

YEAR

2012

LINK CORNWALL ST (from WATERLOO RD to NAM CHEONG ST)

COVERAGE (B) STATION

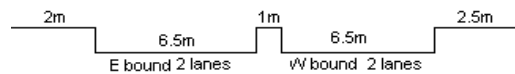
4206

ROAD NETWORK

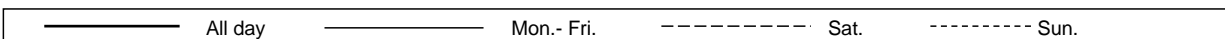
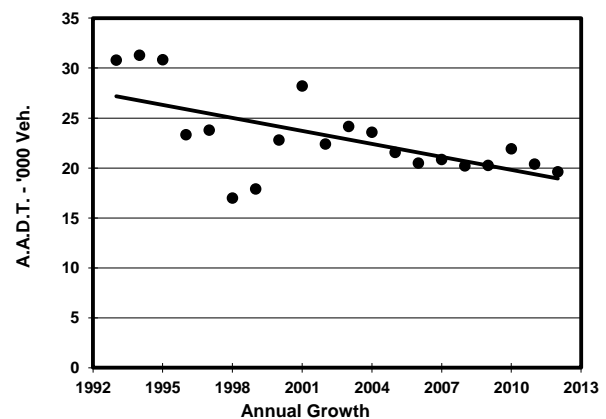
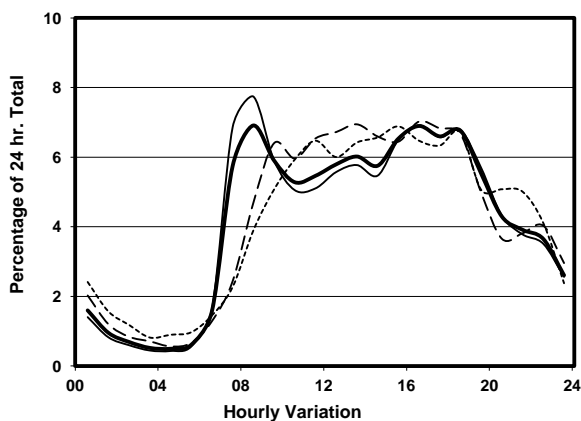
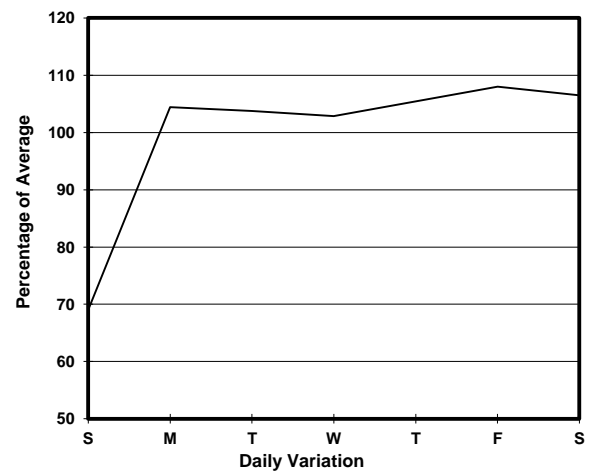
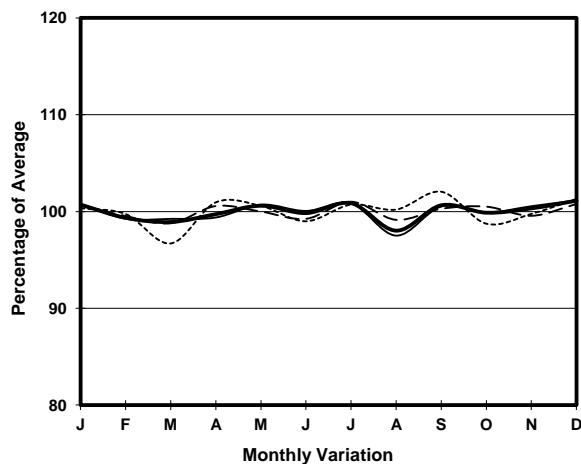
MAJOR

ROAD TYPE

DISTRICT DISTRIBUTOR



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	10000	10450	10510	8370
R 12 / 24 - %	74	74.7	73.6	69.7
R 16 / 24 - %	89.9	90.6	88.3	87.5
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	690	830	760	490
T - % (AM)	-	22.5	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	690	740	660	590
T - % (PM)	-	8.2	-	-
Prop.of commercial vehicles - 16 hr.	-	8.7	-	-

