

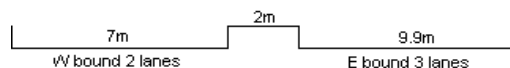
YEAR 2013

COVERAGE (B) STATION 2216

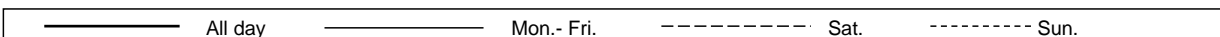
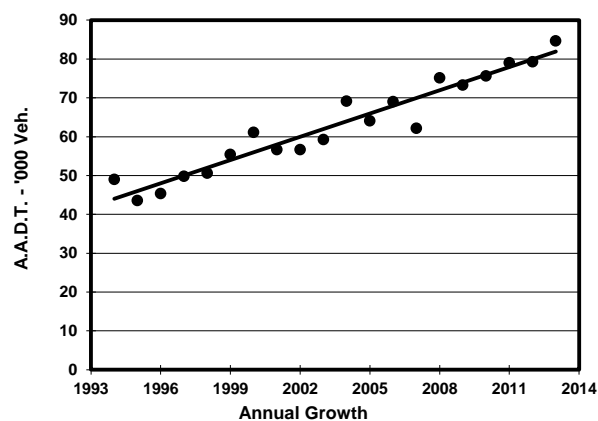
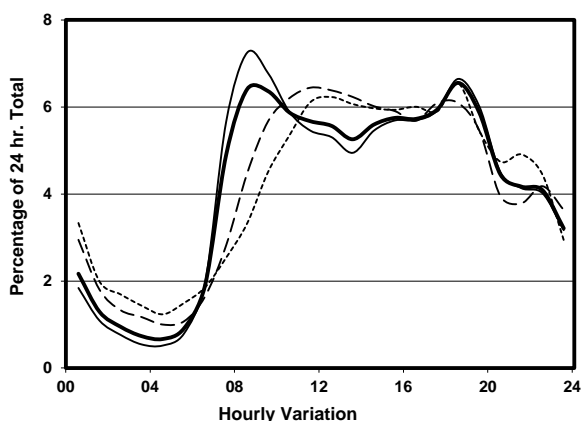
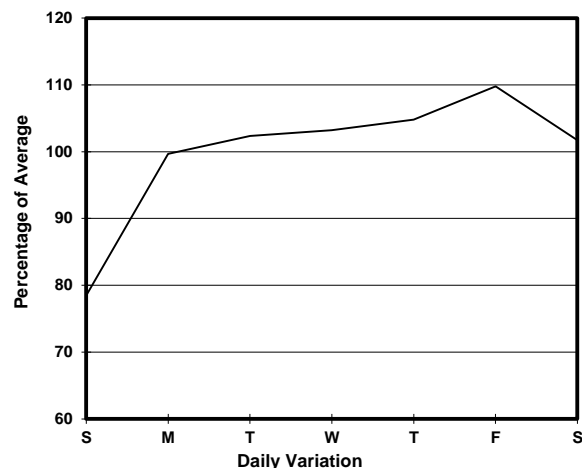
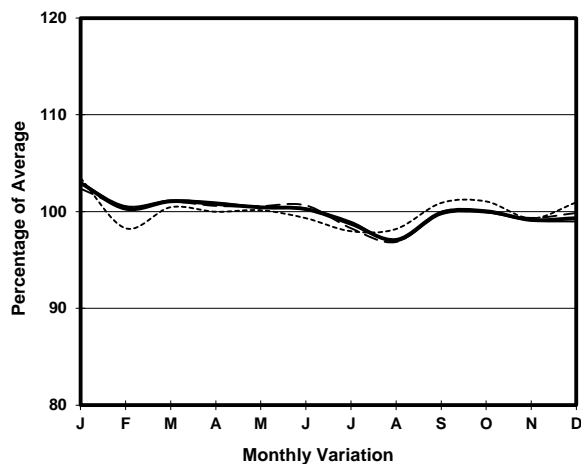
ROAD NETWORK MAJOR

