

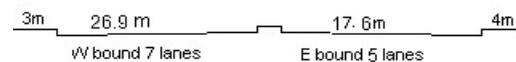
YEAR 2015

CORE STATION 1002

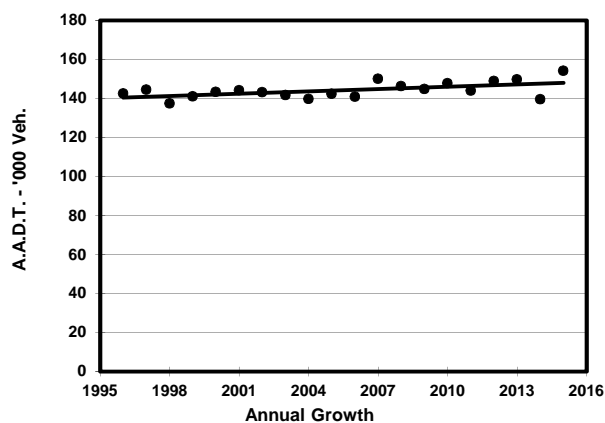
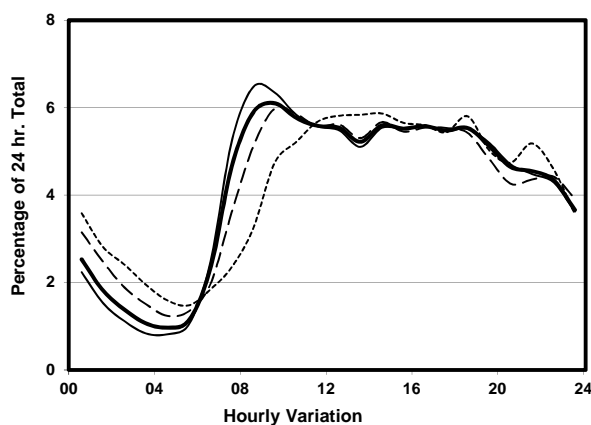
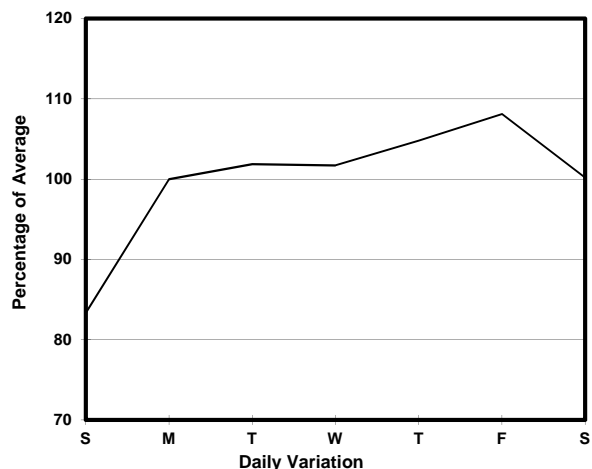
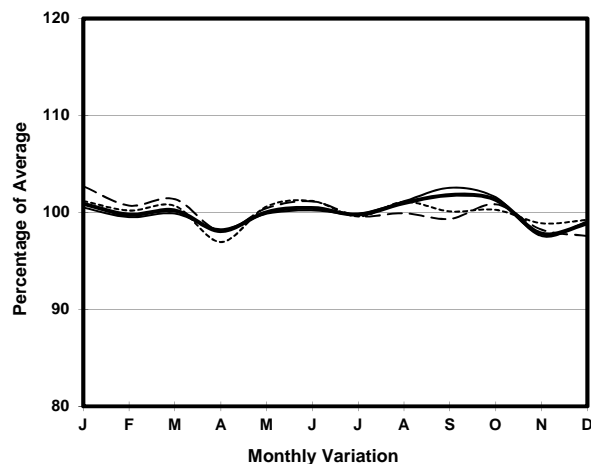
ROAD NETWORK MAJOR

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.	75380	78330	75580	65160
R 12 / 24 - %	65	66.4	62.1	60.2
R 16 / 24 - %	84.9	86.4	81	80.9
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	4220	4750	3830	3000
T - % (AM)	-	8.8	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	4400	4580	4300	3870
T - % (PM)	-	7.6	-	-
Prop.of commercial vehicles - 16 hr.	-	7.5	-	-
<b>WEST BOUND</b>				
A.A.D.T.	78710	82260	80390	64240
R 12 / 24 - %	67.9	68.9	67	62.3
R 16 / 24 - %	85.3	86.3	84	80.7
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	5180	5650	5490	3140
T - % (AM)	-	10.3	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	4450	4620	4490	3860
T - % (PM)	-	7.8	-	-
Prop.of commercial vehicles - 16 hr.	-	8.6	-	-