WEST BOUND				
A.A.D.T.	9620	10470	10720	5410
R 12 / 24 - %	73.2	73.8	73	68.1
R 16 / 24 - %	92	92.4	91.2	89.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	660	830	600	210
T - % (AM)	-	13.3	-	-
PM Peak Hour	1600-1700	1600-1700	1700-1800	1600-1700
One-way flow at PM peak hour	710	770	830	400
T - % (PM)	-	8.3	-	-
Prop.of commercial vehicles - 16 hr.	-	9.5	-	-

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	3.9	32.1	30.8	6.0	0.0	8.6	0.4	14.6	0.4	3.2
	Ocp	1.0	1.5	2.1	3.8	0.0	1.6	1.0	15.2	2.0	41.5
0800-0900 Peak hour	Pro	1.9	64.5	12.5	2.9	0.0	7.7	1.2	7.0	0.1	2.2
	Ocp	1.0	1.5	2.2	6.8	0.0	1.7	2.2	14.3	8.0	56.5
0900-1000	Pro	1.4	53.0	14.5	3.1	0.0	20.1	2.6	2.8	0.0	2.5
	Ocp	1.0	1.5	2.0	2.1	0.0	1.7	1.9	9.9	0.0	28.0
1000-1100	Pro	2.0	49.1	17.4	2.0	0.3	19.4	3.3	4.0	0.0	2.5
	Ocp	1.0	1.5	2.0	6.0	1.0	1.7	1.6	9.8	0.0	20.4
1100-1200	Pro	3.0	45.7	16.4	1.7	0.9	22.4	2.6	3.9	0.0	3.4
	Ocp	1.0	1.4	1.7	1.5	1.0	1.7	1.5	4.8	0.0	20.3
1200-1300	Pro	1.7	59.0	13.6	1.4	0.4	11.9	1.7	7.7	0.0	2.6
	Ocp	1.0	1.4	1.9	3.8	1.0	1.6	1.0	15.7	0.0	26.0
1300-1400	Pro	1.4	49.2	17.0	5.9	0.0	18.0	4.2	1.7	0.0	2.6
	Ocp	1.0	1.6	1.7	7.1	0.0	1.5	1.4	14.4	0.0	32.0
1400-1500	Pro	3.7	49.0	20.8	3.3	0.0	14.7	1.2	4.1	0.0	3.2
	Ocp	1.0	1.6	1.8	2.3	0.0	1.7	1.7	8.7	0.0	30.7
1500-1600	Pro	1.0	54.2	15.2	5.0	0.0	14.2	1.5	6.7	0.0	2.1
	Ocp	1.0	1.5	2.2	8.5	0.0	1.8	1.7	16.4	0.0	27.2
1600-1700	Pro	1.4	51.0	22.5	3.2	0.0	13.8	0.9	4.9	0.0	2.2
	Ocp	1.0	1.6	1.8	3.8	0.0	2.0	1.0	7.0	0.0	26.8
1700-1800	Pro	3.2	56.3	21.5	1.7	0.0	8.3	1.4	4.9	0.0	2.7
	Ocp	1.1	1.5	1.6	8.3	0.0	1.7	1.2	12.0	0.0	34.6
1800-1900	Pro	4.2	57.8	21.2	0.8	0.3	7.8	0.8	4.7	0.0	2.5
	Ocp	1.0	1.5	2.0	1.7	1.0	1.6	1.7	8.4	0.0	55.0
1900-2000	Pro	1.9	68.9	16.4	0.0	0.6	4.9	0.9	4.0	0.0	2.4
	Ocp	1.0	1.6	2.0	0.0	1.0	1.6	1.7	6.9	0.0	46.2
2000-2100	Pro	2.0	63.4	24.0	0.0	0.4	4.5	0.8	1.6	0.0	3.3
	Ocp	1.0	1.5	1.8	0.0	1.0	1.7	1.0	4.3	0.0	32.3
2100-2200	Pro	6.0	51.1	29.8	0.0	0.5	6.5	1.0	1.5	0.0	3.7
	Ocp	1.2	1.5	1.8	0.0	1.0	1.5	1.0	2.3	0.0	24.6
2200-2300	Pro	4.2	65.3	21.6	1.1	0.0	2.6	0.5	0.5	0.0	4.2
	Ocp	1.0	1.6	1.9	3.5	0.0	1.6	1.0	16.0	0.0	21.6
16 hours	Pro	2.5	54.9	19.0	2.5	0.2	11.8	1.6	4.8	0.1	2.7
	Ocp	1.0	1.5	1.9	5.3	1.0	1.7	1.5	11.9	3.2	33.3

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