

YEAR

2003

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

COVERAGE (B) STATION

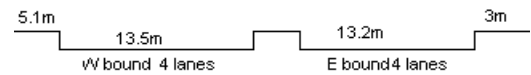
2207

ROAD NETWORK

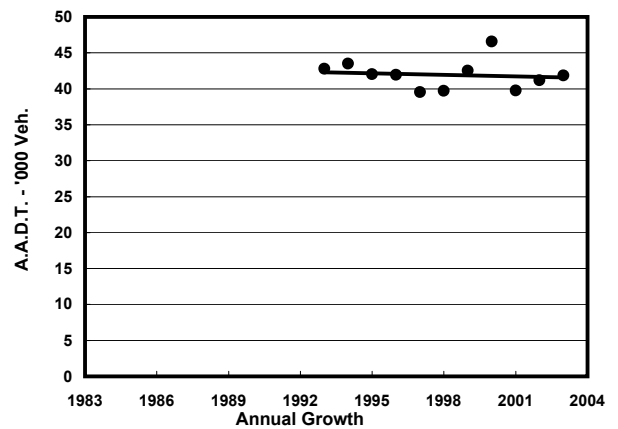
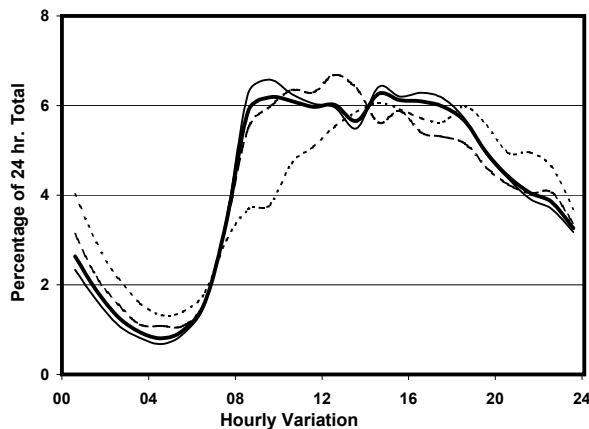
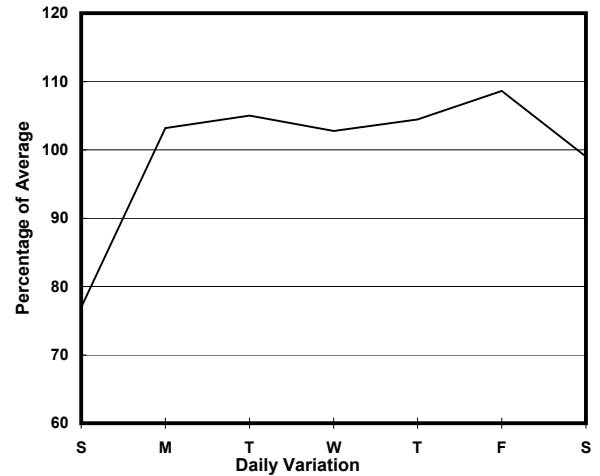
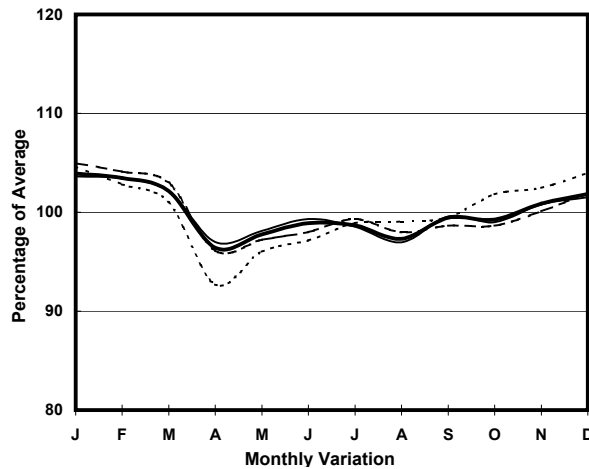
MAJOR

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.	25420	26910	25720	19830
R 12 / 24 - %	66.8	68.3	65.4	58.4
R 16 / 24 - %	84.9	86.2	82.7	78.5
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1460	1640	1450	750
T - % (AM)	-	32.2	-	-
PM Peak Hour	1600-1700	1600-1700	1700-1800	1800-1900
One-way flow at PM peak hour	1490	1630	1370	1100
T - % (PM)	-	17.1	-	-
Prop.of commercial vehicles - 16 hr.	-	18.5	-	-
<b>WEST BOUND</b>				
A.A.D.T.	16450	17520	16310	12740
R 12 / 24 - %	73.3	74.8	71.8	65
R 16 / 24 - %	89.3	90.1	88.3	85
AM Peak Hour	0900-1000	0900-1000	0900-1000	0800-0900
One-way flow at AM peak hour	1130	1290	1060	490
T - % (AM)	-	11.6	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1800-1900
One-way flow at PM peak hour	1060	1160	930	850
T - % (PM)	-	10.3	-	-
Prop.of commercial vehicles - 16 hr.	-	12.6	-	-

