

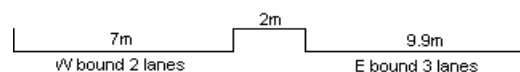
YEAR 2015

COVERAGE (B) STATION 2216

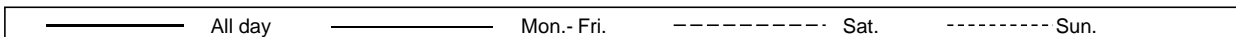
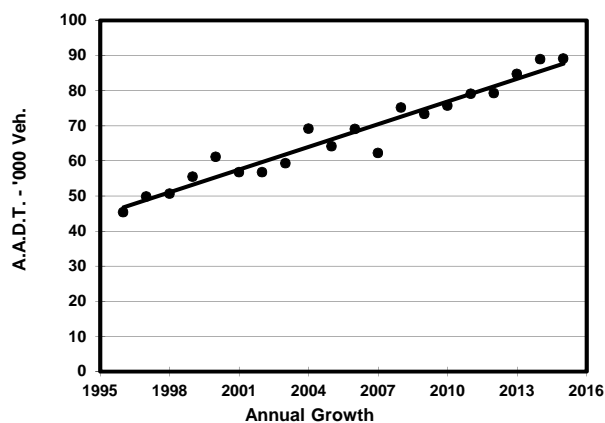
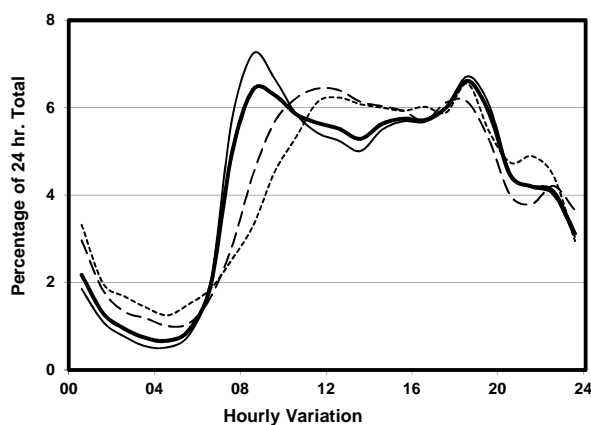
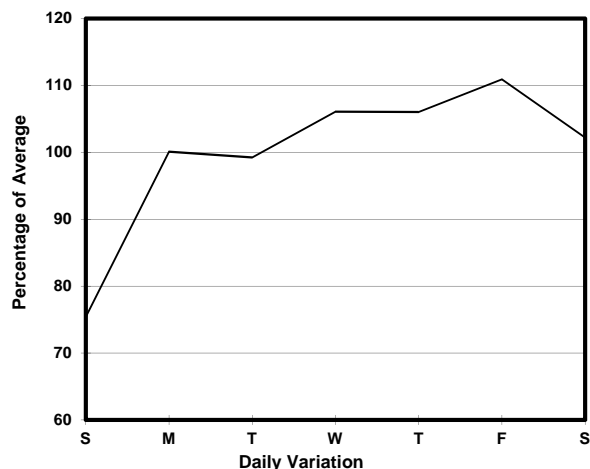
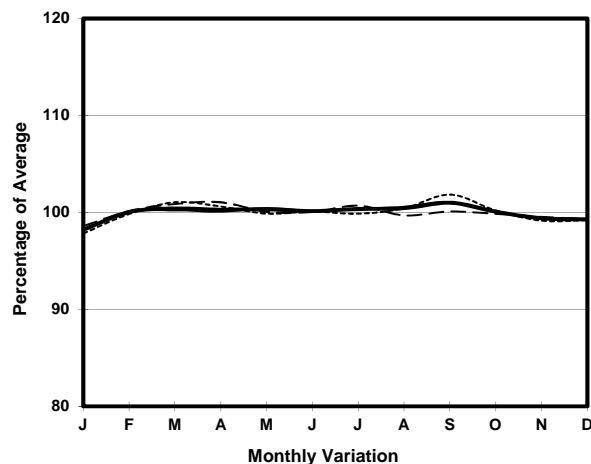
ROAD NETWORK MAJOR

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.	42560	45280	43400	32100
R 12 / 24 - %	72.9	74.1	71	66.5
R 16 / 24 - %	88.9	90	86.3	84.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3270	3950	2930	1540
T - % (AM)	-	8.4	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2570	2700	2530	2240
T - % (PM)	-	7.3	-	-
Prop.of commercial vehicles - 16 hr.	-	6.4	-	-
<b>WEST BOUND</b>				
A.A.D.T.	46530	49040	48860	36010
R 12 / 24 - %	66.7	67.5	65.5	62.8
R 16 / 24 - %	87.7	88.9	84.5	83.5
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2450	2880	2310	1550
T - % (AM)	-	9.1	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	3320	3640	3250	2220
T - % (PM)	-	6.6	-	-
Prop.of commercial vehicles - 16 hr.	-	5.3	-	-

