

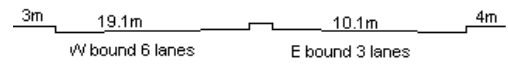
YEAR 2005

CORE STATION 1002

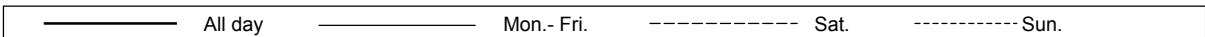
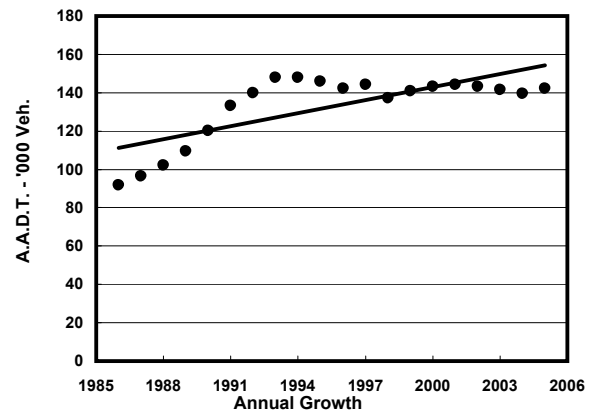
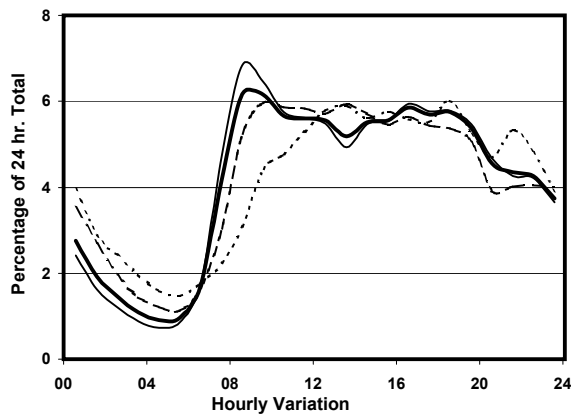
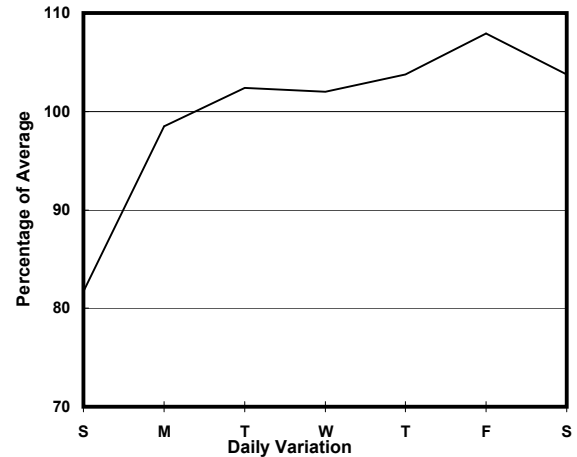
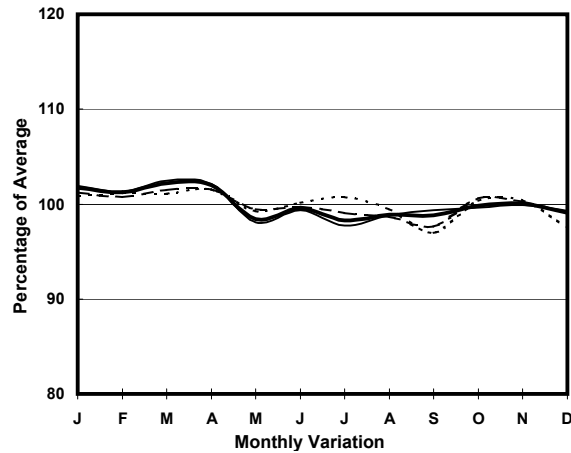
ROAD NETWORK MAJOR

ROAD TYPE URBAN TRUNK ROAD

LINK VICTORIA PARK RD (from HOUSTON ST to ISLAND EASTERN CORRIDOR)



## 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.	68560	71510	72080	54480
R 12 / 24 - %	66.5	68	65.2	58.7
R 16 / 24 - %	85.8	87.4	82.4	79.8
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	4110	4690	3950	2320
T - % (AM)	-	10	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1800-1900
One-way flow at PM peak hour	4390	4650	4510	3390
T - % (PM)	-	8.7	-	-
Prop.of commercial vehicles - 16 hr.	-	7.8	-	-

