

YEAR

2022

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

COVERAGE (B) STATION

2207

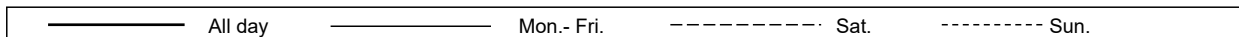
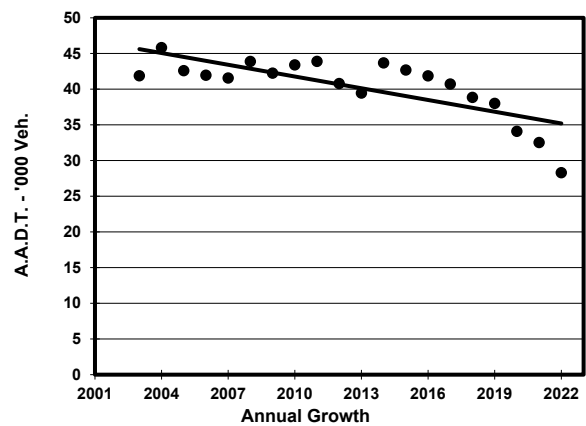
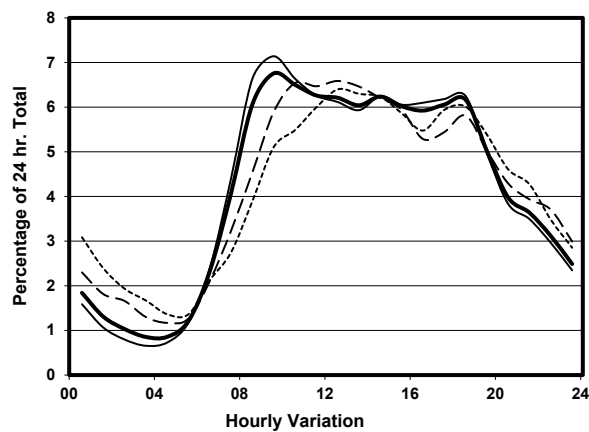
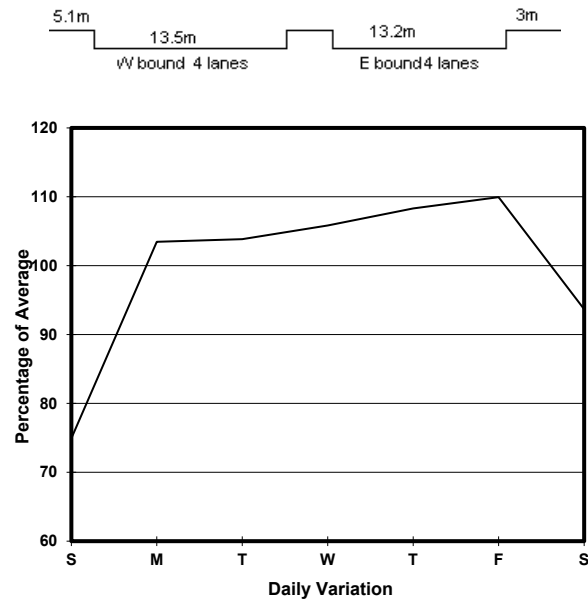
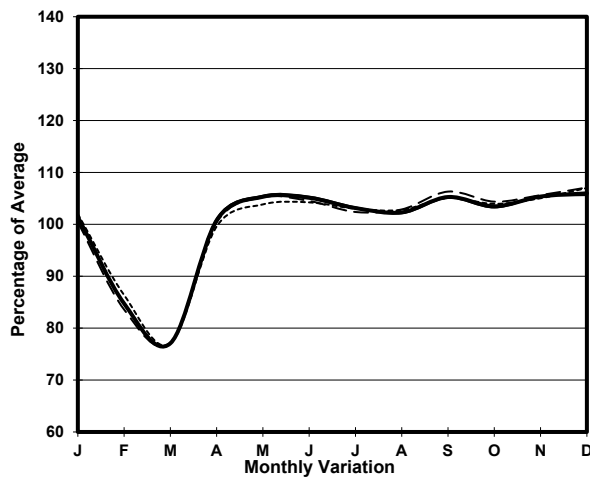
ROAD NETWORK

