YEAR	2011	**LINK**	CONNAUGHT RD FO <H173> (from RAMP NR GILMAN ST to THE NEAREST DIVERGING & MERGING POINTS WEST OF SHUN TAK CENTRE)
COVERAGE (B) STATION	2216		
ROAD NETWORK	MAJOR		
ROAD TYPE	PRIMARY DISTRIBUTOR		

1. TRAFFIC FLOW VARIATION AND GROWTH

All day — Mon.- Fri. — Sat. — Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	37370	39370	38430	29380
R 12 / 24 - %	72.3	72.5	73	70.4
R 16 / 24 - %	86.7	86.5	87.1	87
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	2790	3360	2450	1560
T - % (AM)	-	10.5	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	2190	2200	2460	2090
T - % (PM)	-	5.8	-	-
Prop.of commercial vehicles - 16 hr.	-	6.6	-	-
WEST BOUND				
A.A.D.T.	41630	44150	41800	32350
R 12 / 24 - %	68.8	69.1	68.2	67.2
R 16 / 24 - %	87.1	87.2	86.6	86.7
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	2260	2650	2140	1550
T - % (AM)	-	12.6	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	2860	3070	2750	2140
T - % (PM)	-	6.3	-	-
Prop.of commercial vehicles - 16 hr.	-	5.9	-	-

3. OTHER INFORMATION AND COMMENT

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	3.3	19.1	48.2	2.4	3.5	12.0	5.7	4.4	0.2	1.2
Peak hour	Ocp	1.2	1.5	1.9	8.2	13.4	1.5	1.3	18.0	10.3	31.6
0800-0900	Pro	2.8	46.0	34.0	0.6	3.1	7.5	1.4	3.1	0.1	1.4
	Ocp	1.1	1.5	1.9	5.0	12.8	1.6	1.5	25.5	23.9	42.5
0900-1000	Pro	1.9	43.0	35.1	0.6	1.2	11.4	4.3	0.9	0.1	1.5
	Ocp	1.0	1.6	1.8	1.9	11.2	1.7	1.5	15.4	11.3	22.2
1000-1100	Pro	2.2	28.6	36.1	0.6	1.0	23.0	6.3	0.9	0.1	1.3
	Ocp	1.0	1.6	2.1	2.8	7.9	1.5	1.4	15.8	6.0	19.4
1100-1200	Pro	2.5	40.6	26.1	0.8	1.1	22.3	3.7	1.5	0.1	1.2
	Ocp	1.0	1.4	1.7	2.9	5.7	1.6	1.4	9.8	10.0	20.7
1200-1300	Pro	1.9	43.3	29.8	1.3	0.9	16.5	4.0	1.3	0.1	0.9
	Ocp	1.0	1.4	2.2	5.1	6.1	1.7	1.4	15.5	9.5	26.0
1300-1400	Pro	1.5	33.7	38.0	0.5	0.9	16.9	6.1	1.4	0.1	0.9
	Ocp	1.0	1.7	1.9	2.8	6.5	1.7	1.6	10.4	8.7	28.5
1400-1500	Pro	1.8	43.4	27.2	1.0	1.4	17.5	5.0	1.4	0.1	1.1
	Ocp	1.0	1.4	2.4	1.8	8.3	1.7	1.3	8.8	7.7	21.1
1500-1600	Pro	1.7	45.0	28.8	1.2	1.0	15.4	4.6	1.5	0.1	0.8
	Ocp	1.0	1.6	2.4	2.1	6.8	1.6	1.6	11.6	5.7	28.0
1600-1700	Pro	1.1	45.3	29.6	1.6	1.2	15.1	3.2	1.8	0.1	1.1
	Ocp	1.1	1.7	2.3	4.1	8.4	2.1	1.9	11.4	7.0	27.0
1700-1800	Pro	2.8	47.8	29.9	1.2	1.2	11.0	2.2	2.5	0.1	1.3
	Ocp	1.0	1.6	2.5	4.6	13.0	1.9	1.8	12.3	10.0	27.9
1800-1900	Pro	2.3	52.1	30.3	0.1	2.5	7.1	1.0	3.0	0.1	1.4
	Ocp	1.1	1.5	2.3	4.0	15.1	1.6	1.6	31.7	23.7	44.8
1900-2000	Pro	2.0	51.1	37.3	0.3	1.7	3.1	0.8	2.1	0.1	1.5
	Ocp	1.1	1.5	2.4	1.5	13.1	1.9	1.5	22.4	33.7	34.3
2000-2100	Pro	2.4	42.1	45.7	0.1	2.1	3.4	0.5	1.9	0.1	1.7
	Ocp	1.0	1.4	2.0	2.0	9.3	1.5	1.2	16.9	12.0	19.0
2100-2200	Pro	2.0	36.2	52.4	0.1	2.1	3.5	1.3	1.5	0.1	1.0
	Ocp	1.0	1.5	2.1	1.0	8.2	1.7	1.5	9.9	9.0	25.8
2200-2300	Pro	1.9	41.8	47.9	0.0	3.0	3.0	0.5	1.0	0.1	1.0
	Ocp	1.2	1.5	2.2	0.0	9.0	1.6	1.5	4.8	2.5	20.5
16 hours	Pro	2.1	42.1	35.3	0.8	1.7	11.7	3.1	1.9	0.1	1.2
	Ocp	1.1	1.5	2.1	4.1	10.8	1.7	1.5	17.8	12.9	28.7

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