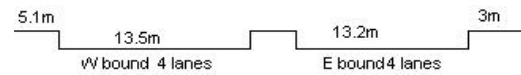
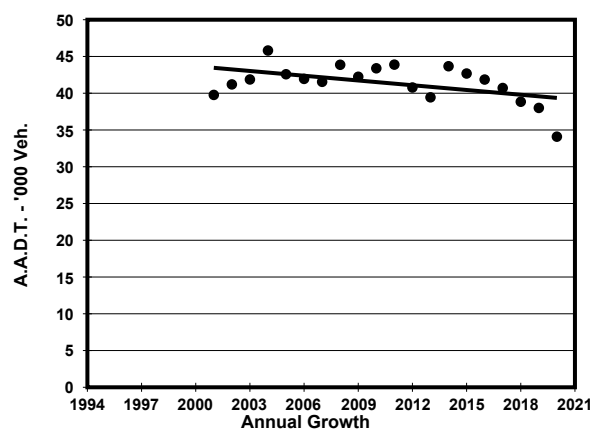
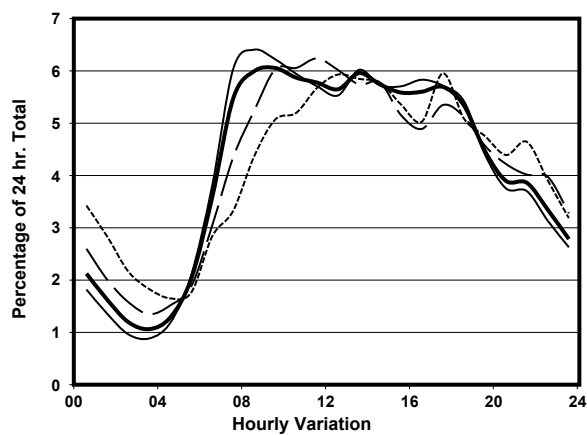
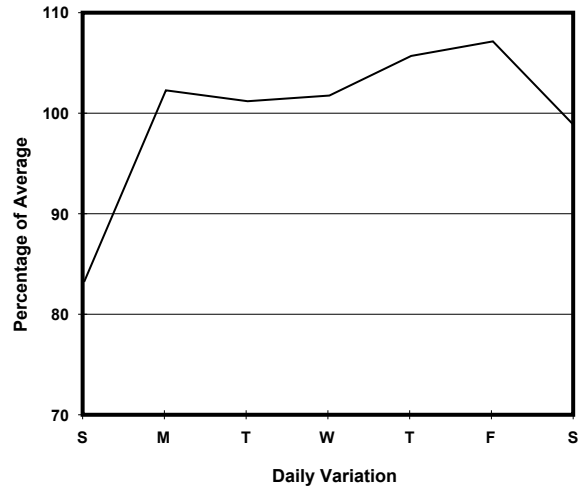
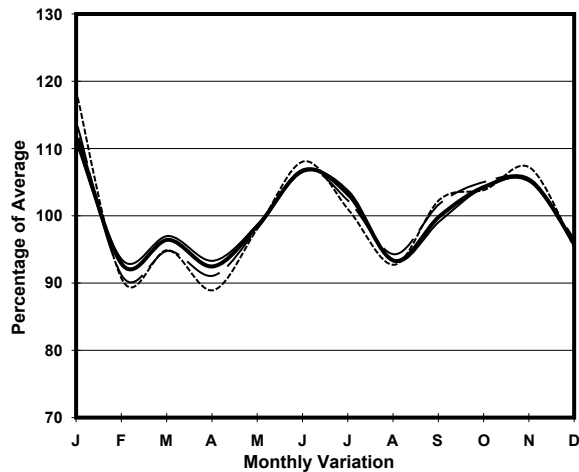


YEAR 2020  
 COVERAGE (B) STATION 2207  
 ROAD NETWORK MAJOR  
 ROAD TYPE PRIMARY DISTRIBUTOR

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



## 1. TRAFFIC FLOW VARIATION AND GROWTH



— All day    - - - - - Mon.- Fri.    ..... Sat.    - - - - - Sun.

