	45.8	31.1	0.7	0.7	12.3	1.7	1.8	0.2	3.1
	Ocp	1.0	1.4	2.1	5.5	9.0	1.5	1.5	10.1	9.3	17.6
1300-1400	Pro	2.8	42.7	31.7	0.5	0.9	14.3	1.7	1.9	0.2	3.4
	Ocp	1.0	1.4	2.1	2.5	8.6	1.5	1.4	10.4	9.9	19.2
1400-1500	Pro	2.2	43.3	31.0	0.6	0.8	15.3	1.5	1.9	0.2	3.2
	Ocp	1.0	1.4	2.2	3.6	8.8	1.6	1.6	8.9	12.2	17.8
1500-1600	Pro	2.2	46.4	28.7	1.1	0.7	13.5	1.3	2.3	0.2	3.5
	Ocp	1.1	1.4	2.1	6.3	8.3	1.5	1.4	13.0	10.4	19.0
1600-1700	Pro	2.4	48.5	26.3	1.4	0.9	12.5	1.0	2.8	0.2	4.0
	Ocp	1.1	1.4	2.1	3.9	9.9	1.5	1.3	9.7	12.7	20.0
1700-1800	Pro	3.1	49.5	29.3	0.9	0.8	7.8	0.7	3.4	0.2	4.3
	Ocp	1.1	1.5	2.1	3.0	10.5	1.5	1.2	12.3	14.9	26.4
1800-1900	Pro	3.2	53.4	29.2	0.3	0.9	4.8	0.4	3.3	0.2	4.4
	Ocp	1.1	1.3	2.1	3.2	11.7	1.6	1.4	18.3	19.0	33.1
1900-2000	Pro	3.0	49.9	36.7	0.2	0.7	2.7	0.3	2.4	0.2	3.9
	Ocp	1.1	1.3	2.0	2.6	11.7	1.5	1.4	14.1	14.0	27.3
2000-2100	Pro	2.7	42.1	44.8	0.1	0.9	2.6	0.6	1.6	0.2	4.4
	Ocp	1.1	1.4	1.9	1.3	8.7	1.5	1.5	10.0	8.8	19.5
2100-2200	Pro	2.7	37.9	49.6	0.2	0.8	2.5	0.5	1.1	0.3	4.5
	Ocp	1.1	1.4	2.0	2.0	7.5	1.5	1.6	7.8	8.6	20.7
2200-2300	Pro	2.5	39.3	48.6	0.1	0.8	2.6	0.7	0.6	0.3	4.7
	Ocp	1.1	1.4	2.0	1.3	6.8	1.4	1.5	10.1	8.7	19.9
16 hours	Pro	2.6	43.9	33.8	0.7	0.9	10.2	1.2	2.4	0.2	4.1
	Ocp	1.1	1.4	2.0	4.9	9.5	1.5	1.4	12.6	13.0	22.3

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