

YEAR

2012

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

COVERAGE (B) STATION

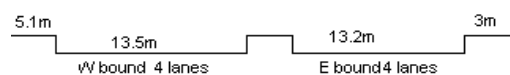
2207

ROAD NETWORK

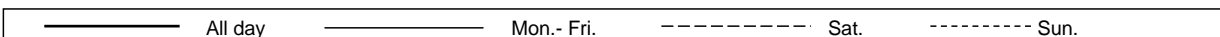
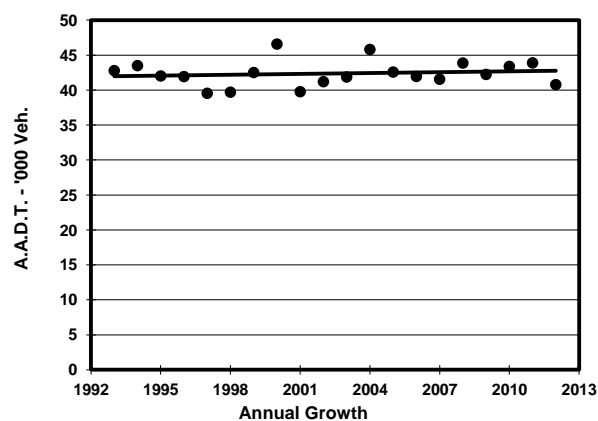
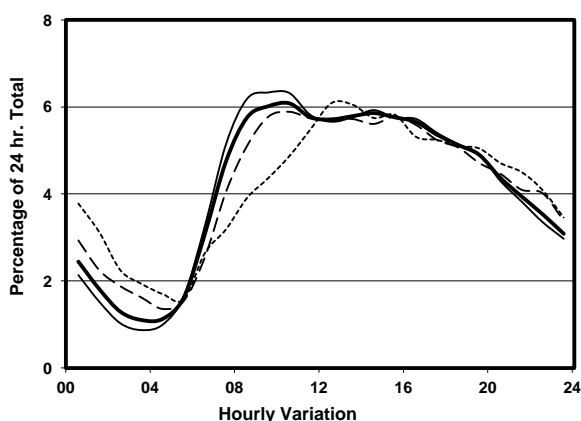
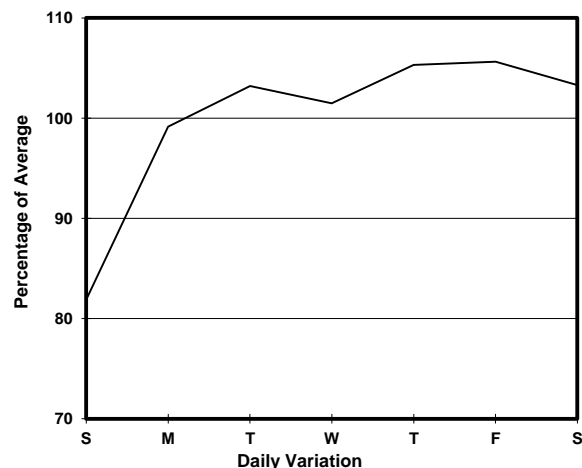
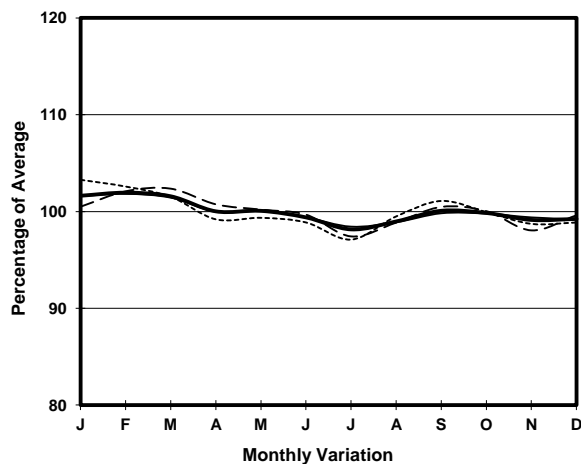
MAJOR

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.	26180	27250	27370	21450
R 12 / 24 - %	65.7	67.5	62.7	58.4
R 16 / 24 - %	82.7	84.1	80	77.2
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1560	1750	1540	950
T - % (AM)	-	28.7	-	-
PM Peak Hour	1600-1700	1600-1700	1700-1800	1600-1700
One-way flow at PM peak hour	1400	1500	1330	1080
T - % (PM)	-	14.4	-	-
Prop.of commercial vehicles - 16 hr.	-	16.3	-	-
<b>WEST BOUND</b>				
A.A.D.T.	14600	15150	15160	12270
R 12 / 24 - %	71.1	72.2	69.8	66.2
R 16 / 24 - %	87.6	88.3	87	83.7
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	950	1060	920	530
T - % (AM)	-	12.7	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	910	930	1060	710
T - % (PM)	-	10.6	-	-
Prop.of commercial vehicles - 16 hr.	-	11.8	-	-