## 3. OTHER INFORMATION AND COMMENT

**Coverage (B) Station 2207**  
**Year 2003**

**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	2.8	7.1	32.9	1.9	8.1	11.5	3.1	11.2	0.2	21.3
	Ocp	1.1	1.4	1.7	3.0	12.1	1.6	1.7	20.5	15.7	19.6
0800-0900	Pro	2.1	21.1	37.1	1.0	2.2	8.3	1.3	11.0	0.1	15.7
	Ocp	1.1	1.4	1.8	8.9	15.8	1.7	1.8	27.5	5.5	26.8
0900-1000 Peak hour	Pro	4.6	22.0	37.0	1.4	2.4	15.7	1.4	2.0	0.1	13.5
	Ocp	1.1	1.5	1.8	3.2	12.4	1.7	1.8	19.1	6.7	14.5
1000-1100	Pro	3.2	20.5	33.1	1.6	2.6	24.7	1.6	1.3	0.1	11.3
	Ocp	1.1	1.6	1.7	2.3	9.5	1.9	2.7	11.8	5.3	12.8
1100-1200	Pro	2.7	26.7	34.0	0.8	2.7	21.0	2.0	0.6	0.2	9.5
	Ocp	1.1	1.6	1.9	5.2	8.8	1.7	1.6	1.3	3.5	11.4
1200-1300	Pro	2.1	23.9	35.3	1.1	2.7	21.7	1.4	0.8	0.1	10.9
	Ocp	1.0	1.5	2.1	2.7	9.9	1.6	1.8	3.8	5.5	9.8
1300-1400	Pro	4.2	20.1	33.9	0.4	3.3	24.6	1.3	1.5	0.1	10.7
	Ocp	1.1	1.6	1.8	2.0	8.0	1.8	2.3	9.0	7.0	11.2
1400-1500	Pro	2.4	29.3	34.4	1.9	1.9	18.7	1.0	0.6	0.1	9.5
	Ocp	1.3	1.7	1.9	2.7	10.5	1.7	1.9	5.8	6.3	11.5
1500-1600	Pro	1.4	31.3	31.3	1.8	2.2	18.8	1.9	1.0	0.2	10.1
	Ocp	1.1	1.8	2.0	3.7	10.6	1.6	2.3	3.7	11.5	10.2
1600-1700	Pro	2.5	32.7	31.1	2.1	2.2	14.9	0.8	1.1	0.2	12.4
	Ocp	1.2	1.6	2.2	3.2	8.8	1.6	2.0	14.0	8.8	11.4
1700-1800	Pro	3.9	26.8	38.4	1.9	2.0	13.1	0.7	0.7	0.1	12.4
	Ocp	1.2	1.7	1.9	2.9	9.2	1.7	2.0	12.0	8.0	15.0
1800-1900	Pro	2.8	38.4	31.0	1.6	2.3	7.8	0.7	2.8	0.2	12.5
	Ocp	1.2	1.6	2.1	5.1	12.5	1.7	1.8	18.9	11.5	15.1
1900-2000	Pro	1.5	41.3	35.7	0.5	2.4	3.7	0.3	2.2	0.1	12.3
	Ocp	1.1	1.7	2.3	4.0	8.0	2.2	2.5	8.7	10.0	11.0
2000-2100	Pro	1.1	28.8	48.0	0.8	4.0	2.7	0.6	0.6	0.1	13.4
	Ocp	1.2	1.7	1.8	2.0	6.9	1.9	1.3	8.0	3.0	8.3
2100-2200	Pro	1.7	25.1	49.3	0.2	5.2	2.2	0.2	0.7	0.0	15.2
	Ocp	1.1	1.6	1.9	2.0	5.8	2.2	2.0	2.3	0.0	8.3
2200-2300	Pro	3.2	24.5	48.7	0.8	4.0	2.5	0.8	0.0	0.0	15.6
	Ocp	1.2	2.3	1.9	2.0	4.3	1.9	1.0	0.0	0.0	7.9
16 hours	Pro	2.7	26.8	36.4	1.3	2.9	14.0	1.2	2.2	0.1	12.5
	Ocp	1.1	1.7	1.9	3.5	9.5	1.7	1.9	18.9	8.1	13.4

**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