YEAR	2011	**LINK**	CHEONG WAN RD & GILLIES AVE S (from RAILWAY TERMINUS to WUHU ST)
COVERAGE (B) STATION	4207		
ROAD NETWORK	MAJOR		
ROAD TYPE	DISTRICT 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.
SOUTH BOUND				
A.A.D.T.	8940	9310	9910	6630
R 12 / 24 - %	71	72	71.5	62.9
R 16 / 24 - %	89.2	90.3	88.2	83.3
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	530	580	550	310
T - % (AM)	-	10	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	640	700	700	410
T - % (PM)	-	8.8	-	-
Prop.of commercial vehicles - 16 hr.	-	10.1	-	-
NORTH BOUND				
A.A.D.T.	10140	10280	10600	9550
R 12 / 24 - %	66.8	67.4	65.2	65.5
R 16 / 24 - %	85.8	86.5	84.4	83.8
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	670	690	720	550
T - % (AM)	-	5.4	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	600	610	610	560
T - % (PM)	-	3.6	-	-
Prop.of commercial vehicles - 16 hr.	-	4.5	-	-

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	1.3	7.7	65.1	0.4	12.3	6.0	0.4	1.7	0.3	4.8
	Ocp	1.0	1.9	1.7	4.0	13.2	1.1	1.0	4.8	13.0	22.1
0800-0900	Pro	2.8	12.6	51.9	0.9	12.9	8.0	0.3	6.8	0.2	3.7
	Ocp	1.1	1.5	2.0	10.3	16.6	1.3	1.0	14.2	32.3	30.4
0900-1000	Pro	0.8	17.6	52.1	0.3	12.3	9.2	0.8	2.8	0.2	3.7
	Ocp	1.3	1.4	1.9	2.0	15.3	1.6	1.3	12.1	10.3	17.3
1000-1100	Pro	1.8	13.2	51.2	0.7	11.7	14.9	0.7	1.8	0.1	3.9
	Ocp	1.0	1.7	1.8	2.0	13.5	1.6	3.5	3.8	16.0	10.8
1100-1200	Pro	1.2	13.1	52.4	0.8	13.9	12.3	1.6	0.8	0.3	3.6
	Ocp	1.0	1.4	2.0	2.0	13.3	1.7	1.5	2.5	11.0	14.6
1200-1300	Pro	1.8	12.8	54.4	1.1	10.3	13.5	0.7	1.8	0.2	3.5
	Ocp	1.0	1.3	1.8	4.0	13.9	1.7	2.0	23.2	13.0	12.2
1300-1400	Pro	0.6	17.4	51.4	1.9	12.2	10.0	1.6	1.6	0.2	3.1
	Ocp	1.0	1.8	1.9	4.2	14.1	2.0	1.8	9.0	20.5	14.4
1400-1500	Pro	0.4	20.0	34.6	1.3	16.4	17.3	3.1	1.8	0.3	4.8
	Ocp	1.0	1.7	2.3	4.3	14.6	2.0	2.1	7.3	13.7	15.8
1500-1600	Pro	0.7	22.6	43.8	1.8	10.2	13.5	2.2	1.5	0.2	3.6
	Ocp	1.0	1.5	2.0	2.0	15.2	1.8	2.0	3.0	17.5	16.7
1600-1700	Pro	1.6	26.6	34.0	1.2	12.5	16.0	1.6	2.7	0.2	3.6
	Ocp	1.3	1.7	2.0	2.7	14.6	1.6	1.8	16.1	10.5	17.8
1700-1800	Pro	0.8	20.0	47.8	0.4	13.3	10.6	1.2	1.2	0.3	4.5
	Ocp	1.0	1.8	2.2	1.0	15.7	1.8	2.3	1.3	17.3	20.7
1800-1900	Pro	2.0	24.5	48.7	1.3	10.5	6.9	0.3	2.0	0.0	3.8
Peak hour	Ocp	1.0	1.6	2.3	3.5	15.8	1.4	1.0	11.0	0.0	37.4
1900-2000	Pro	3.2	24.7	51.5	0.0	13.0	3.2	0.3	0.9	0.0	3.2
	Ocp	1.2	1.6	2.3	0.0	16.4	2.0	1.0	1.0	0.0	23.6
2000-2100	Pro	1.3	24.7	49.8	0.9	13.5	3.6	0.0	2.2	0.0	3.9
	Ocp	1.0	1.9	2.1	1.5	14.9	2.3	0.0	1.0	0.0	13.9
2100-2200	Pro	1.1	21.8	55.9	0.0	13.8	2.1	0.0	0.5	0.0	4.7
	Ocp	1.0	1.6	2.3	0.0	15.7	1.8	0.0	1.0	0.0	8.6
2200-2300	Pro	0.0	19.3	52.6	0.6	16.9	3.0	0.0	0.6	0.3	6.6
	Ocp	0.0	1.8	2.2	3.0	15.0	2.4	0.0	1.0	12.5	6.7
16 hours	Pro	1.4	18.6	49.8	0.9	12.7	9.6	0.9	2.0	0.2	3.9
	Ocp	1.1	1.6	2.0	3.6	14.9	1.7	1.9	10.0	15.8	18.1

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