

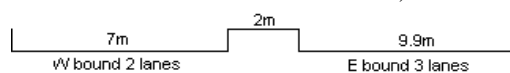
YEAR 2012

COVERAGE (B) STATION 2216

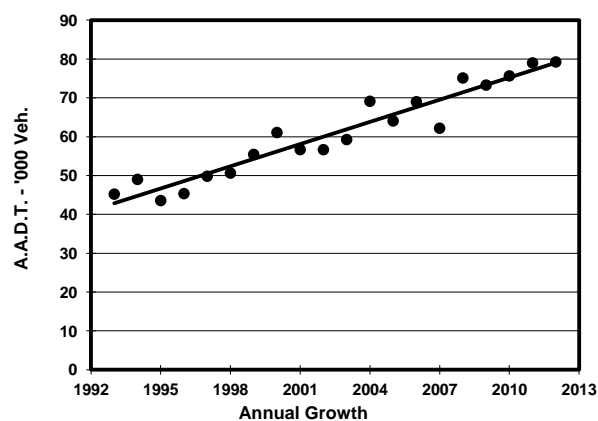
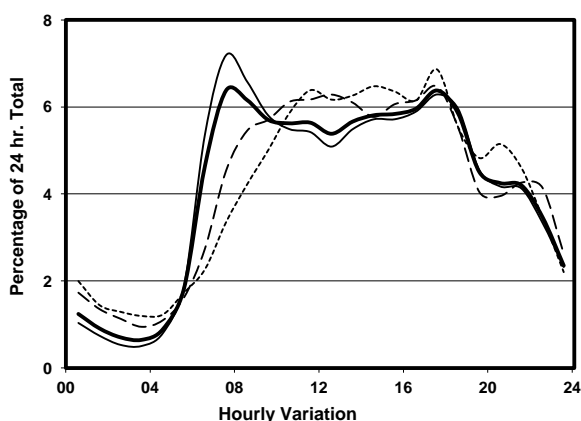
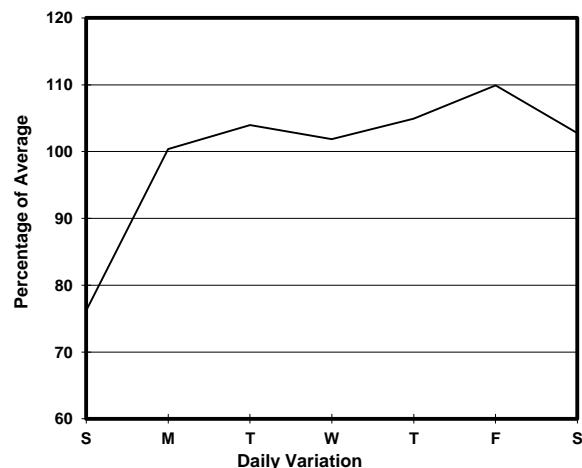
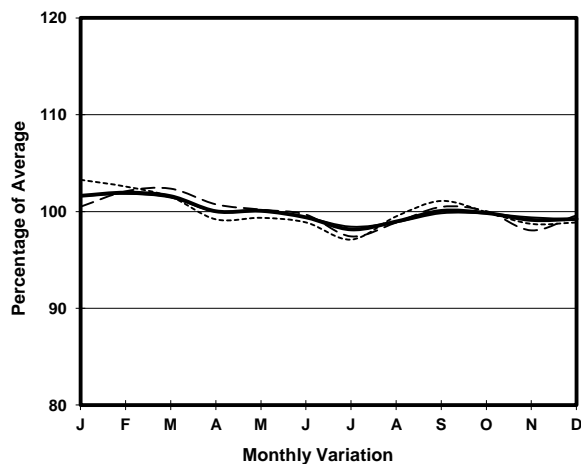
ROAD NETWORK MAJOR

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.	37530	39470	39540	29160
R 12 / 24 - %	72.2	72.4	72.9	70.2
R 16 / 24 - %	86.6	86.5	87.1	86.8
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	2790	3360	2530	1530
T - % (AM)	-	9.3	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	2200	2200	2510	2090
T - % (PM)	-	7.7	-	-
Prop.of commercial vehicles - 16 hr.	-	7	-	-
WEST BOUND				
A.A.D.T.	41720	44190	42920	32010
R 12 / 24 - %	68.7	69	68.1	67.2
R 16 / 24 - %	87	87.1	86.5	86.5
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	2260	2660	2180	1530
T - % (AM)	-	11.3	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	2860	3060	2830	2110
T - % (PM)	-	4.1	-	-
Prop.of commercial vehicles - 16 hr.	-	5.4	-	-