## 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	4.0	35.9	31.8	3.7	0.6	12.4	2.7	5.4	0.1	3.5
	Ocp	1.0	1.4	1.9	6.8	11.6	1.3	1.2	22.6	5.5	54.0
0800-0900 Peak hour	Pro	3.7	47.0	30.3	1.3	0.3	7.8	3.0	2.6	0.0	4.1
	Ocp	1.0	1.3	1.9	6.5	11.1	1.4	1.3	18.1	0.0	67.1
0900-1000	Pro	2.7	39.9	28.1	0.7	0.4	18.8	4.0	2.3	0.1	3.1
	Ocp	1.1	1.4	1.6	2.1	6.6	1.4	1.2	12.6	1.0	40.5
1000-1100	Pro	2.3	35.1	33.0	0.6	0.3	19.6	5.1	1.4	0.1	2.6
	Ocp	1.1	1.2	1.9	2.0	8.3	1.4	1.2	7.4	7.0	28.8
1100-1200	Pro	2.0	36.3	29.4	1.3	0.1	23.0	4.2	1.6	0.0	2.1
	Ocp	1.0	1.3	1.9	2.4	10.5	1.4	1.3	4.9	0.0	32.2
1200-1300	Pro	2.3	38.3	31.0	1.0	0.1	19.4	3.8	2.1	0.1	2.0
	Ocp	1.1	1.3	2.0	4.7	5.0	1.4	1.2	13.3	11.0	29.5
1300-1400	Pro	2.6	39.4	27.4	1.6	0.1	19.8	5.0	2.0	0.0	2.1
	Ocp	1.1	1.3	2.0	4.0	2.5	1.3	1.1	11.6	0.0	31.5
1400-1500	Pro	2.6	38.7	28.7	1.1	0.1	20.5	4.5	1.7	0.1	2.1
	Ocp	1.1	1.4	2.0	1.9	16.0	1.5	1.3	12.1	8.0	31.9
1500-1600	Pro	2.2	41.0	28.3	1.0	0.2	19.2	4.0	1.8	0.1	2.4
	Ocp	1.1	1.4	2.0	4.1	8.3	1.4	1.3	12.3	8.0	26.9
1600-1700	Pro	2.8	42.5	25.7	1.5	0.3	18.4	2.6	3.3	0.1	2.9
	Ocp	1.1	1.4	2.0	4.1	5.8	1.5	1.1	12.6	1.0	27.2
1700-1800	Pro	3.6	49.6	22.3	1.4	0.2	14.9	2.1	2.4	0.1	3.4
	Ocp	1.0	1.4	2.1	4.3	12.3	1.3	1.3	13.0	1.0	34.3
1800-1900	Pro	5.1	48.5	27.2	0.4	0.4	10.7	1.2	3.1	0.0	3.5
	Ocp	1.1	1.4	2.2	1.4	15.1	1.5	1.1	16.3	0.0	48.6
1900-2000	Pro	2.7	55.0	28.1	0.1	0.2	7.1	0.9	2.4	0.0	3.4
	Ocp	1.1	1.3	2.2	2.0	10.4	1.5	1.2	8.8	0.0	33.6
2000-2100	Pro	2.9	43.8	40.6	0.2	0.8	4.8	1.0	2.6	0.1	3.3
	Ocp	1.1	1.4	1.7	2.0	10.5	1.3	1.1	20.5	1.0	22.0
2100-2200	Pro	2.7	43.4	45.1	0.1	0.6	3.9	0.4	0.7	0.1	3.1
	Ocp	1.0	1.4	2.0	2.0	9.9	1.4	1.5	2.3	1.0	23.1
2200-2300	Pro	3.3	39.7	48.7	0.0	0.6	3.5	0.6	0.6	0.1	2.9
	Ocp	1.1	1.4	2.0	0.0	9.7	1.5	1.8	2.9	1.0	24.0
16 hours	Pro	3.0	42.1	31.2	1.0	0.3	14.3	2.9	2.3	0.1	2.9
	Ocp	1.1	1.3	2.0	4.4	9.9	1.4	1.2	14.1	3.6	37.1

**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 except for one way traffic