

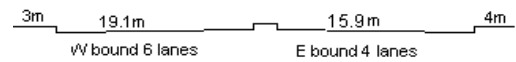
YEAR 2012

CORE STATION 1002

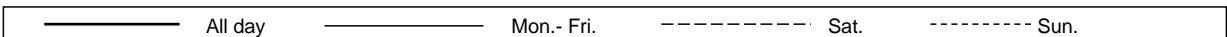
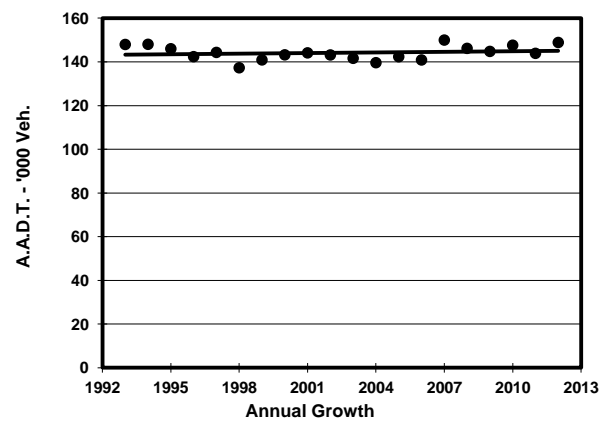
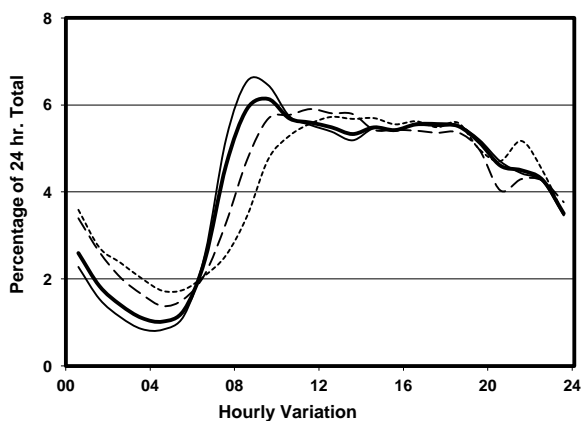
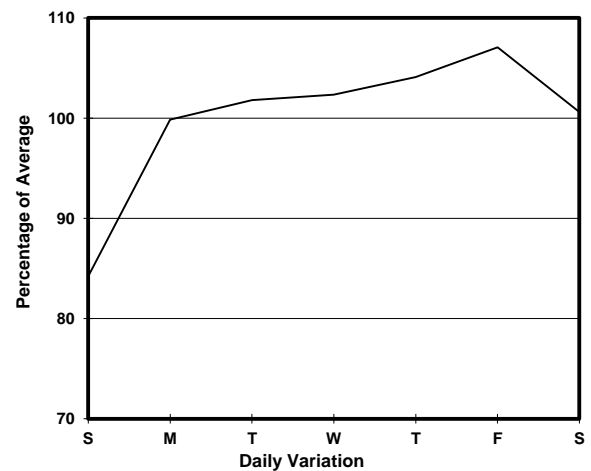
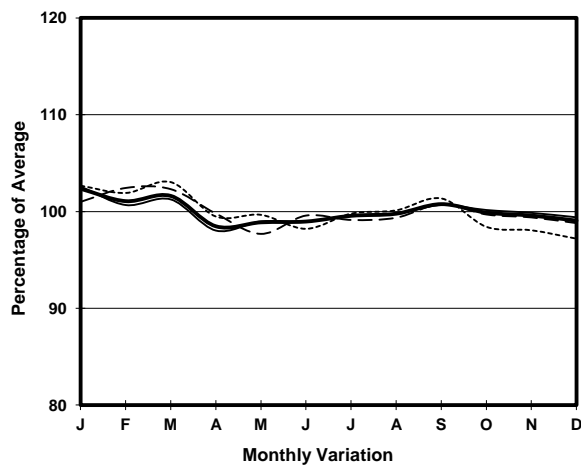
ROAD NETWORK MAJOR

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.
EAST BOUND				
A.A.D.T.	70890	73740	71210	60620
R 12 / 24 - %	65	66.5	62.2	58.9
R 16 / 24 - %	84.9	86.5	80.9	79.5
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	4080	4560	3550	2760
T - % (AM)	-	8	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	4200	4390	4150	3540
T - % (PM)	-	8.4	-	-
Prop.of commercial vehicles - 16 hr.	-	7.8	-	-
WEST BOUND				
A.A.D.T.	77990	80990	79870	65700
R 12 / 24 - %	67.5	68.6	65.5	62.9
R 16 / 24 - %	84.7	85.9	82.1	81
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	5050	5570	5040	3250
T - % (AM)	-	9.3	-	-
PM Peak Hour	1800-1900	1700-1800	1800-1900	1800-1900
One-way flow at PM peak hour	4270	4460	4180	3690
T - % (PM)	-	9.2	-	-
Prop.of commercial vehicles - 16 hr.	-	8.5	-	-