3. OTHER INFORMATION AND COMMENT

Coverage (B) Station 2216
Year 2012

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 Peak hour	Pro	3.1	24.3	48.4	1.1	3.0	9.8	3.6	5.2	0.1	1.5
	Ocp	1.0	1.5	2.1	4.6	11.6	1.8	1.3	16.5	10.2	30.0
0800-0900	Pro	2.1	47.1	33.1	1.0	2.0	7.5	2.1	3.3	0.1	1.6
	Ocp	1.1	1.5	1.7	4.1	12.0	1.8	1.4	22.1	24.1	40.5
0900-1000	Pro	1.9	38.7	37.0	0.4	1.4	13.3	3.6	2.3	0.1	1.4
	Ocp	1.0	1.5	1.8	1.8	11.9	1.7	1.7	17.8	13.8	25.6
1000-1100	Pro	1.5	37.5	34.0	1.2	1.1	17.4	4.6	1.3	0.1	1.3
	Ocp	1.2	1.6	1.8	4.4	6.5	1.6	1.6	15.7	9.7	18.4
1100-1200	Pro	2.0	31.0	35.7	1.2	1.5	20.3	5.1	1.7	0.1	1.4
	Ocp	1.0	1.8	2.3	2.2	5.3	1.6	1.4	12.0	8.3	20.1
1200-1300	Pro	1.7	42.1	32.7	1.1	0.8	15.3	3.7	1.5	0.1	1.0
	Ocp	1.0	1.6	2.3	3.9	6.5	1.7	1.5	19.4	7.0	23.0
1300-1400	Pro	2.4	38.3	33.5	1.2	1.0	15.4	5.8	1.2	0.1	1.2
	Ocp	1.0	1.6	2.3	2.6	11.2	1.7	1.6	14.2	7.0	22.8
1400-1500	Pro	1.6	40.6	33.7	1.1	0.8	16.3	3.2	1.7	0.1	0.9
	Ocp	1.0	1.6	2.5	3.5	8.2	1.7	1.5	18.4	6.3	23.6
1500-1600	Pro	1.8	44.6	28.8	1.3	0.8	16.1	4.0	1.6	0.1	0.9
	Ocp	1.2	1.7	2.3	3.6	10.2	1.8	1.5	15.0	5.0	26.4
1600-1700	Pro	1.8	49.6	27.7	1.1	1.1	14.2	2.1	1.5	0.1	0.9
	Ocp	1.0	1.7	2.3	4.6	9.2	1.8	1.4	11.5	9.3	26.0
1700-1800	Pro	3.0	48.3	30.2	0.5	1.2	11.2	2.2	1.9	0.1	1.5
	Ocp	1.1	1.7	2.4	1.5	12.5	2.0	1.5	14.2	15.0	30.0
1800-1900	Pro	2.6	50.5	32.6	0.5	1.7	6.0	0.9	3.7	0.1	1.5
	Ocp	1.1	1.7	2.5	2.7	15.7	1.7	1.5	27.6	20.5	38.4
1900-2000	Pro	2.2	52.1	34.5	0.1	2.1	4.1	1.0	2.4	0.1	1.5
	Ocp	1.2	1.6	2.5	1.0	12.7	1.9	1.4	21.9	25.8	36.9
2000-2100	Pro	1.4	44.6	44.6	0.1	2.3	3.3	0.9	1.3	0.1	1.4
	Ocp	1.0	1.6	2.3	1.0	7.3	1.6	1.4	17.0	14.3	20.7
2100-2200	Pro	1.7	36.6	52.2	0.2	2.7	3.2	1.3	1.0	0.1	0.9
	Ocp	1.1	1.5	2.3	1.0	7.3	1.9	1.4	12.2	19.7	27.4
2200-2300	Pro	2.1	38.6	53.7	0.1	2.2	1.0	0.8	0.5	0.1	0.9
	Ocp	1.3	1.4	2.3	1.0	8.2	1.6	1.6	10.2	10.5	19.3
16 hours	Pro	2.1	42.4	36.1	0.8	1.6	11.0	2.8	2.1	0.1	1.2
	Ocp	1.1	1.6	2.2	3.4	10.2	1.7	1.5	18.5	14.2	28.3

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