

YEAR

2015

LINK CONNAUGHT RD C (from CLEVERLY ST to GILMAN ST)

COVERAGE (B) STATION

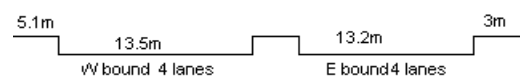
2207

ROAD NETWORK

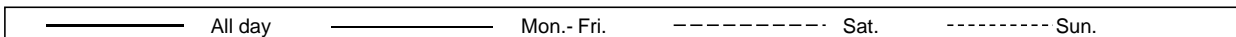
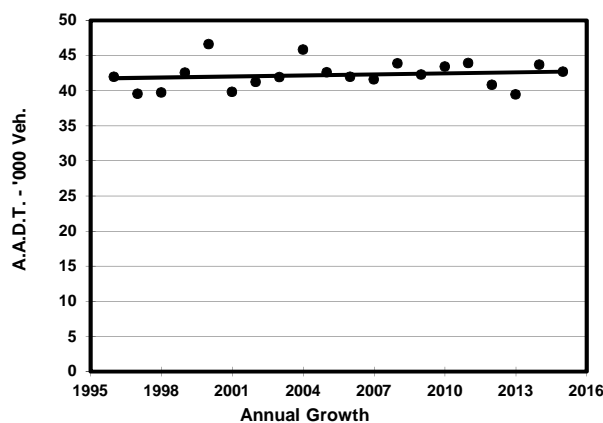
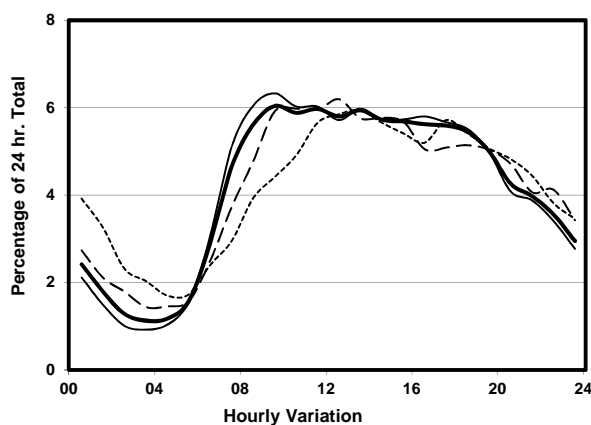
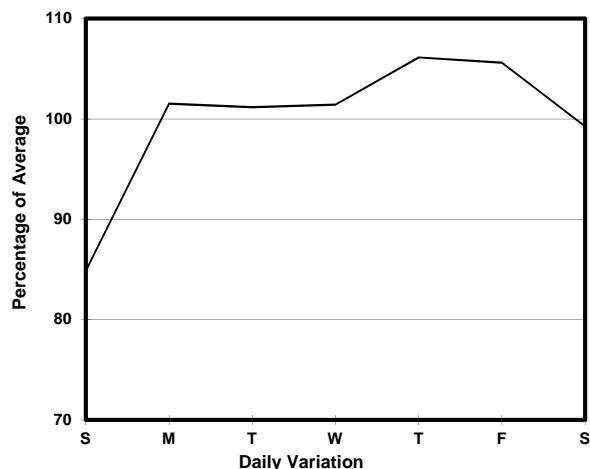
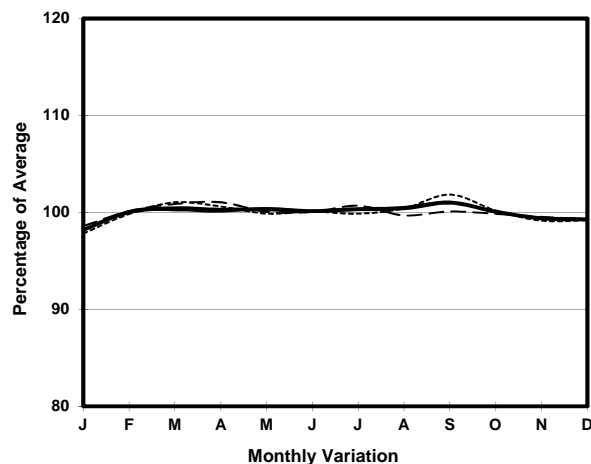
MAJOR

