

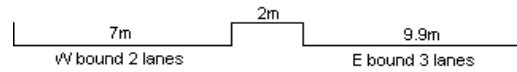
YEAR 2023

COVERAGE (B) STATION 2216

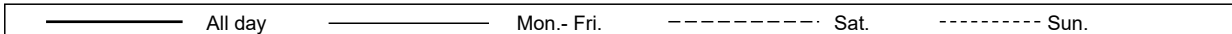
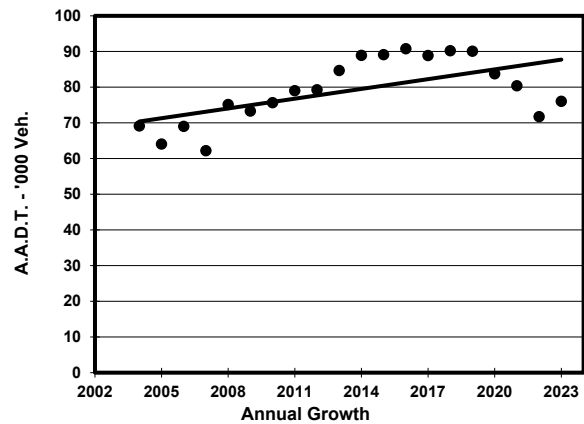
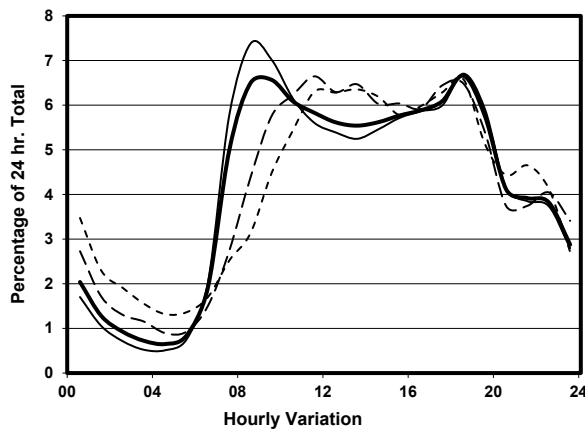
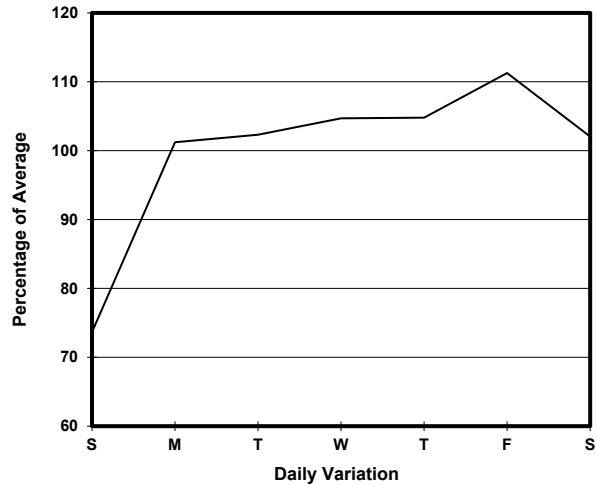
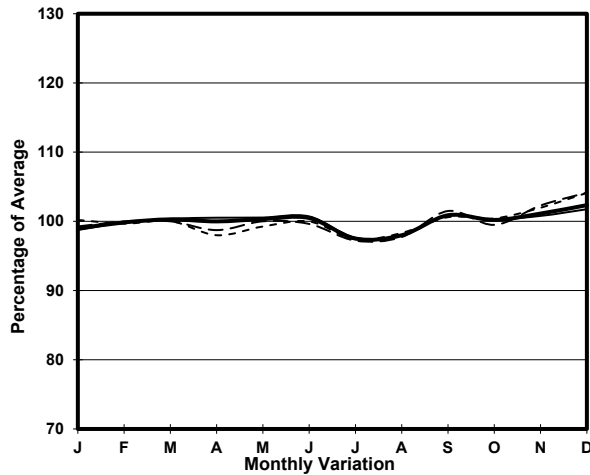
ROAD NETWORK MAJOR

