

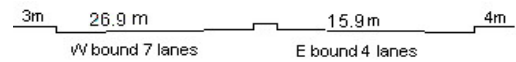
YEAR 2013

CORE STATION 1002

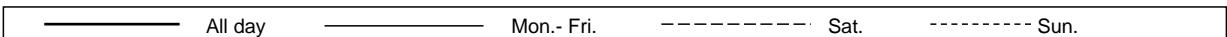
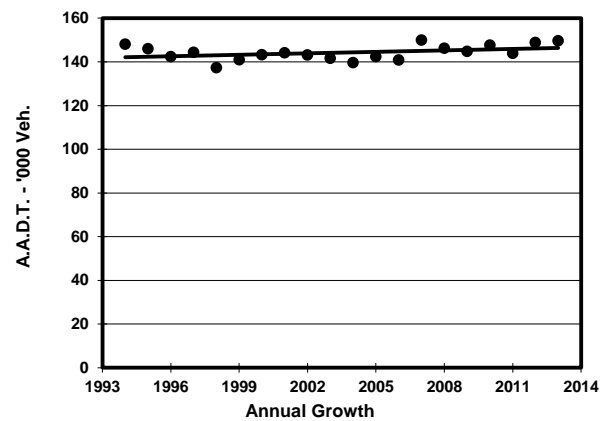
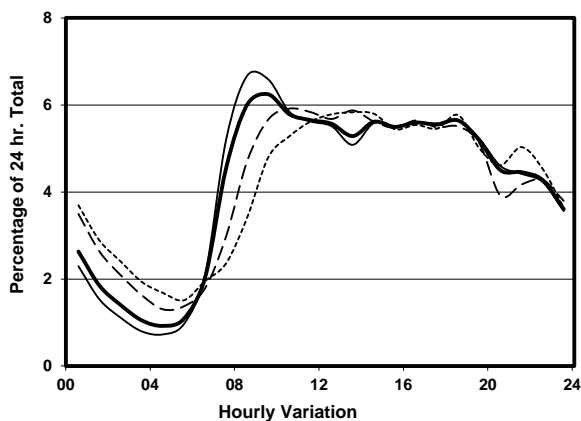
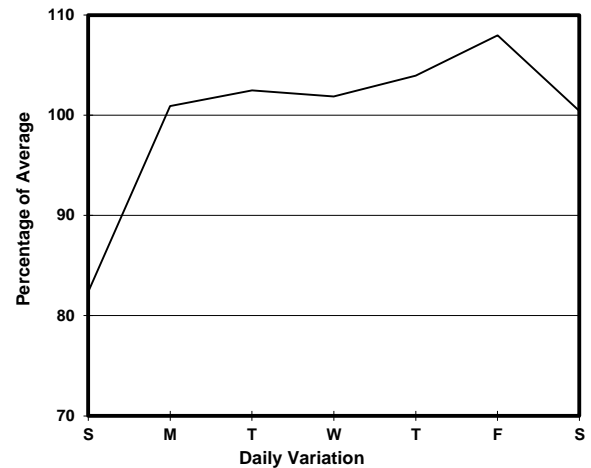
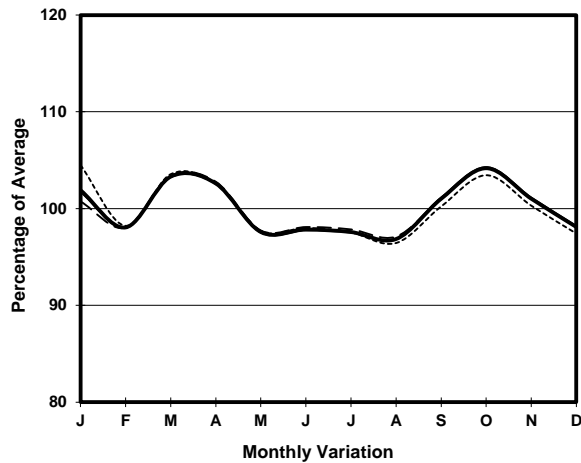
ROAD NETWORK MAJOR

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.	71080	74400	71370	59080
R 12 / 24 - %	65.7	67.1	63.4	59.6
R 16 / 24 - %	85.2	86.8	81.4	79.7
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	4140	4660	3580	2780
T - % (AM)	-	8.8	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	4190	4370	4320	3410
T - % (PM)	-	8.4	-	-
Prop.of commercial vehicles - 16 hr.	-	8.3	-	-
WEST BOUND				
A.A.D.T.	78540	81890	80210	65400
R 12 / 24 - %	68.2	69.7	65.3	62.5
R 16 / 24 - %	85.6	87	82.4	80.8
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	5200	5770	5010	3200
T - % (AM)	-	7.9	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	4450	4680	4250	3840
T - % (PM)	-	7.5	-	-
Prop.of commercial vehicles - 16 hr.	-	8.9	-	-

