

YEAR

2010

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

COVERAGE (B) STATION

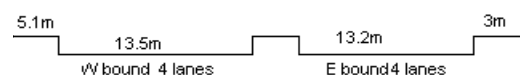
2207

ROAD NETWORK

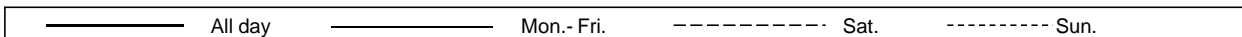
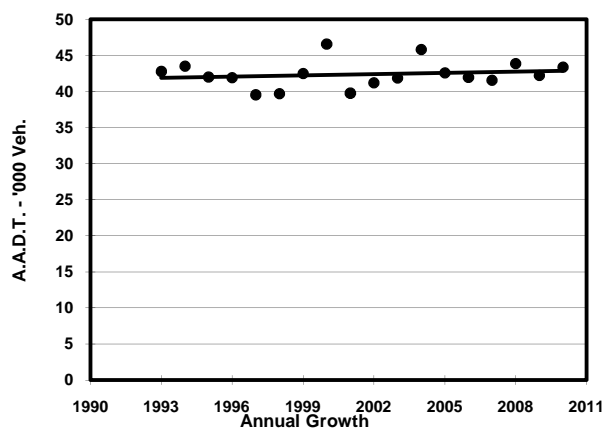
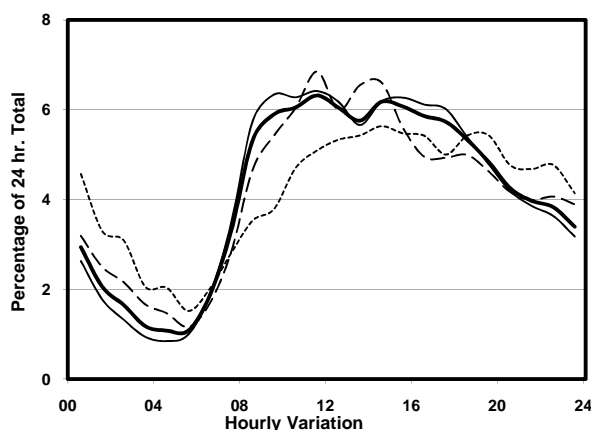
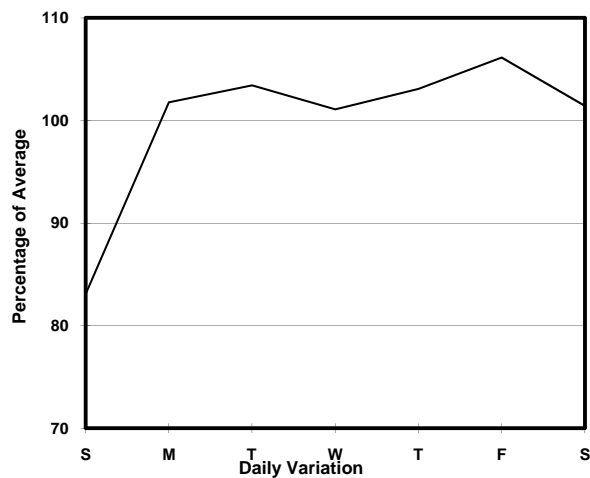
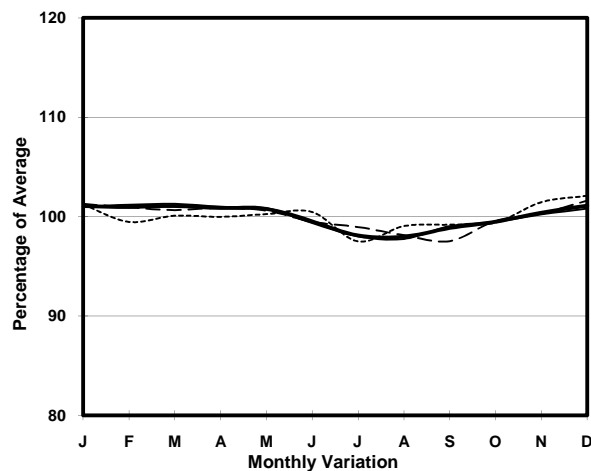
MAJOR

