

YEAR 2019

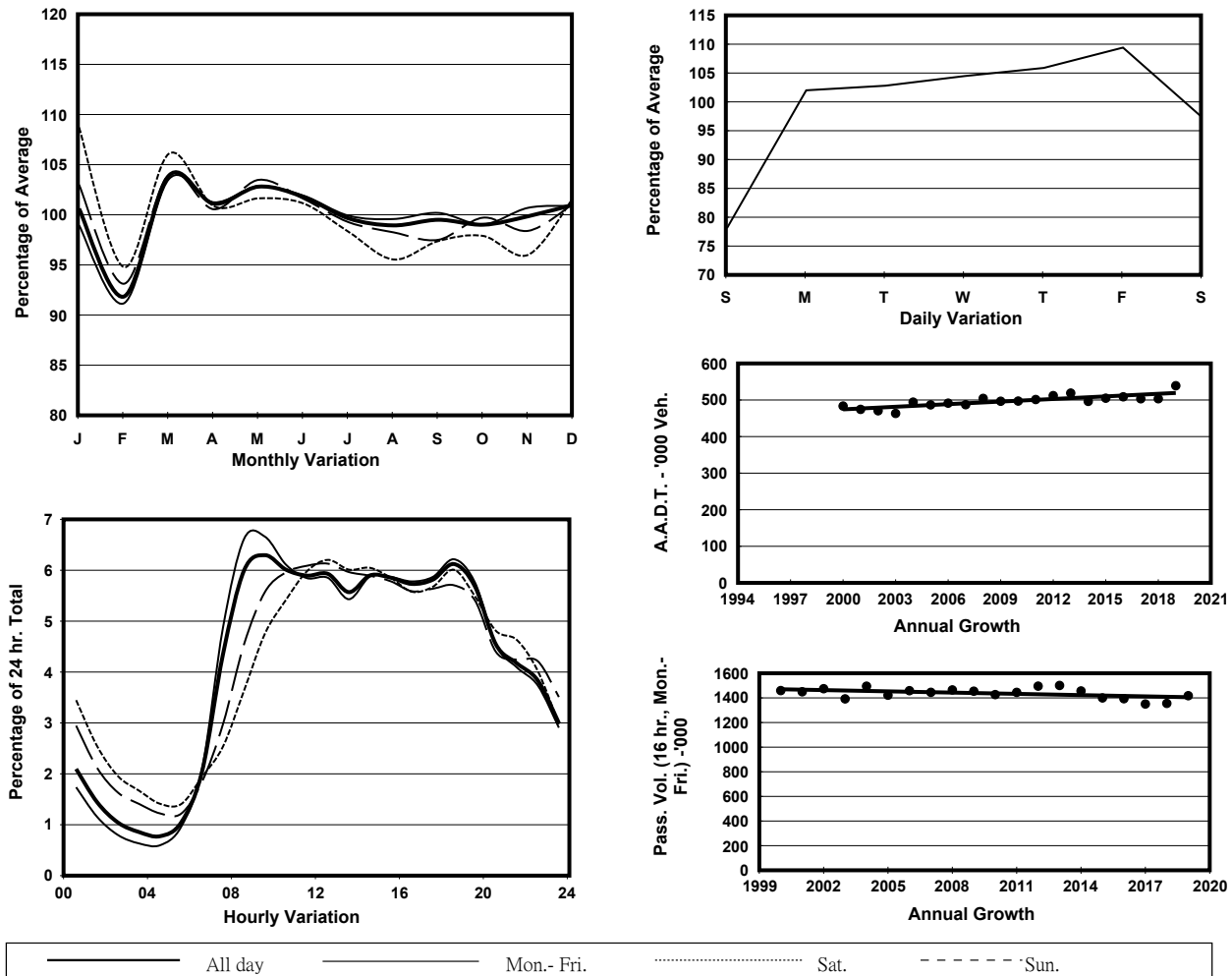
Location

Hong Kong Internal Cordon(Central District)

Stations on Cordon/Screenline

1001, 1007, 1031, 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.	273360	289740	272010	215920
R 12 / 24 - %	69	70.6	65.5	63
R 16 / 24 - %	87.6	89.1	84	82.3
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	16720	18900	14240	9760
T - % (AM)	-	8.4	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	17170	18550	15800	13090
T - % (PM)	-	7.5	-	-
Prop.of commercial vehicles - 16 hr.	-	7.2	-	-
IN BOUND				
A.A.D.T.	265710	282800	258680	209900
R 12 / 24 - %	69.9	71.4	66.2	64.5
R 16 / 24 - %	87.8	89.2	84.2	83
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	17220	19680	15350	10510
T - % (AM)	-	9	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	15830	17040	14480	12500
T - % (PM)	-	6.9	-	-
Prop.of commercial vehicles - 16 hr.	-	6.9	-	-