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	28.5	34.4	3.0	0.8	14.5	3.5	7.4	0.1	3.8
	Ocp	1.0	1.4	1.9	7.3	14.0	1.5	1.3	14.2	16.2	61.9
0800-0900 Peak hour	Pro	4.1	41.8	32.6	1.2	0.6	11.0	2.3	2.4	0.1	3.9
	Ocp	1.1	1.3	1.8	7.1	16.3	1.7	1.4	15.3	16.5	73.4
0900-1000	Pro	2.2	34.3	36.4	1.1	0.4	16.2	3.7	2.4	0.1	3.2
	Ocp	1.1	1.6	1.9	3.2	13.0	1.6	1.3	8.7	10.0	35.1
1000-1100	Pro	2.6	30.4	36.3	0.9	0.4	20.7	4.3	1.5	0.1	2.9
	Ocp	1.1	1.6	1.9	2.3	7.5	1.6	1.4	5.0	6.8	27.4
1100-1200	Pro	2.5	34.4	31.1	1.3	0.3	23.2	3.1	1.8	0.1	2.4
	Ocp	1.0	1.4	2.1	2.0	7.7	1.6	1.5	5.8	1.0	33.1
1200-1300	Pro	2.8	39.6	31.1	1.0	0.2	17.5	2.7	2.9	0.1	2.2
	Ocp	1.0	1.5	2.0	6.6	9.0	1.6	1.3	15.2	7.8	28.4
1300-1400	Pro	3.3	34.1	31.3	1.2	0.3	20.2	5.3	1.9	0.1	2.4
	Ocp	1.0	1.4	2.0	3.5	5.7	1.6	1.4	10.1	10.0	32.0
1400-1500	Pro	1.9	36.6	29.5	1.2	0.3	22.2	4.2	1.8	0.1	2.3
	Ocp	1.1	1.5	2.1	2.1	6.8	1.6	1.3	7.7	11.0	28.8
1500-1600	Pro	2.8	40.1	26.2	1.5	0.2	21.5	3.6	1.7	0.1	2.5
	Ocp	1.1	1.4	2.0	3.3	6.3	1.6	1.4	15.7	9.2	27.6
1600-1700	Pro	2.2	39.5	30.2	1.9	0.3	16.5	2.8	3.7	0.1	2.9
	Ocp	1.1	1.5	1.7	4.0	12.2	1.6	1.3	10.3	12.4	32.3
1700-1800	Pro	4.6	41.1	27.8	1.9	0.4	15.4	2.2	3.3	0.0	3.4
	Ocp	1.1	1.4	2.1	2.6	16.1	1.5	1.5	12.9	0.0	40.0
1800-1900	Pro	5.7	51.9	26.9	0.6	1.1	7.3	0.5	2.6	0.1	3.5
	Ocp	1.1	1.4	2.2	6.3	16.8	1.6	1.0	11.5	14.0	55.8
1900-2000	Pro	2.9	53.8	29.1	0.6	0.8	6.3	0.8	2.1	0.1	3.5
	Ocp	1.2	1.4	2.3	2.3	15.2	1.5	1.3	4.9	11.2	36.7
2000-2100	Pro	2.3	42.0	43.3	0.4	0.8	5.4	1.1	1.5	0.2	3.1
	Ocp	1.1	1.5	2.1	2.0	13.9	1.5	1.6	11.3	1.0	29.5
2100-2200	Pro	2.9	39.0	47.1	0.3	1.0	4.1	1.0	1.4	0.1	3.1
	Ocp	1.1	1.6	2.2	1.6	11.2	1.6	1.3	2.1	1.0	27.8
2200-2300	Pro	2.9	39.4	50.2	0.2	0.8	2.4	0.4	1.0	0.1	2.7
	Ocp	1.1	1.5	1.9	1.3	13.5	1.7	1.1	5.4	1.0	26.1
16 hours	Pro	3.1	39.1	33.7	1.1	0.5	14.3	2.7	2.4	0.1	3.0
	Ocp	1.1	1.5	2.0	4.1	13.0	1.6	1.4	10.9	7.1	39.6

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