

YEAR 2020

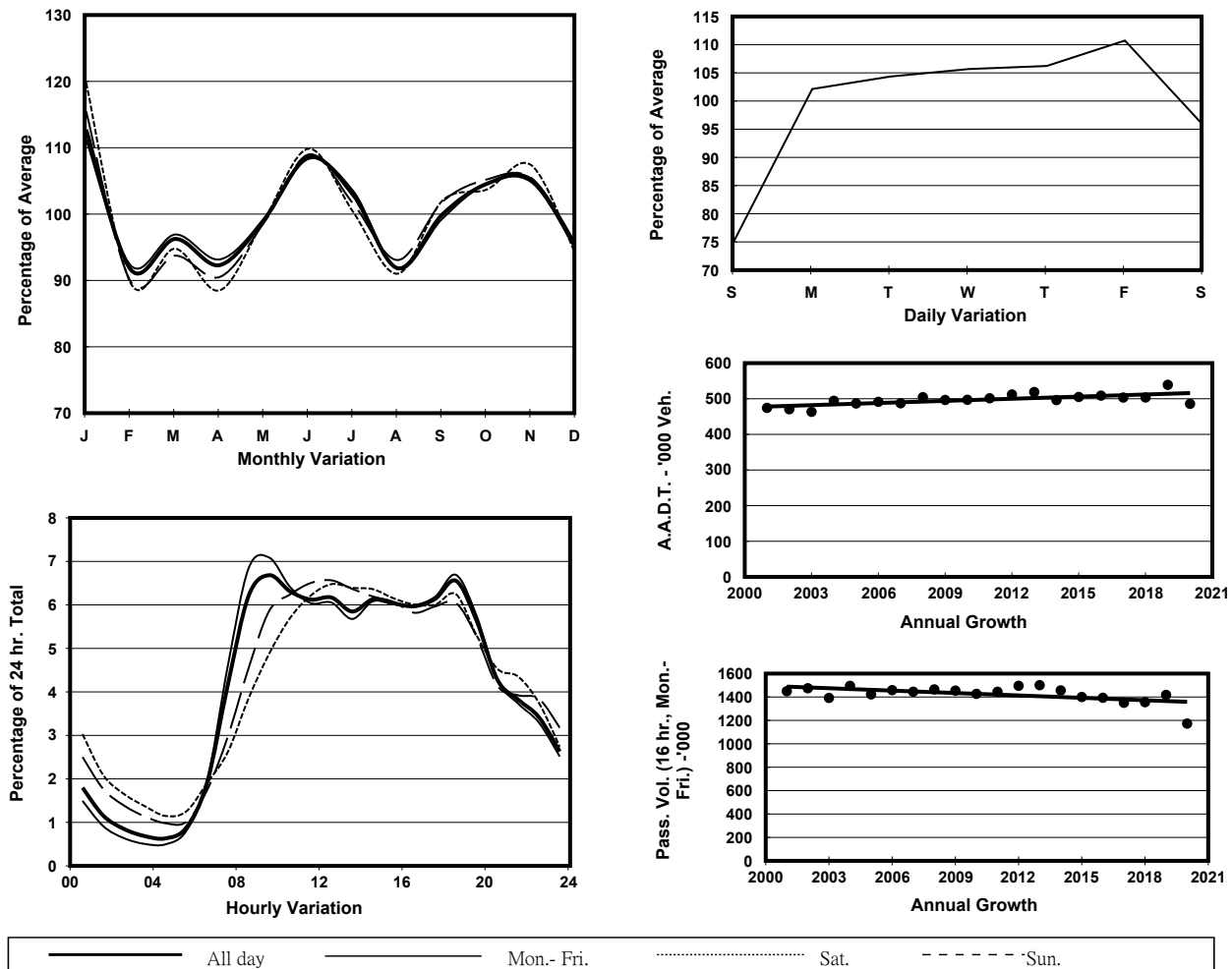
Location

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.
<b>OUT BOUND</b>				
A.A.D.T.	240930	258930	234690	178800
R 12 / 24 - %	71.9	73.6	68.2	65.2
R 16 / 24 - %	89.5	90.9	85.6	83.9
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	15810	18450	12310	7530
T - % (AM)	-	7.6	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	16680	18540	14350	11210
T - % (PM)	-	7.4	-	-
Prop.of commercial vehicles - 16 hr.	-	7.2	-	-
<b>IN BOUND</b>				
A.A.D.T.	244820	261580	235790	192140
R 12 / 24 - %	72.7	73.8	70.1	68.5
R 16 / 24 - %	89.5	90.5	87	85.7
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	16650	18800	15280	10580
T - % (AM)	-	8.8	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	15150	16280	14080	11960
T - % (PM)	-	6.6	-	-
Prop.of commercial vehicles - 16 hr.	-	6.8	-	-

