

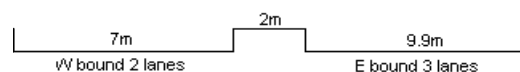
YEAR 2010

COVERAGE (B) STATION 2216

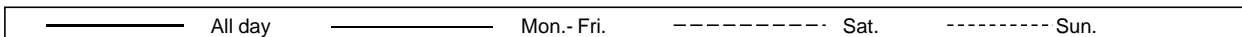
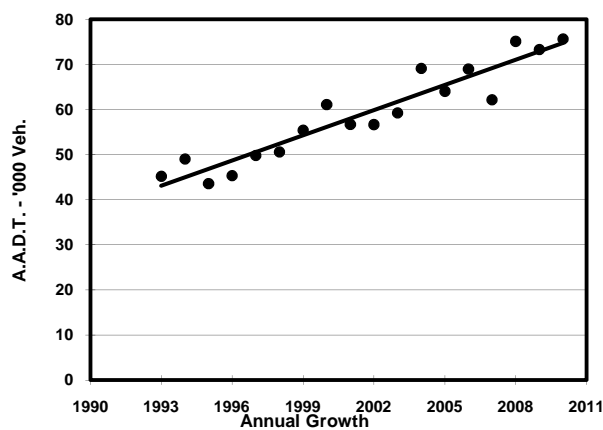
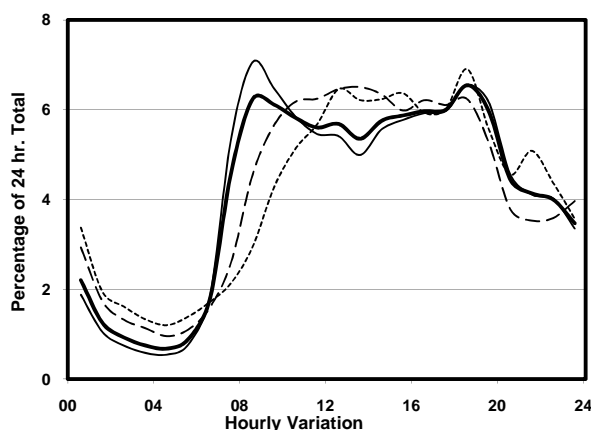
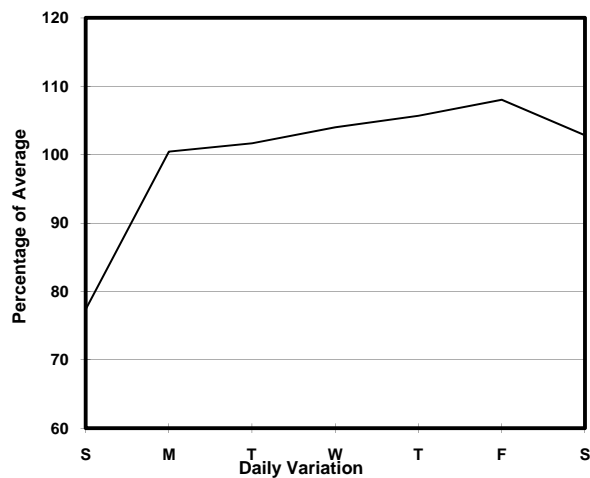
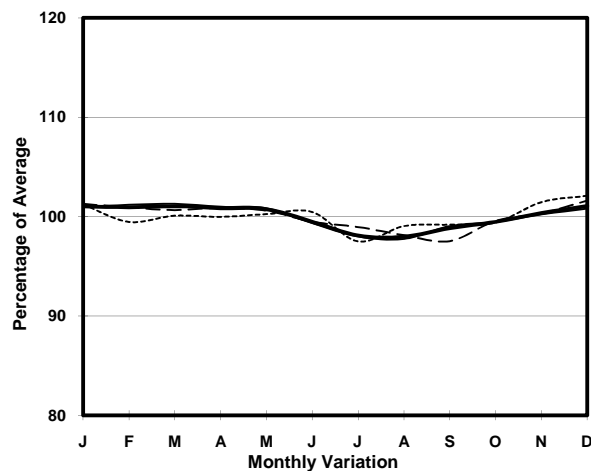
ROAD NETWORK MAJOR