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.	25440	26320	26080	22020
R 12 / 24 - %	64.6	66.9	61.9	54.5
R 16 / 24 - %	82.9	85	79.6	74.7
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1470	1650	1390	790
T - % (AM)	-	29.6	-	-
PM Peak Hour	1600-1700	1600-1700	1800-1900	1600-1700
One-way flow at PM peak hour	1400	1490	1330	1150
T - % (PM)	-	14.4	-	-
Prop.of commercial vehicles - 16 hr.	-	16.9	-	-
<b>WEST BOUND</b>				
A.A.D.T.	17950	18820	18310	14370
R 12 / 24 - %	72.5	74.5	70.5	62.5
R 16 / 24 - %	87.4	88.6	86.1	81.3
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1090	1220	1020	590
T - % (AM)	-	17.4	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1800-1900
One-way flow at PM peak hour	1150	1270	950	820
T - % (PM)	-	11.6	-	-
Prop.of commercial vehicles - 16 hr.	-	12.7	-	-

## 3. OTHER INFORMATION AND COMMENT

**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	0.5	6.5	48.5	1.0	2.9	17.5	2.1	5.7	0.3	15.0
	Ocp	1.0	1.4	1.9	3.5	13.9	1.6	1.4	20.4	11.8	22.4
0800-0900	Pro	2.2	18.1	40.8	0.5	3.3	10.2	0.5	9.7	0.3	14.6
	Ocp	1.0	1.5	2.0	3.7	11.7	1.5	1.7	24.9	19.6	33.9
0900-1000	Pro	3.2	13.9	46.5	0.9	2.7	12.6	2.0	4.9	0.2	13.1
	Ocp	1.0	1.7	1.9	2.2	7.1	1.7	1.8	16.5	12.0	13.6
1000-1100	Pro	2.0	25.1	37.7	1.1	2.4	17.4	2.9	2.6	0.3	8.5
	Ocp	1.1	1.4	1.9	2.4	7.0	1.7	1.9	9.8	8.6	12.5
1100-1200 Peak hour	Pro	2.6	24.7	40.1	0.7	2.8	16.4	1.5	2.3	0.2	8.7
	Ocp	1.1	1.5	2.1	3.0	8.5	1.7	1.7	8.2	6.3	13.5
1200-1300	Pro	1.7	27.9	36.2	0.8	2.5	19.9	1.7	1.1	0.3	8.0
	Ocp	1.2	1.5	2.2	3.8	7.9	1.7	2.1	15.4	4.1	12.0
1300-1400	Pro	1.2	29.3	36.5	0.3	2.1	16.3	2.7	2.9	0.2	8.6
	Ocp	1.0	1.6	1.9	1.5	5.2	1.8	1.8	6.4	8.0	11.7
1400-1500	Pro	2.0	28.2	36.2	2.2	2.0	17.1	2.5	1.5	0.3	8.0
	Ocp	1.0	1.6	2.1	2.7	5.3	1.9	1.7	6.0	5.3	12.0
1500-1600	Pro	2.0	32.8	35.5	0.8	2.6	16.2	1.4	0.9	0.2	7.7
	Ocp	1.0	1.5	1.9	4.6	7.3	1.5	2.1	14.8	5.6	11.0
1600-1700	Pro	3.0	31.4	29.6	0.8	2.7	19.1	2.0	1.7	0.3	9.4
	Ocp	1.0	1.6	1.9	1.6	7.5	1.6	1.5	7.4	5.7	10.3
1700-1800	Pro	1.8	32.8	38.9	0.5	1.6	9.2	0.9	1.1	0.2	12.9
	Ocp	1.0	1.3	1.8	3.3	8.6	1.6	2.0	1.5	6.4	11.8
1800-1900	Pro	3.2	33.6	33.8	1.4	1.8	7.2	0.8	3.2	0.3	14.6
	Ocp	1.1	1.4	2.2	2.6	8.6	1.8	2.0	17.0	11.0	16.2
1900-2000	Pro	0.9	38.1	40.5	0.0	1.9	3.5	0.5	2.5	0.3	11.8
	Ocp	1.0	1.6	2.1	0.0	9.1	1.7	1.0	15.6	7.8	11.9
2000-2100	Pro	2.2	22.8	53.5	1.2	3.1	2.8	1.2	1.4	0.2	11.5
	Ocp	1.3	1.6	1.9	1.7	9.7	2.0	1.8	12.7	5.8	9.1
2100-2200	Pro	1.3	21.7	58.4	1.1	2.7	2.2	0.7	0.7	0.2	11.1
	Ocp	1.0	1.5	1.9	3.0	8.1	1.6	2.3	15.7	3.7	9.6
2200-2300	Pro	1.8	19.4	59.7	0.3	3.1	1.6	0.3	0.8	0.1	13.0
	Ocp	1.0	1.8	2.0	2.0	3.4	1.8	1.0	2.3	5.5	8.9
16 hours	Pro	2.0	25.8	41.0	0.9	2.5	12.4	1.5	2.7	0.2	10.8
	Ocp	1.0	1.5	2.0	2.8	8.1	1.7	1.8	15.8	8.3	14.6

**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