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.	16880	18270	15950	12490
R 12 / 24 - %	71	72.8	67	63
R 16 / 24 - %	87.6	88.9	84.4	81.8
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1140	1310	930	620
T - % (AM)	-	14.4	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	1020	1130	880	750
T - % (PM)	-	12.5	-	-
Prop.of commercial vehicles - 16 hr.	-	12.9	-	-
<b>WEST BOUND</b>				
A.A.D.T.	11410	12270	10720	8930
R 12 / 24 - %	74.3	75.7	70.6	69
R 16 / 24 - %	88.8	89.7	86.8	85.2
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	780	880	640	480
T - % (AM)	-	11.1	-	-
PM Peak Hour	1800-1900	1600-1700	1800-1900	1800-1900
One-way flow at PM peak hour	720	790	670	540
T - % (PM)	-	11.6	-	-
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	3.0	13.8	33.3	2.7	1.7	24.2	1.7	2.4	0.1	17.2
	Ocp	1.1	1.3	1.8	5.4	6.6	1.3	1.4	19.3	1.0	28.0
0800-0900	Pro	2.3	26.6	31.3	0.6	1.1	14.4	1.3	5.0	0.0	17.3
	Ocp	1.1	1.3	1.7	2.5	7.1	1.5	1.5	28.1	0.0	36.1
0900-1000 Peak hour	Pro	2.6	38.3	30.7	0.1	0.7	14.3	1.4	0.7	0.0	11.3
	Ocp	1.0	1.3	1.8	4.0	4.8	1.7	1.3	13.6	0.0	24.1
1000-1100	Pro	3.5	37.5	25.7	0.2	0.3	21.8	2.6	0.3	0.0	8.2
	Ocp	1.0	1.4	1.8	4.0	9.0	1.5	1.4	1.0	0.0	20.6
1100-1200	Pro	5.6	38.4	25.3	0.6	0.3	20.2	2.0	0.2	0.1	7.4
	Ocp	1.0	1.3	1.9	3.3	7.0	1.4	1.5	1.0	2.0	20.2
1200-1300	Pro	5.3	39.7	28.0	1.2	0.2	16.7	0.8	0.7	0.1	7.5
	Ocp	1.0	1.5	1.8	3.1	8.0	1.5	1.6	2.8	3.0	19.3
1300-1400	Pro	5.1	43.5	25.8	1.4	0.5	14.3	1.4	0.5	0.0	7.4
	Ocp	1.0	1.3	2.0	3.9	8.0	1.6	1.3	6.3	0.0	20.2
1400-1500	Pro	4.4	39.3	26.0	0.7	0.7	19.1	1.1	0.7	0.0	8.1
	Ocp	1.0	1.5	2.0	3.3	6.3	1.6	1.3	10.0	0.0	18.6
1500-1600	Pro	3.0	48.3	19.4	0.2	0.6	16.8	1.8	0.6	0.0	9.3
	Ocp	1.0	1.5	2.0	2.0	7.0	1.5	1.1	2.0	0.0	17.6
1600-1700	Pro	4.2	49.8	18.4	0.5	0.5	15.4	1.9	0.5	0.0	8.8
	Ocp	1.0	1.5	2.0	2.0	7.7	1.5	1.3	14.3	0.0	16.9
1700-1800	Pro	4.2	47.8	27.2	0.8	0.4	8.5	0.2	0.2	0.0	10.8
	Ocp	1.0	1.4	1.7	2.5	10.5	1.4	1.0	1.0	0.0	22.5
1800-1900	Pro	7.2	51.2	23.8	0.3	0.3	3.7	0.2	1.6	0.0	11.8
	Ocp	1.1	1.5	2.1	2.0	7.5	1.2	2.0	17.0	0.0	26.0
1900-2000	Pro	7.9	46.5	32.3	0.0	0.4	2.5	0.2	0.4	0.0	9.9
	Ocp	1.1	1.5	1.9	0.0	6.5	1.4	2.0	5.5	0.0	23.4
2000-2100	Pro	6.9	35.5	38.5	0.3	0.3	3.0	0.6	0.3	0.0	14.7
	Ocp	1.1	1.6	1.9	1.0	1.0	1.3	1.0	1.0	0.0	13.7
2100-2200	Pro	4.2	41.6	35.0	0.3	0.7	3.1	0.3	0.0	0.1	14.6
	Ocp	1.0	1.7	1.9	2.0	1.0	1.8	2.0	0.0	1.0	13.4
2200-2300	Pro	6.2	34.8	43.7	0.3	0.6	1.8	0.9	0.0	0.1	11.7
	Ocp	1.2	1.7	2.1	3.0	5.0	1.3	1.7	0.0	1.0	12.4
16 hours	Pro	4.7	40.4	28.0	0.6	0.5	13.1	1.2	0.9	0.1	10.5
	Ocp	1.1	1.4	1.9	3.4	6.6	1.5	1.4	17.9	1.6	22.3

**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