<b>WEST BOUND</b>				
A.A.D.T.	73790	76300	76750	62840
R 12 / 24 - %	67.2	68.6	65.3	61.1
R 16 / 24 - %	85.1	86.5	82.2	80.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	4760	5420	4940	2870
T - % (AM)	-	11.2	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	4100	4270	3930	3660
T - % (PM)	-	7.9	-	-
Prop.of commercial vehicles - 16 hr.	-	8.7	-	-

## 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	5.1	19.5	40.3	3.0	1.4	15.5	3.2	6.9	0.1	5.1
	Ocp	1.1	1.5	1.9	5.0	11.4	1.6	1.3	19.3	1.0	46.0
0800-0900 Peak hour	Pro	4.1	34.3	37.6	1.3	0.8	11.3	3.1	3.2	0.1	4.2
	Ocp	1.1	1.4	1.9	2.6	13.9	1.6	1.4	13.5	1.0	66.0
0900-1000	Pro	2.8	34.2	33.6	1.0	0.5	20.2	3.4	1.2	0.1	3.1
	Ocp	1.0	1.3	1.8	2.8	11.7	1.7	1.5	9.9	1.0	38.0
1000-1100	Pro	2.7	28.8	31.6	1.3	0.4	28.0	3.9	0.7	0.1	2.5
	Ocp	1.1	1.5	1.9	1.8	2.9	1.6	1.5	4.7	1.0	28.7
1100-1200	Pro	3.6	29.5	29.9	1.6	0.3	26.6	3.9	2.0	0.1	2.6
	Ocp	1.1	1.5	1.9	2.2	3.4	1.7	1.6	7.3	1.0	29.1
1200-1300	Pro	2.9	33.0	29.6	1.6	0.3	24.8	3.5	1.9	0.1	2.4
	Ocp	1.1	1.5	2.1	2.8	6.6	1.6	1.4	14.1	1.0	26.3
1300-1400	Pro	3.3	28.0	28.8	1.6	0.2	28.0	4.4	2.9	0.1	2.8
	Ocp	1.0	1.6	1.8	2.4	8.3	1.7	1.5	11.5	1.0	24.3
1400-1500	Pro	8.6	33.4	23.1	1.8	0.1	24.4	4.5	1.6	0.1	2.4
	Ocp	1.6	1.6	2.2	2.6	8.5	1.7	1.5	8.8	1.0	27.2
1500-1600	Pro	3.4	35.1	26.3	2.7	0.3	24.1	3.7	1.9	0.1	2.5
	Ocp	1.1	1.5	2.1	3.7	3.6	1.7	1.6	15.2	1.3	27.6
1600-1700	Pro	2.6	30.7	29.8	2.8	0.3	24.5	3.0	3.5	0.1	2.7
	Ocp	1.2	1.5	2.0	3.0	5.7	1.7	1.5	10.7	1.0	26.9
1700-1800	Pro	4.9	37.9	28.2	1.7	0.5	18.6	2.2	2.7	0.0	3.2
	Ocp	1.1	1.4	2.0	2.1	9.7	1.7	1.5	7.0	0.0	38.5
1800-1900	Pro	6.1	46.7	25.8	1.3	0.7	11.8	1.0	3.1	0.0	3.5
	Ocp	1.2	1.4	2.4	4.4	10.3	1.5	1.1	19.3	0.0	55.8
1900-2000	Pro	3.7	48.6	29.4	0.3	0.7	9.5	1.7	2.2	0.1	3.8
	Ocp	1.2	1.5	2.1	2.2	14.7	1.5	1.5	14.2	1.0	40.4
2000-2100	Pro	3.2	43.7	38.3	0.6	1.3	6.4	1.3	1.4	0.1	3.5
	Ocp	1.2	1.5	2.0	2.4	11.0	1.6	1.2	16.2	1.0	26.8
2100-2200	Pro	4.1	36.4	46.7	0.4	1.5	5.1	2.1	0.8	0.1	3.0
	Ocp	1.2	1.6	2.0	1.5	11.3	1.7	1.6	12.0	1.0	27.6
2200-2300	Pro	2.1	40.5	47.8	0.7	1.1	3.3	0.9	0.8	0.1	2.7
	Ocp	1.2	1.6	1.9	2.4	11.9	1.5	1.6	9.4	1.0	24.1
16 hours	Pro	3.9	35.0	32.7	1.5	0.6	18.0	2.9	2.3	0.1	3.1
	Ocp	1.2	1.5	2.0	3.0	10.4	1.6	1.5	13.2	1.0	36.9

**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