YEAR	2011	**LINK**	VICTORIA PARK RD (from HOUSTON ST to ISLAND EASTERN CORRIDOR)
CORE STATION	1002		
ROAD NETWORK	MAJOR		
ROAD TYPE	URBAN TRUNK ROAD		

1. TRAFFIC FLOW VARIATION AND GROWTH

All day — Mon.- Fri. — Sat. — Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	65880	68760	65810	55250
R 12 / 24 - %	64.6	66.3	61.1	58.1
R 16 / 24 - %	84.6	86.5	79.9	79
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	3760	4180	3280	2330
T - % (AM)	-	11.1	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	3990	4220	3800	3300
T - % (PM)	-	9	-	-
Prop.of commercial vehicles - 16 hr.	-	8.3	-	-
WEST BOUND				
A.A.D.T.	78020	80300	81890	67130
R 12 / 24 - %	66.5	67.2	66	62.5
R 16 / 24 - %	84.2	85.2	82.2	80.8
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	4830	5260	5160	3110
T - % (AM)	-	12.2	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1700-1800
One-way flow at PM peak hour	4250	4450	4130	3820
T - % (PM)	-	7.9	-	-
Prop.of commercial vehicles - 16 hr.	-	9.3	-	-

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	4.0	27.6	39.3	2.6	1.0	10.8	2.7	8.4	0.1	3.6
	Ocp	1.0	1.4	1.5	6.4	12.7	1.5	1.3	17.8	14.4	55.6
0800-0900	Pro	3.4	44.6	31.4	0.7	0.5	8.3	3.1	3.9	0.1	4.2
Peak hour	Ocp	1.1	1.3	1.6	6.7	16.6	1.6	1.2	12.5	20.0	66.5
0900-1000	Pro	3.4	38.0	31.4	0.9	0.4	15.3	3.7	3.6	0.1	3.4
	Ocp	1.0	1.3	2.0	2.5	11.3	1.7	1.4	15.1	18.0	30.8
1000-1100	Pro	1.7	33.2	31.7	0.8	0.2	23.7	4.4	1.2	0.1	3.0
	Ocp	1.1	1.4	2.0	2.9	5.0	1.6	1.3	4.2	17.5	24.0
1100-1200	Pro	2.5	31.4	30.1	1.4	0.3	25.5	4.8	1.7	0.0	2.5
	Ocp	1.0	1.5	1.9	2.8	6.4	1.7	1.3	7.3	0.0	25.9
1200-1300	Pro	1.4	39.0	28.5	0.8	0.1	21.2	4.4	2.2	0.1	2.2
	Ocp	1.1	1.4	2.2	6.7	6.7	1.6	1.4	12.1	10.2	26.9
1300-1400	Pro	2.2	29.8	33.2	1.0	0.2	24.6	5.0	1.1	0.1	2.7
	Ocp	1.0	1.4	2.1	3.2	1.8	1.7	1.4	12.5	10.0	26.9
1400-1500	Pro	1.6	34.4	29.4	0.6	0.2	23.9	4.8	2.6	0.1	2.4
	Ocp	1.0	1.5	2.1	2.8	4.0	1.7	1.5	9.3	11.5	26.0
1500-1600	Pro	2.4	35.6	30.4	1.2	0.3	22.0	3.2	2.1	0.1	2.7
	Ocp	1.0	1.5	1.8	5.1	11.0	1.5	1.3	12.4	8.6	23.6
1600-1700	Pro	2.8	38.3	27.2	1.9	0.3	19.6	3.8	3.2	0.1	3.0
	Ocp	1.1	1.5	2.0	4.0	12.6	1.5	1.4	13.3	2.0	22.2
1700-1800	Pro	4.3	44.2	26.7	1.1	0.8	14.6	1.9	3.0	0.0	3.4
	Ocp	1.0	1.4	2.1	2.7	11.6	1.6	1.3	12.2	0.0	32.4
1800-1900	Pro	4.1	52.1	27.0	1.1	0.5	8.3	1.3	1.9	0.1	3.8
	Ocp	1.0	1.4	2.3	2.8	12.3	1.5	1.8	10.7	20.5	43.3
1900-2000	Pro	2.5	50.7	30.5	0.2	0.9	8.1	1.0	2.2	0.1	3.9
	Ocp	1.1	1.4	2.2	1.0	15.3	1.4	1.6	9.0	9.9	35.1
2000-2100	Pro	1.5	43.0	44.0	0.2	0.8	4.1	0.8	1.3	0.1	4.1
	Ocp	1.0	1.4	2.0	1.5	14.2	1.7	1.7	5.6	1.0	21.3
2100-2200	Pro	1.1	36.5	50.6	0.4	1.1	4.9	0.7	1.4	0.1	3.3
	Ocp	1.0	1.5	1.9	2.0	12.3	1.5	1.4	14.9	1.0	22.3
2200-2300	Pro	1.8	37.5	52.8	0.1	1.0	2.6	0.4	1.0	0.1	2.9
	Ocp	1.1	1.4	1.9	1.0	10.9	1.6	1.7	3.9	1.0	26.2
16 hours	Pro	2.6	38.6	33.5	0.9	0.5	15.0	3.0	2.6	0.1	3.2
	Ocp	1.0	1.4	2.0	4.1	11.9	1.6	1.4	12.5	8.5	33.9

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