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.
<b>EAST BOUND</b>				
A.A.D.T.	40630	42730	42180	31950
R 12 / 24 - %	72.7	73.9	70.7	66.4
R 16 / 24 - %	88.8	89.8	86.3	84.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3090	3700	2830	1530
T - % (AM)	-	4.9	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2450	2530	2440	2230
T - % (PM)	-	6.7	-	-
Prop.of commercial vehicles - 16 hr.	-	6.2	-	-
<b>WEST BOUND</b>				
A.A.D.T.	44020	46310	44930	35300
R 12 / 24 - %	66.8	67.7	65.5	62.7
R 16 / 24 - %	87.6	88.9	84.5	83.5
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2340	2760	2120	1510
T - % (AM)	-	7.3	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	3100	3390	2980	2170
T - % (PM)	-	6	-	-
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 Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	2.6	25.4	43.8	2.1	3.5	12.7	3.4	5.0	0.1	1.5
	Ocp	1.1	1.5	2.0	5.6	12.0	1.5	1.3	17.3	15.0	35.5
0800-0900 Peak hour	Pro	1.9	46.3	35.5	0.8	2.3	7.3	1.4	2.8	0.1	1.6
	Ocp	1.0	1.4	2.0	5.1	12.2	1.9	1.3	23.9	32.3	37.6
0900-1000	Pro	1.6	41.8	33.7	0.6	1.5	13.9	3.7	1.6	0.1	1.6
	Ocp	1.0	1.4	2.0	1.5	13.0	1.9	1.3	14.0	19.0	29.4
1000-1100	Pro	2.3	41.3	25.4	0.5	1.4	20.2	6.4	1.2	0.1	1.3
	Ocp	1.0	1.5	2.2	2.8	11.2	1.7	1.4	12.8	15.0	21.6
1100-1200	Pro	2.0	39.1	33.4	1.1	1.4	16.6	3.0	1.9	0.1	1.4
	Ocp	1.0	1.6	2.2	1.5	7.6	1.7	1.4	9.8	12.0	18.0
1200-1300	Pro	2.1	40.9	32.1	0.7	0.8	17.3	3.7	1.3	0.1	1.1
	Ocp	1.0	1.6	2.4	4.3	8.9	1.6	1.4	16.1	3.7	24.7
1300-1400	Pro	2.0	40.0	33.7	1.2	0.7	14.7	5.3	1.3	0.1	1.1
	Ocp	1.0	1.6	2.1	2.4	11.0	1.7	1.4	17.3	11.7	23.0
1400-1500	Pro	1.3	41.2	34.9	1.3	1.2	14.3	2.9	1.6	0.1	1.1
	Ocp	1.0	1.6	2.4	3.1	6.5	1.8	1.5	15.6	3.3	22.7
1500-1600	Pro	2.5	43.6	34.9	1.6	1.1	11.3	1.9	1.9	0.1	1.1
	Ocp	1.1	1.6	2.4	3.1	7.8	1.6	1.3	13.6	4.1	25.5
1600-1700	Pro	2.2	44.9	33.6	0.9	1.2	12.0	2.2	1.8	0.1	1.2
	Ocp	1.0	1.5	2.2	5.8	11.9	1.7	1.5	9.3	13.7	22.6
1700-1800	Pro	2.0	51.2	29.5	0.6	1.7	9.5	2.0	2.0	0.1	1.4
	Ocp	1.1	1.6	2.3	2.0	13.0	1.8	1.3	16.6	10.3	32.4
1800-1900	Pro	1.9	51.7	31.5	0.4	2.2	6.1	0.7	4.1	0.1	1.5
	Ocp	1.1	1.5	2.4	5.4	16.1	1.8	1.2	24.6	39.0	44.0
1900-2000	Pro	1.8	49.1	39.1	0.1	2.2	3.5	0.5	2.3	0.1	1.3
	Ocp	1.1	1.5	2.4	1.0	10.1	1.8	1.5	23.7	27.0	41.4
2000-2100	Pro	0.9	40.1	49.2	0.0	2.4	3.2	1.2	1.4	0.1	1.5
	Ocp	1.0	1.6	2.3	0.0	9.8	1.6	1.3	14.5	15.0	23.4
2100-2200	Pro	1.9	38.0	52.8	0.1	1.4	2.3	1.0	1.2	0.1	1.2
	Ocp	1.2	1.6	2.2	2.0	8.0	1.3	1.4	10.1	15.7	26.0
2200-2300	Pro	1.5	35.6	55.9	0.2	2.0	1.7	1.4	0.6	0.1	1.1
	Ocp	1.1	1.7	2.2	2.5	7.3	1.4	1.4	20.3	18.0	23.7
16 hours	Pro	1.9	42.5	36.7	0.8	1.7	10.5	2.5	2.0	0.1	1.3
	Ocp	1.1	1.6	2.2	3.6	10.9	1.7	1.4	17.8	16.3	29.4

**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