

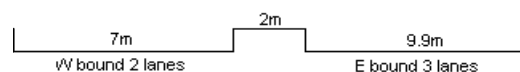
YEAR 2009

COVERAGE (B) STATION 2216

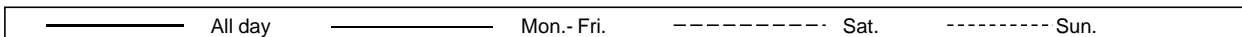
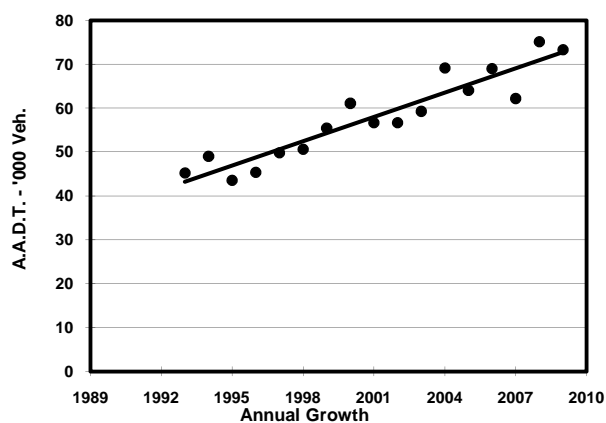
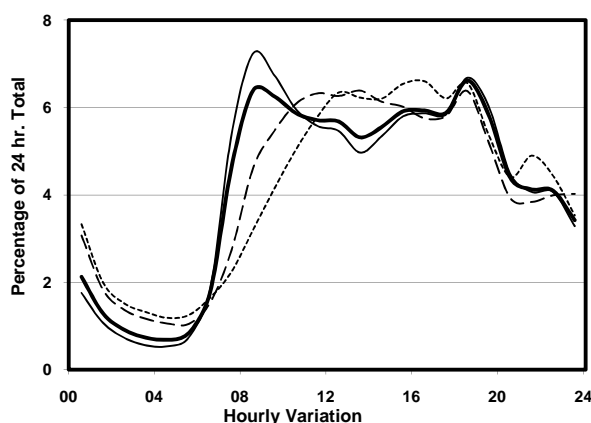
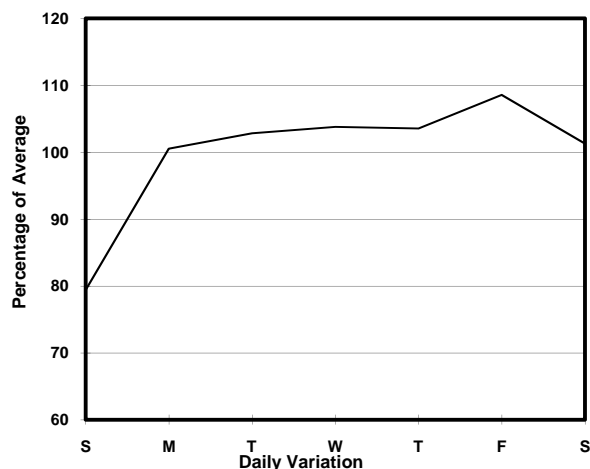
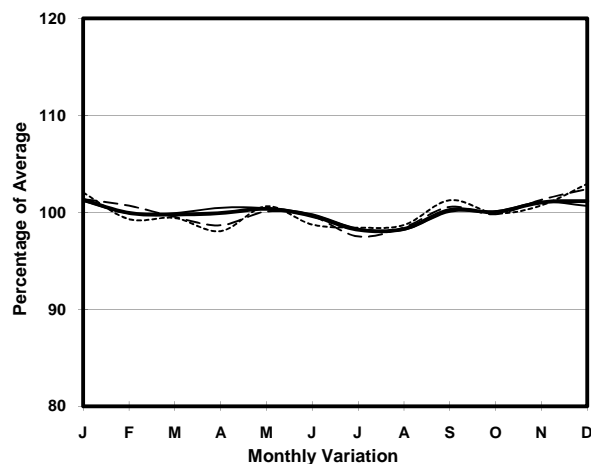
ROAD NETWORK MAJOR

ROAD TYPE PRIMARY DISTRIBUTOR

LINK CONNAUGHT RD FO <H173> (from RAMP NR GILMAN ST to THE NEAREST DIVERGING & MERGING POINTS WEST OF SHUN TAK CENTRE)



