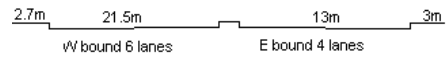
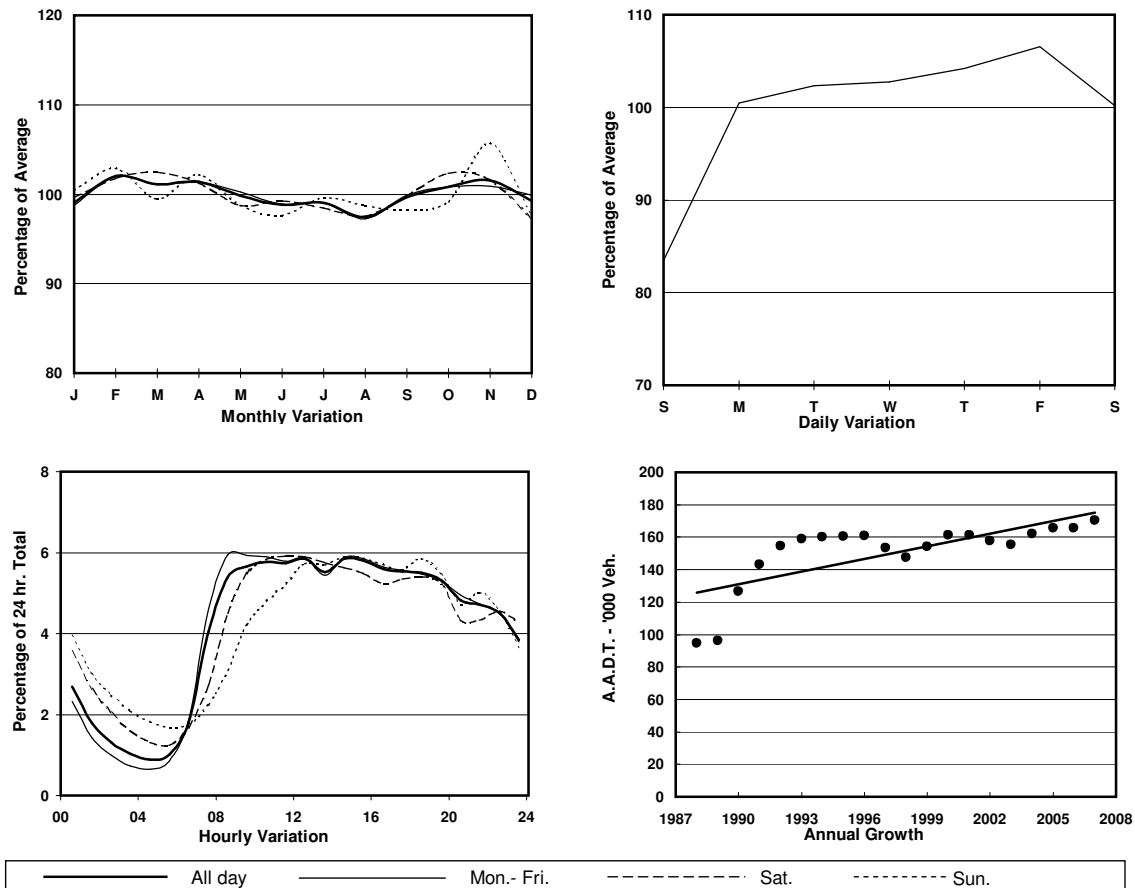


CORE STATION 1001
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	64750	66800	66110	57190
R 12 / 24 - %	64.4	65.9	61.5	58.4
R 16 / 24 - %	84.2	86.2	79.7	77.9
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3620	4070	3550	2260
T - % (AM)	-	10.4	-	-
PM Peak Hour	1600-1700	1600-1700	1700-1800	1600-1700
One-way flow at PM peak hour	3510	3630	3420	3300
T - % (PM)	-	5.3	-	-
Prop.of commercial vehicles - 16 hr.	-	6.3	-	-
WEST BOUND				
A.A.D.T.	105520	110600	105990	86340
R 12 / 24 - %	67.4	69.1	64.3	60.8
R 16 / 24 - %	86.5	88.1	82.9	80.7
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	6010	6550	5900	3790
T - % (AM)	-	8.2	-	-
PM Peak Hour	1800-1900	1700-1800	1800-1900	1800-1900
One-way flow at PM peak hour	6170	6510	5970	5150
T - % (PM)	-	7.3	-	-
Prop.of commercial vehicles - 16 hr.	-	6.3	-	-