## 3. OTHER INFORMATION AND COMMENT

# Hong Kong Internal Cordon Year 2020

## 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	4.0	31.1	36.0	0.8	2.4	13.8	2.2	2.8	0.3	6.5
	Ocp	1.0	1.4	1.9	4.4	8.3	1.4	1.2	12.6	13.4	22.9
0800-0900	Pro	2.9	47.2	29.9	0.6	1.0	8.7	1.5	2.8	0.2	5.3
	Ocp	1.0	1.3	1.9	3.4	11.4	1.7	1.5	15.6	20.1	31.0
0900-1000 Peak Hour	Pro	2.0	49.9	26.6	0.4	0.9	13.1	1.7	1.3	0.1	3.9
	Ocp	1.0	1.4	1.7	3.4	8.8	1.6	1.5	6.7	14.9	19.4
1000-1100	Pro	1.9	51.3	23.6	0.6	0.6	15.6	1.9	0.9	0.1	3.4
	Ocp	1.0	1.3	1.8	2.0	6.4	1.5	1.5	4.2	9.6	15.7
1100-1200	Pro	3.3	46.8	24.6	0.8	0.6	18.1	1.6	0.9	0.1	3.0
	Ocp	1.0	1.4	1.8	2.4	6.3	1.5	1.4	3.3	8.2	16.2
1200-1300	Pro	3.7	48.9	26.8	0.7	0.7	13.4	1.6	1.1	0.1	2.9
	Ocp	1.0	1.4	1.9	2.8	8.4	1.6	1.5	6.3	11.0	15.6
1300-1400	Pro	3.2	47.8	25.1	0.8	0.7	15.3	2.2	1.3	0.2	3.4
	Ocp	1.0	1.4	1.9	5.4	8.4	1.5	1.4	6.6	11.5	17.4
1400-1500	Pro	2.5	50.0	24.9	0.4	0.7	16.0	1.7	0.9	0.1	2.8
	Ocp	1.1	1.4	1.9	4.1	7.4	1.6	1.3	3.8	9.9	17.2
1500-1600	Pro	2.5	52.3	23.5	0.8	0.6	14.3	1.6	1.2	0.2	3.1
	Ocp	1.0	1.5	1.9	3.4	7.9	1.5	1.4	4.5	10.7	17.4
1600-1700	Pro	2.7	53.4	23.2	0.7	0.7	12.9	1.3	1.4	0.2	3.5
	Ocp	1.0	1.4	1.8	3.0	8.0	1.5	1.2	4.8	10.9	18.8
1700-1800	Pro	3.6	54.7	25.2	0.7	0.7	8.8	0.5	1.6	0.2	4.1
	Ocp	1.1	1.4	1.9	2.9	8.9	1.5	1.4	5.0	14.6	26.2
1800-1900	Pro	3.5	59.3	24.8	0.2	0.6	4.8	0.4	2.2	0.2	4.0
	Ocp	1.1	1.4	2.0	2.6	11.9	1.5	1.5	18.0	17.4	33.7
1900-2000	Pro	3.0	58.6	28.8	0.1	0.5	3.3	0.5	1.5	0.2	3.4
	Ocp	1.1	1.4	1.9	3.3	10.4	1.4	1.5	10.0	11.2	24.6
2000-2100	Pro	3.9	46.3	39.3	0.2	0.8	3.3	0.8	0.7	0.3	4.4
	Ocp	1.1	1.4	1.7	1.9	7.9	1.5	1.4	6.8	7.8	16.5
2100-2200	Pro	3.1	43.8	41.9	0.2	1.1	3.0	0.8	0.4	0.3	5.2
	Ocp	1.1	1.4	1.7	3.5	4.5	1.5	1.5	1.7	6.8	14.4
2200-2300	Pro	3.1	42.8	43.4	0.5	1.0	2.2	0.9	0.6	0.3	5.3
	Ocp	1.1	1.5	1.7	2.3	7.2	1.4	1.3	3.0	5.0	13.0
16 hours	Pro	3.0	49.7	28.1	0.5	0.8	10.9	1.4	1.4	0.2	3.9
	Ocp	1.1	1.4	1.8	3.3	8.4	1.5	1.4	9.3	11.6	21.0

**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