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.	36230	39040	36040	26250
R 12 / 24 - %	76.4	77.8	74.3	68.9
R 16 / 24 - %	90.2	91.3	88.1	84.6
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2960	3590	2680	1290
T - % (AM)	-	7.2	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2300	2430	2290	1880
T - % (PM)	-	4.8	-	-
Prop.of commercial vehicles - 16 hr.	-	5.8	-	-
WEST BOUND				
A.A.D.T.	39780	41940	42250	30700
R 12 / 24 - %	66.4	67.2	65.3	62.3
R 16 / 24 - %	87.4	88.6	84.8	82.9
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2030	2390	1830	1270
T - % (AM)	-	4.1	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	2760	3000	2920	1930
T - % (PM)	-	4.9	-	-
Prop.of commercial vehicles - 16 hr.	-	4.1	-	-

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	4.2	40.9	30.1	2.2	0.6	13.8	3.9	3.1	0.1	1.1
	Ocp	1.0	1.4	2.1	8.6	8.5	1.3	1.3	21.6	1.0	33.5
0800-0900 Peak hour	Pro	1.5	56.2	25.1	0.4	0.6	10.4	2.2	2.4	0.0	1.1
	Ocp	1.0	1.3	2.1	6.2	12.6	1.5	1.3	15.2	0.0	57.7
0900-1000	Pro	1.6	49.9	25.9	0.5	0.8	16.3	3.3	0.9	0.0	0.7
	Ocp	1.1	1.4	2.0	2.2	7.1	1.5	1.5	10.7	0.0	26.6
1000-1100	Pro	2.2	48.3	25.1	1.1	0.8	18.0	3.4	0.7	0.0	0.4
	Ocp	1.1	1.4	2.0	1.6	3.3	1.4	1.3	7.1	0.0	16.1
1100-1200	Pro	1.5	47.9	25.8	0.6	0.4	18.5	3.8	1.0	0.0	0.4
	Ocp	1.0	1.4	2.1	1.3	5.2	1.4	1.5	5.2	0.0	12.6
1200-1300	Pro	2.0	49.7	24.8	1.1	0.7	16.7	3.8	0.9	0.1	0.4
	Ocp	1.1	1.5	2.3	3.7	3.4	1.5	1.2	6.8	1.0	17.1
1300-1400	Pro	2.1	45.5	27.0	0.8	0.2	16.7	5.5	1.6	0.0	0.5
	Ocp	1.0	1.3	1.8	3.3	12.0	1.5	1.4	5.1	0.0	12.6
1400-1500	Pro	2.2	48.9	25.0	1.4	0.4	16.4	3.7	1.6	0.0	0.4
	Ocp	1.0	1.5	2.1	2.5	10.2	1.5	1.3	4.5	0.0	13.2
1500-1600	Pro	1.4	51.4	24.1	1.7	0.6	15.3	3.1	2.0	0.0	0.4
	Ocp	1.1	1.4	2.2	6.2	6.7	1.5	1.2	9.9	0.0	13.5
1600-1700	Pro	3.1	53.9	22.4	1.9	0.4	14.2	2.0	1.5	0.0	0.5
	Ocp	1.0	1.4	2.2	3.5	6.7	1.5	1.2	7.8	0.0	12.4
1700-1800	Pro	3.5	56.2	23.8	0.7	0.7	11.2	1.4	1.6	0.0	0.7
	Ocp	1.0	1.4	2.1	5.2	8.4	1.3	1.2	7.1	0.0	27.1
1800-1900	Pro	2.8	65.7	20.9	0.3	0.4	5.1	0.9	2.8	0.0	1.1
	Ocp	1.1	1.4	2.1	2.8	13.0	1.4	1.3	19.1	0.0	54.5
1900-2000	Pro	2.4	68.5	22.7	0.1	0.4	2.7	1.1	1.2	0.0	0.9
	Ocp	1.0	1.3	2.0	1.0	7.7	1.4	1.3	9.8	0.0	34.8
2000-2100	Pro	3.2	56.9	32.1	0.0	0.6	4.3	0.9	1.3	0.0	0.8
	Ocp	1.1	1.5	2.0	0.0	6.0	1.2	1.0	4.7	0.0	9.3
2100-2200	Pro	2.7	60.0	28.3	0.0	1.0	5.4	1.4	0.6	0.0	0.6
	Ocp	1.1	1.5	1.9	0.0	7.0	1.3	1.1	1.8	0.0	12.3
2200-2300	Pro	2.6	52.5	38.4	0.0	0.5	2.5	2.1	0.9	0.0	0.4
	Ocp	1.1	1.4	2.0	0.0	9.0	1.1	1.2	4.1	0.0	10.9
16 hours	Pro	2.4	53.5	25.6	0.8	0.6	12.3	2.7	1.6	0.1	0.7
	Ocp	1.1	1.4	2.1	4.2	7.6	1.4	1.3	11.4	1.0	31.5

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