## 3. OTHER INFORMATION AND COMMENT

**Coverage (B) Station 2216**  
**Year 2015**

**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	3.0	31.9	35.9	3.3	2.4	15.1	2.8	4.0	0.1	1.5
	Ocp	1.0	1.3	2.2	5.8	12.1	1.5	1.4	21.7	12.5	21.4
0800-0900 Peak hour	Pro	1.8	47.6	30.9	0.9	1.8	8.4	3.5	3.1	0.1	1.9
	Ocp	1.1	1.4	2.0	8.4	13.0	1.7	1.4	28.7	13.9	29.7
0900-1000	Pro	1.9	41.4	33.5	0.4	1.1	15.2	3.4	1.4	0.1	1.7
	Ocp	1.0	1.4	2.0	2.3	9.3	1.8	1.5	17.0	5.8	12.4
1000-1100	Pro	1.3	42.9	26.8	0.6	1.3	19.7	4.9	0.8	0.1	1.5
	Ocp	1.1	1.5	2.1	2.3	5.8	1.7	1.5	14.4	3.0	10.2
1100-1200	Pro	1.8	41.0	30.8	0.9	1.2	18.9	3.3	1.0	0.1	1.2
	Ocp	1.0	1.4	2.2	2.7	7.5	1.6	1.4	12.5	4.0	9.8
1200-1300	Pro	2.0	42.2	30.7	0.7	1.2	15.3	4.1	2.5	0.1	1.3
	Ocp	1.1	1.6	2.5	6.0	8.2	1.7	1.5	13.1	2.5	11.7
1300-1400	Pro	1.7	40.7	30.4	0.5	0.8	19.8	3.8	1.2	0.1	1.1
	Ocp	1.0	1.6	2.3	1.6	10.2	1.8	1.4	13.2	5.0	12.0
1400-1500	Pro	1.7	46.2	29.2	1.3	1.2	14.8	3.0	1.3	0.1	1.2
	Ocp	1.1	1.6	2.6	4.8	9.4	1.8	1.7	17.6	4.7	11.0
1500-1600	Pro	1.4	47.2	27.2	1.5	0.9	17.0	2.0	1.7	0.1	1.1
	Ocp	1.0	1.6	2.4	3.4	11.2	1.6	1.3	14.7	4.7	10.8
1600-1700	Pro	2.1	48.2	26.3	1.3	1.2	16.0	2.0	1.5	0.1	1.5
	Ocp	1.1	1.6	2.3	4.3	9.2	1.7	1.6	3.7	5.0	11.9
1700-1800	Pro	3.3	50.1	26.0	0.8	1.4	13.5	0.7	2.4	0.1	1.7
	Ocp	1.0	1.5	2.4	2.3	9.5	1.9	1.4	11.7	4.3	15.0
1800-1900	Pro	2.6	56.0	25.0	0.3	1.4	7.8	1.7	3.6	0.1	1.6
	Ocp	1.0	1.5	2.5	1.5	11.7	1.8	1.5	27.1	16.0	26.7
1900-2000	Pro	1.7	59.0	28.3	0.0	2.2	3.9	0.7	2.6	0.1	1.6
	Ocp	1.1	1.5	2.5	0.0	10.0	1.4	1.7	22.9	6.0	20.0
2000-2100	Pro	1.8	48.7	39.9	0.0	2.0	3.3	1.1	1.2	0.1	1.8
	Ocp	1.2	1.4	2.2	0.0	8.0	1.4	1.4	11.0	4.8	8.9
2100-2200	Pro	2.2	41.8	45.2	0.1	1.8	5.6	0.7	1.3	0.1	1.3
	Ocp	1.1	1.6	2.4	1.0	5.6	1.8	2.0	5.5	7.0	9.1
2200-2300	Pro	2.5	40.2	49.3	0.0	2.1	3.1	0.9	0.8	0.1	1.1
	Ocp	1.1	1.6	2.8	0.0	7.2	1.8	1.6	7.9	4.0	12.9
16 hours	Pro	2.0	45.9	31.4	0.8	1.5	12.5	2.5	1.9	0.1	1.5
	Ocp	1.1	1.5	2.3	4.4	9.5	1.7	1.5	18.3	7.1	15.7

**Legend**

**Pro.** Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)\*

**Ocp.** Average occupancy of vehicles including both driver and passengers\*

**M&H** Medium and Heavy

\* All traffic data are collected from combined bounds except for one way traffic