## 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	2.8	8.4	45.6	2.2	2.5	14.8	2.8	5.3	0.4	15.1
	Ocp	1.0	1.3	1.9	4.1	14.9	1.2	1.5	17.2	16.8	26.8
0800-0900	Pro	1.1	17.6	43.8	0.7	2.3	9.8	0.6	9.7	0.2	14.1
	Ocp	1.0	1.4	1.9	2.4	12.3	1.7	1.0	29.3	14.3	29.6
0900-1000 Peak hour	Pro	2.1	27.3	37.3	0.4	2.0	15.2	1.1	2.7	0.2	11.7
	Ocp	1.0	1.4	2.0	1.0	6.1	1.7	1.4	14.5	11.0	15.0
1000-1100	Pro	2.4	25.9	41.2	0.1	2.2	14.3	1.8	2.7	0.3	9.2
	Ocp	1.1	1.4	1.9	2.0	7.1	1.8	1.2	7.3	7.9	13.8
1100-1200	Pro	2.4	30.9	33.7	0.8	1.8	19.9	0.8	1.6	0.3	7.9
	Ocp	1.0	1.4	2.0	3.2	6.5	1.6	1.0	5.4	6.3	15.8
1200-1300	Pro	1.8	31.7	33.5	1.3	1.8	18.0	1.5	1.8	0.2	8.3
	Ocp	1.0	1.5	2.0	2.4	6.3	1.7	1.8	11.1	7.3	11.7
1300-1400	Pro	1.1	34.9	31.6	0.3	2.6	17.3	1.1	2.0	0.2	8.8
	Ocp	1.3	1.6	2.0	4.5	7.1	1.6	1.3	7.1	7.8	15.1
1400-1500	Pro	1.5	32.6	36.8	0.8	1.2	17.1	0.8	2.0	0.3	6.9
	Ocp	1.1	1.4	2.1	2.8	7.0	1.7	2.0	9.9	5.1	13.4
1500-1600	Pro	2.0	35.9	33.1	0.9	1.7	15.0	2.1	1.3	0.2	7.7
	Ocp	1.0	1.5	2.0	3.3	6.5	1.7	1.9	10.2	4.7	12.1
1600-1700	Pro	2.6	37.2	26.7	0.3	2.1	18.2	0.8	2.3	0.2	9.5
	Ocp	1.0	1.5	2.1	2.0	6.6	1.6	1.0	4.6	5.2	9.8
1700-1800	Pro	2.4	39.7	29.1	1.2	2.0	10.8	0.3	2.5	0.3	11.8
	Ocp	1.0	1.4	2.0	2.7	7.9	1.7	1.5	7.8	5.7	12.0
1800-1900	Pro	3.8	39.3	31.0	1.1	1.7	5.9	0.8	3.2	0.3	12.9
	Ocp	1.1	1.7	2.1	1.7	10.1	1.7	1.0	15.6	11.2	17.5
1900-2000	Pro	2.6	37.0	37.9	0.3	1.9	5.9	0.3	2.9	0.3	10.7
	Ocp	1.1	1.7	2.0	6.5	8.2	1.5	1.0	13.9	7.9	15.8
2000-2100	Pro	1.4	25.6	53.6	0.2	2.2	3.9	0.2	2.0	0.3	10.6
	Ocp	1.4	1.5	2.0	4.0	9.3	1.6	1.0	12.1	3.8	10.9
2100-2200	Pro	1.9	26.2	53.7	0.0	1.2	2.4	0.7	1.0	0.4	12.4
	Ocp	1.0	1.6	1.9	0.0	5.4	1.8	1.3	6.8	5.0	9.0
2200-2300	Pro	2.3	26.1	53.9	0.8	1.3	2.0	0.0	0.5	0.4	12.8
	Ocp	1.0	1.6	2.1	2.0	5.2	1.5	0.0	11.0	4.3	11.1
16 hours	Pro	2.1	30.3	37.9	0.7	1.9	12.6	1.0	2.8	0.3	10.4
	Ocp	1.1	1.5	2.0	2.9	8.0	1.6	1.4	15.7	7.7	15.7

**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