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.	35570	37270	37740	27980
R 12 / 24 - %	72.2	73.4	70.9	66
R 16 / 24 - %	88.7	89.8	86.4	84.4
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2550	3070	2370	1270
T - % (AM)	-	6.5	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	2110	2130	2300	2050
T - % (PM)	-	4.6	-	-
Prop.of commercial vehicles - 16 hr.	-	6.6	-	-
WEST BOUND				
A.A.D.T.	40080	42350	40990	31270
R 12 / 24 - %	67.1	67.7	67.4	62.8
R 16 / 24 - %	87.6	88.8	84.3	83.4
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2170	2550	2080	1270
T - % (AM)	-	5.4	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	2840	3090	2640	2050
T - % (PM)	-	5.9	-	-
Prop.of commercial vehicles - 16 hr.	-	5.6	-	-

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	3.1	22.7	44.9	1.9	3.2	15.5	3.2	3.9	0.1	1.5
	Ocp	1.1	1.3	1.7	6.1	9.5	1.4	1.3	15.9	13.8	25.4
0800-0900	Pro	3.0	47.1	32.2	1.0	3.4	7.2	1.4	3.3	0.2	1.3
	Ocp	1.1	1.4	1.9	4.3	12.7	1.6	1.4	24.9	18.0	40.2
0900-1000	Pro	2.3	36.5	35.2	0.6	2.8	15.7	2.9	2.1	0.1	1.8
	Ocp	1.0	1.4	2.0	2.1	11.2	1.7	1.5	11.9	16.4	25.5
1000-1100	Pro	1.6	40.4	36.1	0.2	0.9	15.4	3.3	0.9	0.2	1.0
	Ocp	1.1	1.6	2.1	2.3	7.3	1.7	1.5	10.9	4.0	19.3
1100-1200	Pro	1.9	38.0	30.0	1.4	1.1	20.2	3.5	2.3	0.1	1.3
	Ocp	1.0	1.4	2.2	1.6	6.1	1.6	1.8	12.6	6.8	17.5
1200-1300	Pro	1.6	48.1	22.2	1.7	1.0	17.4	5.2	1.5	0.2	1.0
	Ocp	1.0	1.5	2.4	3.9	5.4	1.6	1.3	9.1	5.4	19.4
1300-1400	Pro	2.2	38.1	29.9	1.1	1.3	18.6	5.9	1.9	0.1	1.0
	Ocp	1.0	1.5	2.1	1.9	8.5	1.7	1.4	13.7	5.5	27.3
1400-1500	Pro	1.9	45.3	25.3	0.8	0.9	18.7	4.2	1.8	0.2	0.9
	Ocp	1.1	1.5	2.4	3.1	7.9	1.6	1.5	6.1	6.0	24.0
1500-1600	Pro	2.3	40.8	27.2	1.5	1.2	20.4	4.1	1.3	0.2	1.0
	Ocp	1.1	1.5	2.3	3.1	9.2	1.7	1.6	15.6	4.6	21.2
1600-1700	Pro	1.5	46.9	26.9	2.2	1.2	16.5	2.2	1.2	0.2	1.2
	Ocp	1.1	1.5	2.2	2.7	10.0	1.8	1.5	5.6	8.6	20.4
1700-1800	Pro	2.9	46.5	26.8	1.6	2.4	14.4	1.1	2.6	0.2	1.5
	Ocp	1.2	1.6	2.4	5.1	10.8	1.6	1.1	14.5	17.0	30.5
1800-1900	Pro	3.6	52.7	27.8	0.2	2.7	7.7	0.7	3.3	0.1	1.3
	Ocp	1.1	1.5	2.6	6.0	12.3	1.5	1.4	27.2	31.9	48.6
1900-2000	Pro	2.0	52.7	34.6	0.2	1.7	3.7	0.8	2.5	0.1	1.6
	Ocp	1.1	1.4	2.3	1.7	12.6	1.3	1.2	24.8	19.5	27.3
2000-2100	Pro	1.5	42.0	46.1	0.1	2.4	4.0	0.8	1.7	0.1	1.4
	Ocp	1.2	1.3	2.4	1.0	9.0	1.7	1.6	18.5	15.7	24.4
2100-2200	Pro	2.5	44.3	45.1	0.0	2.5	2.7	1.0	1.0	0.2	0.9
	Ocp	1.1	1.6	2.3	0.0	9.4	1.5	1.3	4.7	8.4	27.0
2200-2300	Pro	1.7	37.2	52.0	0.3	3.9	2.0	0.9	0.8	0.2	0.9
	Ocp	1.2	1.7	2.2	1.0	9.5	1.4	1.3	1.6	4.3	22.3
16 hours	Pro	2.2	43.0	33.0	0.9	2.0	12.7	2.6	2.1	0.2	1.3
	Ocp	1.1	1.5	2.2	3.5	10.3	1.6	1.4	16.8	11.6	27.2

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