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	2.7	21.2	50.1	1.6	1.7	12.2	2.1	4.6	0.2	3.8
	Ocp	1.0	1.3	2.0	5.0	11.7	1.4	1.1	17.5	12.7	32.5
0800-0900 Peak hour	Pro	3.4	42.0	34.8	0.9	1.8	7.4	1.5	4.4	0.1	3.8
	Ocp	1.1	1.2	2.2	3.0	10.1	1.7	1.5	15.7	15.2	41.7
0900-1000	Pro	3.2	30.9	40.4	1.0	0.9	15.8	1.4	2.4	0.2	3.9
	Ocp	1.1	1.3	2.0	1.5	7.7	1.7	1.4	18.3	10.3	23.0
1000-1100	Pro	3.1	27.0	36.9	0.8	0.4	25.4	2.3	1.8	0.1	2.2
	Ocp	1.1	1.4	2.0	3.1	6.0	1.5	1.6	8.5	4.9	20.0
1100-1200	Pro	2.4	27.6	38.6	1.5	0.5	23.5	2.4	1.7	0.1	1.7
	Ocp	1.0	1.4	2.0	2.5	2.6	1.6	1.5	10.6	6.8	18.7
1200-1300	Pro	2.9	32.0	40.8	1.2	0.5	17.0	2.6	1.5	0.1	1.5
	Ocp	1.0	1.5	2.1	2.2	6.5	1.6	1.5	8.1	1.0	19.2
1300-1400	Pro	2.7	31.4	40.4	0.6	0.6	18.4	2.5	1.8	0.1	1.5
	Ocp	1.1	1.5	2.1	2.6	5.2	1.7	1.5	6.8	9.0	20.1
1400-1500	Pro	2.6	39.0	34.4	1.8	0.6	16.7	1.9	1.6	0.1	1.4
	Ocp	1.1	1.6	2.1	3.1	8.6	1.7	1.7	7.8	5.3	20.3
1500-1600	Pro	3.4	37.5	30.9	2.2	0.8	19.0	2.2	2.0	0.1	2.0
	Ocp	1.1	1.6	2.2	3.1	7.6	1.7	1.7	13.7	10.0	19.7
1600-1700	Pro	2.5	36.7	34.0	1.9	0.4	17.8	2.3	2.2	0.1	2.1
	Ocp	1.1	1.5	2.0	2.5	8.9	1.7	1.7	7.2	2.3	18.7
1700-1800	Pro	3.8	36.0	39.7	1.0	0.9	11.9	1.6	2.5	0.1	2.6
	Ocp	1.1	1.4	2.2	4.5	9.6	1.7	1.6	11.7	13.0	22.0
1800-1900	Pro	4.1	44.6	37.8	0.4	0.8	5.9	0.7	3.5	0.1	2.2
	Ocp	1.1	1.5	2.3	2.4	12.1	1.6	1.4	20.0	15.3	32.6
1900-2000	Pro	3.6	43.1	42.5	0.3	0.9	4.6	0.5	1.9	0.1	2.5
	Ocp	1.1	1.4	2.2	2.4	12.2	1.5	1.6	20.0	28.5	19.0
2000-2100	Pro	2.4	38.0	50.7	0.3	1.1	3.0	0.8	1.7	0.1	2.1
	Ocp	1.5	1.4	2.1	2.0	9.6	1.6	1.7	13.1	4.3	14.2
2100-2200	Pro	2.1	34.2	55.1	0.4	1.1	4.2	0.4	0.7	0.1	1.7
	Ocp	1.0	1.5	2.1	2.4	10.8	1.4	2.4	14.1	2.0	12.7
2200-2300	Pro	2.4	36.7	53.9	0.1	1.1	2.3	0.8	1.0	0.1	1.7
	Ocp	1.2	1.5	2.1	2.0	12.6	1.8	1.2	16.8	3.9	11.6
16 hours	Pro	3.0	35.1	40.8	1.0	0.9	13.1	1.6	2.2	0.1	2.3
	Ocp	1.1	1.4	2.1	2.9	9.5	1.6	1.5	13.9	8.7	23.6

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