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	34680	36280	36050	27980
R 12 / 24 - %	72.6	74	70.2	66.6
R 16 / 24 - %	88.8	90	86	84.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2560	3070	2240	1200
T - % (AM)	-	5.7	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2050	2080	2190	1910
T - % (PM)	-	4.9	-	-
Prop.of commercial vehicles - 16 hr.	-	6.6	-	-
WEST BOUND				
A.A.D.T.	38610	40670	39010	30900
R 12 / 24 - %	67.3	68.1	65.9	63.8
R 16 / 24 - %	87.7	89	83.9	83.8
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2130	2490	1870	1250
T - % (AM)	-	7.1	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1600-1700
One-way flow at PM peak hour	2800	3050	2590	2070
T - % (PM)	-	5.6	-	-
Prop.of commercial vehicles - 16 hr.	-	5.3	-	-

3. OTHER INFORMATION AND COMMENT

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	3.7	20.5	49.1	1.6	3.6	12.7	3.4	3.9	0.1	1.3
	Ocp	1.1	1.5	1.9	3.8	10.3	1.6	1.3	15.3	1.8	24.0
0800-0900	Pro	2.6	47.5	30.7	0.8	3.5	8.6	1.9	2.8	0.1	1.5
	Ocp	1.2	1.5	1.9	5.5	11.8	1.7	1.4	23.4	8.3	34.2
0900-1000	Pro	1.9	30.7	42.6	0.5	1.8	15.7	4.6	0.9	0.1	1.3
	Ocp	1.2	1.4	1.9	2.1	14.3	1.9	1.5	9.6	7.0	25.4
1000-1100	Pro	2.1	38.2	29.8	1.2	0.8	21.1	3.9	1.7	0.1	1.3
	Ocp	1.1	1.6	2.0	2.1	7.9	1.7	1.7	11.4	2.3	12.0
1100-1200	Pro	2.7	36.7	25.9	0.9	1.6	25.1	4.6	1.2	0.1	1.0
	Ocp	1.1	1.6	2.1	2.8	4.9	1.7	1.5	9.5	2.7	14.8
1200-1300	Pro	2.1	41.8	28.1	1.7	0.8	18.7	4.3	1.2	0.1	1.3
	Ocp	1.1	1.7	2.2	3.3	6.5	1.8	1.5	18.3	6.0	14.7
1300-1400	Pro	1.4	40.8	28.7	1.2	1.3	19.8	4.3	1.3	0.1	1.3
	Ocp	1.0	1.6	2.1	2.5	9.5	1.6	1.3	14.4	4.7	15.5
1400-1500	Pro	2.1	36.3	31.7	1.0	0.7	21.6	4.0	1.5	0.1	1.1
	Ocp	1.1	1.7	2.3	1.7	10.6	1.5	1.2	12.8	6.0	17.1
1500-1600	Pro	2.4	41.4	26.2	1.7	0.6	19.7	5.1	1.7	0.1	1.0
	Ocp	1.0	1.5	2.4	3.2	8.1	1.5	1.3	20.9	4.5	17.9
1600-1700	Pro	2.8	40.3	30.1	2.0	1.4	17.9	2.4	1.8	0.1	1.2
	Ocp	1.1	1.5	2.2	3.2	7.4	1.6	1.3	10.6	6.3	17.3
1700-1800	Pro	3.1	48.7	28.5	2.1	1.5	12.2	1.1	1.3	0.1	1.3
	Ocp	1.1	1.5	2.2	4.5	13.8	1.9	1.3	18.3	13.0	20.9
1800-1900	Pro	3.5	50.6	30.9	0.6	2.1	7.1	1.3	2.6	0.1	1.4
	Ocp	1.1	1.6	2.6	2.3	15.2	1.6	1.5	32.3	21.0	41.3
1900-2000	Pro	2.4	52.8	31.9	0.6	2.5	5.1	0.6	2.5	0.1	1.6
	Ocp	1.1	1.6	2.2	2.3	13.7	2.0	1.1	19.4	12.0	29.0
2000-2100	Pro	2.7	43.9	42.7	0.0	2.7	3.9	1.2	1.3	0.1	1.6
	Ocp	1.3	1.6	2.3	0.0	8.0	1.5	1.5	27.6	20.0	13.1
2100-2200	Pro	1.4	39.6	49.6	0.0	2.9	3.3	1.3	0.7	0.1	1.2
	Ocp	1.3	1.4	1.4	0.0	8.1	1.5	1.2	20.4	9.0	13.1
2200-2300	Pro	1.9	41.2	47.7	0.4	3.2	2.5	1.3	1.0	0.0	0.8
	Ocp	1.2	1.5	2.3	2.3	12.0	1.6	1.5	21.0	0.0	13.2
16 hours	Pro	2.4	41.2	33.9	1.0	1.9	13.6	2.8	1.8	0.1	1.3
	Ocp	1.1	1.5	2.1	3.2	10.9	1.7	1.4	18.9	7.7	21.9

Legend

- Pro.** Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)
- Ocp.** Average occupancy of vehicles
- M&H** Medium and Heavy