ROAD TYPE

PRIMARY DISTRIBUTOR



## 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.	25760	26850	25840	21690
R 12 / 24 - %	66	67.8	63.5	58.3
R 16 / 24 - %	82.9	84.3	80.9	76.8
AM Peak Hour	0900-1000	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	1500	1680	1540	970
T - % (AM)	-	31	-	-
PM Peak Hour	1700-1800	1600-1700	1800-1900	1700-1800
One-way flow at PM peak hour	1380	1470	1270	1210
T - % (PM)	-	13.9	-	-
Prop.of commercial vehicles - 16 hr.	-	15.4	-	-
<b>WEST BOUND</b>				
A.A.D.T.	16920	17540	16840	14830
R 12 / 24 - %	70.9	72.6	67.4	65
R 16 / 24 - %	87.6	88.7	86.1	82.7
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1080	1190	990	640
T - % (AM)	-	12.3	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1700-1800
One-way flow at PM peak hour	1040	1100	930	870
T - % (PM)	-	8.6	-	-
Prop.of commercial vehicles - 16 hr.	-	10.8	-	-

## 3. OTHER INFORMATION AND COMMENT

**Coverage (B) Station 2207**  
**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	2.1	11.1	44.4	1.2	2.1	12.6	3.3	6.9	0.5	15.8
	Ocp	1.0	1.2	2.0	6.3	9.3	1.4	1.6	13.2	6.7	24.0
0800-0900	Pro	2.0	24.0	38.8	0.7	2.2	7.3	1.3	7.7	0.1	16.1
	Ocp	1.0	1.3	1.9	2.8	11.8	1.5	1.6	32.6	17.0	30.7
0900-1000 Peak hour	Pro	1.1	29.4	35.2	0.6	1.7	16.2	0.4	2.0	0.1	13.2
	Ocp	1.0	1.6	1.9	4.8	9.9	1.7	1.0	23.3	2.3	18.2
1000-1100	Pro	1.9	30.6	40.3	1.0	1.5	13.4	0.5	1.7	0.2	9.0
	Ocp	1.1	1.5	1.9	2.8	4.6	1.6	1.3	6.5	4.8	16.1
1100-1200	Pro	2.6	30.8	31.0	0.3	1.5	23.8	1.5	1.1	0.2	7.2
	Ocp	1.1	1.5	2.0	2.5	5.6	1.7	1.3	4.6	2.8	16.7
1200-1300	Pro	1.0	35.6	34.0	0.7	1.0	17.3	1.2	1.2	0.2	8.0
	Ocp	1.0	1.5	2.1	3.0	8.0	1.6	1.1	10.7	4.3	14.9
1300-1400	Pro	2.7	37.4	30.6	0.2	1.0	17.2	0.5	2.4	0.1	7.9
	Ocp	1.1	1.4	2.1	1.0	6.0	1.8	1.3	21.1	8.5	14.8
1400-1500	Pro	2.4	37.0	30.2	0.5	1.0	18.7	1.0	1.4	0.2	7.6
	Ocp	1.0	1.5	2.1	2.7	9.0	1.6	2.2	13.9	4.5	12.8
1500-1600	Pro	1.2	42.9	27.8	0.2	1.3	17.5	0.8	1.0	0.2	7.2
	Ocp	1.1	1.5	2.1	1.0	8.1	1.6	1.6	21.8	3.3	14.7
1600-1700	Pro	2.2	41.7	27.6	0.2	1.3	15.3	0.2	2.2	0.1	9.4
	Ocp	1.1	1.4	2.1	3.0	9.1	1.8	1.0	11.6	3.3	12.8
1700-1800	Pro	2.5	43.4	30.8	0.8	1.8	7.5	0.5	1.5	0.1	11.1
	Ocp	1.1	1.5	2.1	4.0	8.6	1.7	1.0	8.4	4.7	13.8
1800-1900	Pro	1.7	45.5	31.5	0.0	2.1	5.2	0.2	2.1	0.2	11.6
	Ocp	1.3	1.5	2.2	0.0	9.0	1.7	1.0	16.7	4.8	17.7
1900-2000	Pro	1.2	44.9	35.7	0.0	1.2	4.6	0.7	1.6	0.1	9.9
	Ocp	1.1	1.5	2.2	0.0	8.9	1.8	1.8	8.8	2.0	16.9
2000-2100	Pro	1.4	31.2	45.8	0.5	2.6	2.9	0.5	1.4	0.2	13.5
	Ocp	1.2	1.7	2.2	2.5	7.9	1.7	1.5	12.5	2.7	11.3
2100-2200	Pro	1.8	33.2	46.3	0.0	1.3	3.3	0.3	1.0	0.1	12.9
	Ocp	1.0	1.6	2.3	0.0	5.8	2.2	1.0	9.3	2.5	10.1
2200-2300	Pro	2.2	34.0	44.8	0.3	1.7	3.1	0.3	0.8	0.1	12.7
	Ocp	1.0	1.8	2.2	3.0	6.0	1.7	1.0	16.0	4.5	13.5
16 hours	Pro	1.9	35.2	34.9	0.4	1.6	12.4	0.8	2.2	0.2	10.5
	Ocp	1.1	1.5	2.1	3.4	8.2	1.7	1.5	18.4	5.0	17.0

**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