## 2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
<b>EAST BOUND</b>				
A.A.D.T.	19780	20730	19750	16260
R 12 / 24 - %	66	67.8	63.3	58.1
R 16 / 24 - %	82.6	84	80.7	76.7
AM Peak Hour	0900-1000	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	1170	1320	1190	760
T - % (AM)	-	27.3	-	-
PM Peak Hour	1700-1800	1600-1700	1700-1800	1700-1800
One-way flow at PM peak hour	1060	1150	980	920
T - % (PM)	-	11.9	-	-
Prop.of commercial vehicles - 16 hr.	-	14.5	-	-
<b>WEST BOUND</b>				
A.A.D.T.	14310	14890	14170	12430
R 12 / 24 - %	72.5	73.7	69.6	68.5
R 16 / 24 - %	86.6	87	85.6	85.1
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	900	990	860	690
T - % (AM)	-	17.1	-	-
PM Peak Hour	1700-1800	1600-1700	1700-1800	1700-1800
One-way flow at PM peak hour	880	930	830	790
T - % (PM)	-	10.9	-	-
Prop.of commercial vehicles - 16 hr.	-	12.3	-	-

## 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	4.2	19.1	27.6	2.1	2.7	21.2	2.1	2.7	0.1	18.0
	Ocp	1.0	1.5	1.8	3.3	7.0	1.2	1.4	16.0	1.0	29.3
0800-0900 Peak hour	Pro	4.3	32.1	22.9	1.1	1.9	13.4	1.0	4.6	0.0	18.8
	Ocp	1.0	1.2	1.7	2.6	8.8	1.5	1.8	34.2	0.0	39.1
0900-1000	Pro	3.7	36.6	28.0	0.0	1.0	15.3	2.3	0.6	0.0	12.7
	Ocp	1.0	1.4	1.5	0.0	4.7	1.5	1.5	12.8	0.0	20.9
1000-1100	Pro	3.0	38.0	25.5	0.5	0.6	21.7	1.2	0.3	0.0	9.2
	Ocp	1.1	1.5	1.7	1.3	6.8	1.4	1.6	1.0	0.0	18.0
1100-1200	Pro	6.9	40.4	21.8	0.4	0.4	19.3	1.2	0.2	0.1	9.5
	Ocp	1.0	1.3	1.7	1.5	9.0	1.4	1.3	2.0	1.0	17.3
1200-1300	Pro	6.0	37.7	25.0	1.5	0.5	18.3	1.8	0.5	0.0	8.7
	Ocp	1.0	1.4	1.8	3.1	5.0	1.6	1.5	2.3	0.0	15.2
1300-1400	Pro	5.9	39.6	24.5	0.6	0.2	17.2	1.7	0.8	0.0	9.6
	Ocp	1.0	1.3	1.8	4.0	5.0	1.4	1.3	5.0	0.0	15.8
1400-1500	Pro	4.7	42.6	24.5	0.0	0.5	17.2	1.8	0.3	0.0	8.3
	Ocp	1.0	1.4	1.9	0.0	7.7	1.5	1.5	11.5	0.0	14.8
1500-1600	Pro	2.3	48.2	22.1	0.5	0.5	17.3	0.8	0.0	0.0	8.4
	Ocp	1.0	1.5	1.8	4.7	7.0	1.6	1.4	0.0	0.0	14.8
1600-1700	Pro	5.5	47.7	22.0	0.2	0.3	12.7	1.2	0.2	0.0	10.2
	Ocp	1.0	1.5	1.9	1.0	7.5	1.6	1.6	1.0	0.0	13.9
1700-1800	Pro	4.3	48.2	23.7	0.4	0.4	9.1	0.5	0.0	0.0	13.5
	Ocp	1.0	1.4	1.9	3.5	7.5	1.6	1.0	0.0	0.0	17.4
1800-1900	Pro	6.1	47.5	26.1	0.2	0.5	4.8	0.0	1.7	0.0	13.1
	Ocp	1.1	1.4	1.9	3.0	8.3	1.7	0.0	20.0	0.0	24.7
1900-2000	Pro	6.2	49.8	28.2	0.0	0.5	4.1	0.0	0.3	0.0	10.8
	Ocp	1.0	1.5	1.8	0.0	3.0	1.7	0.0	8.0	0.0	17.4
2000-2100	Pro	6.8	35.2	37.4	1.0	0.2	3.7	1.7	0.0	0.0	14.0
	Ocp	1.0	1.5	1.6	2.3	6.0	1.5	1.6	0.0	0.0	11.5
2100-2200	Pro	4.3	36.2	39.0	0.3	0.6	3.4	0.3	0.0	0.2	15.8
	Ocp	1.0	1.5	1.7	3.0	2.0	1.3	1.0	0.0	1.0	12.6
2200-2300	Pro	4.6	25.5	50.7	0.3	0.3	2.0	1.0	0.3	0.0	15.2
	Ocp	1.1	1.5	1.7	2.0	8.0	1.5	1.3	1.0	0.0	9.3
16 hours	Pro	4.9	40.2	26.8	0.5	0.7	13.2	1.2	0.8	0.1	11.8
	Ocp	1.0	1.4	1.8	2.9	6.8	1.5	1.5	21.5	1.0	19.9

**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