3. OTHER INFORMATION AND COMMENT

**Hong Kong Internal Cordon
Year 2019**

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	31.5	37.8	2.3	1.9	12.9	1.9	3.5	0.2	5.0
	Ocp	1.0	1.4	2.0	7.1	9.9	1.4	1.5	12.6	19.9	27.3
0800-0900	Pro	2.4	46.6	30.8	0.9	1.0	8.9	1.1	3.5	0.2	4.7
	Ocp	1.0	1.4	2.0	5.8	10.3	1.6	1.7	15.8	21.6	36.6
0900-1000 Peak Hour	Pro	1.8	46.1	30.3	0.5	0.9	12.8	1.5	1.9	0.1	4.1
	Ocp	1.0	1.4	2.0	2.4	9.3	1.6	1.4	9.7	18.4	19.6
1000-1100	Pro	1.7	44.1	29.3	0.5	0.9	16.9	1.5	1.6	0.1	3.3
	Ocp	1.1	1.4	2.0	2.6	7.9	1.5	1.4	6.1	11.8	17.6
1100-1200	Pro	3.1	43.5	28.2	0.7	0.5	17.8	1.3	1.8	0.1	3.0
	Ocp	1.0	1.4	2.1	2.5	9.2	1.5	1.4	8.0	13.3	18.3
1200-1300	Pro	2.9	45.1	30.5	0.9	0.7	13.5	1.5	1.7	0.1	3.0
	Ocp	1.0	1.4	2.1	5.3	9.6	1.5	1.4	9.9	12.0	18.7
1300-1400	Pro	2.8	44.3	30.9	0.6	0.9	14.4	1.3	1.6	0.1	3.1
	Ocp	1.1	1.4	2.0	2.6	8.4	1.5	1.4	10.3	14.9	20.7
1400-1500	Pro	2.8	45.8	28.8	0.7	0.7	14.8	1.7	1.7	0.1	2.9
	Ocp	1.0	1.4	2.2	2.7	9.6	1.6	1.4	8.5	15.4	19.8
1500-1600	Pro	2.2	47.7	28.6	0.9	0.7	13.3	1.3	2.1	0.2	3.1
	Ocp	1.1	1.4	2.2	4.2	9.7	1.6	1.4	11.6	12.3	19.9
1600-1700	Pro	2.8	52.3	23.9	1.3	0.7	12.1	1.1	2.2	0.2	3.5
	Ocp	1.1	1.4	2.2	5.7	10.5	1.5	1.3	7.5	16.3	23.1
1700-1800	Pro	3.1	52.0	27.5	0.8	0.8	8.3	0.8	2.7	0.2	3.9
	Ocp	1.0	1.4	2.2	2.4	10.6	1.5	1.4	9.0	18.7	27.4
1800-1900	Pro	4.3	56.7	25.6	0.2	0.8	5.3	0.3	2.7	0.2	4.0
	Ocp	1.1	1.4	2.2	4.7	13.0	1.5	1.6	19.1	21.6	36.5
1900-2000	Pro	2.9	57.3	29.3	0.2	0.7	3.3	0.4	2.1	0.2	3.7
	Ocp	1.1	1.4	2.1	1.8	12.5	1.4	1.3	11.3	18.7	28.4
2000-2100	Pro	3.0	47.3	40.8	0.1	0.5	2.7	0.3	1.1	0.2	4.0
	Ocp	1.1	1.4	2.1	2.0	8.6	1.4	1.4	7.9	9.5	21.9
2100-2200	Pro	2.5	43.5	43.9	0.2	0.7	2.6	0.9	1.0	0.3	4.4
	Ocp	1.1	1.4	2.0	3.2	7.5	1.5	1.6	6.2	9.3	20.7
2200-2300	Pro	1.9	43.1	45.9	0.3	0.8	2.7	0.5	0.5	0.3	4.0
	Ocp	1.2	1.5	2.0	1.8	8.5	1.5	1.7	5.9	8.4	19.7
16 hours	Pro	2.7	47.0	31.2	0.7	0.8	10.6	1.1	2.0	0.2	3.7
	Ocp	1.1	1.4	2.1	4.5	9.8	1.5	1.5	11.1	15.2	24.4

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