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	3.0	39.2	32.1	2.8	0.6	10.1	2.1	6.5	0.1	3.4
	Ocp	1.0	1.3	2.1	6.7	14.2	1.4	1.4	21.2	21.8	54.2
0800-0900 Peak hour	Pro	1.8	50.4	28.5	0.8	0.4	9.7	2.3	2.3	0.1	3.7
	Ocp	1.1	1.4	1.9	6.8	15.1	1.5	1.2	14.8	36.5	77.4
0900-1000	Pro	2.3	41.8	27.7	0.9	0.4	16.2	4.2	2.3	0.0	4.3
	Ocp	1.0	1.4	2.0	3.1	12.0	1.6	1.4	16.0	0.0	37.6
1000-1100	Pro	2.4	38.0	30.4	0.8	0.3	19.0	4.5	1.5	0.1	3.2
	Ocp	1.1	1.4	1.9	2.3	9.3	1.5	1.3	7.4	6.3	22.7
1100-1200	Pro	1.7	34.5	31.3	1.0	0.3	22.2	4.4	1.6	0.1	2.8
	Ocp	1.1	1.4	1.9	2.7	6.5	1.5	1.4	5.0	18.0	24.9
1200-1300	Pro	2.4	40.5	30.3	0.9	0.3	17.0	3.7	2.3	0.1	2.6
	Ocp	1.0	1.4	2.1	5.0	10.0	1.5	1.3	15.6	10.5	24.8
1300-1400	Pro	1.8	36.2	29.1	0.8	0.1	21.7	5.8	2.2	0.1	2.2
	Ocp	1.0	1.4	2.2	3.3	9.5	1.6	1.2	12.3	7.5	30.2
1400-1500	Pro	1.6	40.4	25.2	1.4	0.3	21.1	5.4	2.1	0.0	2.5
	Ocp	1.1	1.5	2.1	1.9	5.2	1.6	1.3	5.3	0.0	25.6
1500-1600	Pro	1.7	40.1	28.4	1.3	0.3	18.9	4.0	2.5	0.1	2.7
	Ocp	1.0	1.5	2.0	6.3	4.3	1.5	1.3	13.3	7.2	26.3
1600-1700	Pro	2.7	38.1	24.1	1.6	0.3	22.8	4.0	3.1	0.1	3.3
	Ocp	1.0	1.5	1.9	4.3	9.8	1.5	1.2	13.3	6.8	25.0
1700-1800	Pro	3.1	46.4	26.2	1.3	0.6	13.4	2.3	2.9	0.1	3.8
	Ocp	1.0	1.4	2.0	2.7	11.1	1.4	1.4	10.0	12.0	30.7
1800-1900	Pro	3.0	54.6	26.7	0.4	0.6	7.8	1.2	2.5	0.1	3.2
	Ocp	1.0	1.5	2.0	3.3	12.3	1.4	1.2	10.3	4.5	43.4
1900-2000	Pro	1.7	52.8	31.2	0.3	0.9	6.4	0.9	2.0	0.1	3.8
	Ocp	1.2	1.4	2.2	1.4	7.4	1.5	1.3	10.0	5.4	29.6
2000-2100	Pro	1.8	41.4	45.8	0.1	0.8	4.0	0.7	1.3	0.1	4.0
	Ocp	1.0	1.4	2.1	1.0	8.1	1.3	1.1	3.1	2.5	19.3
2100-2200	Pro	1.6	37.8	50.6	0.4	0.8	3.5	0.9	0.5	0.1	3.9
	Ocp	1.0	1.5	2.0	1.5	7.8	1.4	1.5	1.0	1.9	18.3
2200-2300	Pro	1.5	39.6	51.2	0.1	0.8	2.6	0.4	0.6	0.1	3.2
	Ocp	1.1	1.5	1.9	2.0	6.9	1.4	1.5	2.5	1.7	21.1
16 hours	Pro	2.1	42.2	31.9	0.9	0.5	13.9	3.0	2.2	0.1	3.3
	Ocp	1.0	1.4	2.0	4.1	9.5	1.5	1.3	12.3	8.3	33.4

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