

YEAR 2014

CORE STATION 1002

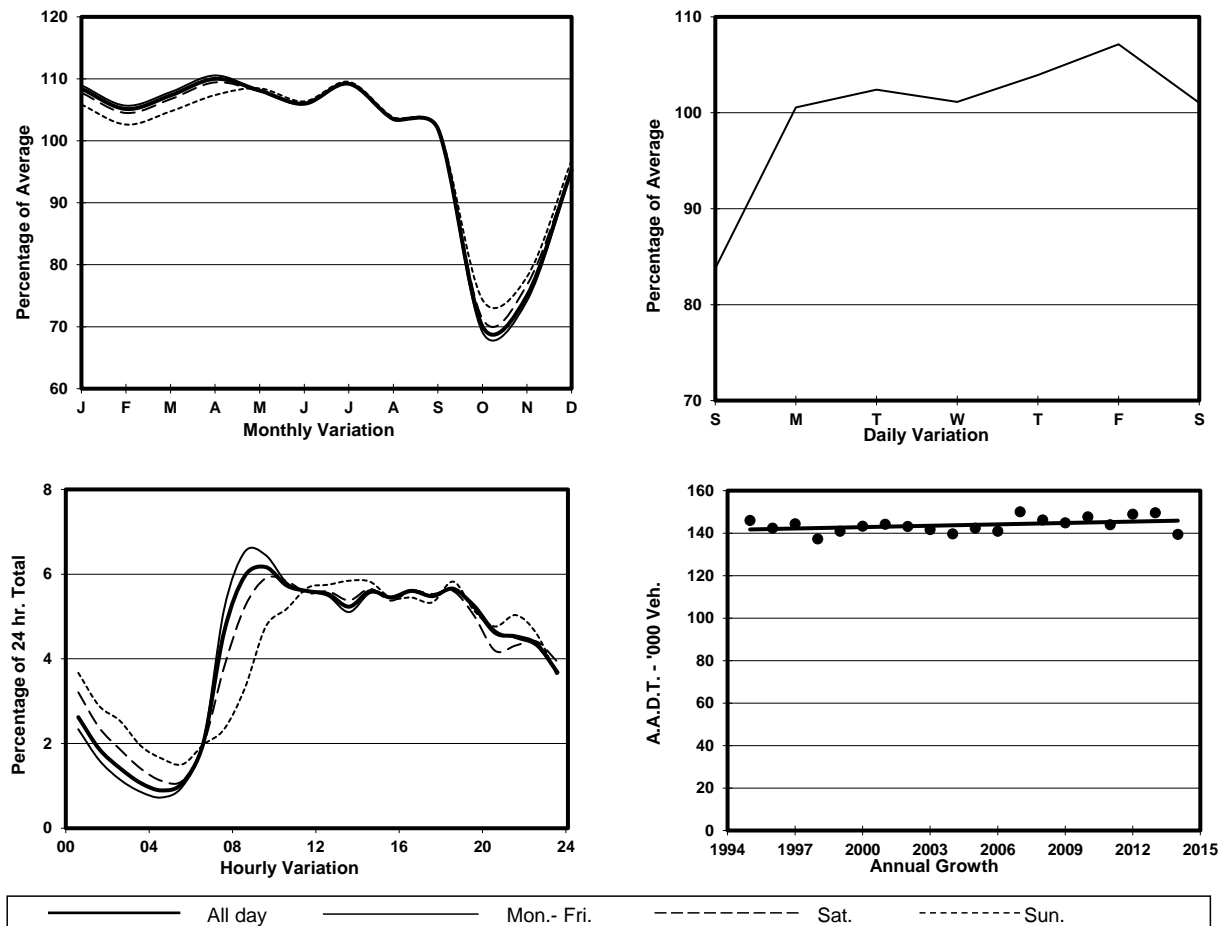
ROAD NETWORK MAJOR

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.	66220	68630	66810	57620
R 12 / 24 - %	64.6	66.1	61.5	59
R 16 / 24 - %	84.5	86.1	80.5	79.7
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3720	4190	3260	2640
T - % (AM)	-	12.2	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	3880	4040	3900	3270
T - % (PM)	-	9.4	-	-
Prop.of commercial vehicles - 16 hr.	-	9.3	-	-
WEST BOUND				
A.A.D.T.	73200	76340	74560	60570
R 12 / 24 - %	68.5	69.6	68.2	62.4
R 16 / 24 - %	86.1	87.1	85.3	80.8
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	4880	5280	5090	2990
T - % (AM)	-	11.6	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	4210	4370	4230	3640
T - % (PM)	-	8.1	-	-
Prop.of commercial vehicles - 16 hr.	-	11.1	-	-

3. OTHER INFORMATION AND COMMENT

Traffic was diverted due to closure of some main roads in urban area from 28 September to 15 December 2014.

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	4.5	38.6	27.8	3.7	0.6	11.5	3.1	6.5	0.1	3.5
	Ocp	1.1	1.3	1.9	5.6	10.6	1.3	1.2	18.9	7.8	52.2
0800-0900 Peak hour	Pro	3.4	48.7	22.5	1.4	0.6	11.5	3.3	3.6	0.1	4.9
	Ocp	1.0	1.3	2.1	4.4	14.6	1.4	1.1	12.8	42.5	62.5
0900-1000	Pro	3.1	39.5	26.2	0.8	0.2	17.8	5.4	1.8	0.1	5.1
	Ocp	1.0	1.3	2.0	1.8	13.8	1.4	1.2	13.5	9.7	23.9
1000-1100	Pro	2.5	31.9	27.5	0.8	0.4	23.9	6.7	1.9	0.1	4.4
	Ocp	1.1	1.3	2.0	1.5	5.0	1.4	1.3	10.3	2.2	18.1
1100-1200	Pro	2.8	33.0	26.2	0.8	0.4	26.0	5.6	2.0	0.1	2.9
	Ocp	1.0	1.3	1.9	1.6	5.9	1.5	1.3	8.5	11.5	20.2
1200-1300	Pro	2.2	44.1	21.4	1.2	0.2	20.2	5.3	2.7	0.1	2.7
	Ocp	1.0	1.3	2.0	4.8	10.0	1.4	1.3	11.9	11.3	24.1
1300-1400	Pro	2.4	35.6	22.5	1.9	0.3	24.3	7.5	2.9	0.1	2.7
	Ocp	1.0	1.4	2.0	2.8	11.0	1.4	1.3	10.5	13.3	21.0
1400-1500	Pro	2.4	39.0	25.1	0.7	0.3	21.8	6.2	1.9	0.1	2.5
	Ocp	1.0	1.4	2.0	3.0	8.6	1.5	1.2	6.8	7.2	22.3
1500-1600	Pro	2.4	41.5	23.9	1.7	0.3	21.2	4.0	2.1	0.1	2.9
	Ocp	1.0	1.4	2.0	7.4	6.3	1.4	1.2	17.7	13.0	22.0
1600-1700	Pro	1.7	38.5	26.4	1.5	0.3	20.5	4.5	2.9	0.1	3.7
	Ocp	1.1	1.5	1.9	5.3	5.8	1.4	1.3	16.8	15.5	23.0
1700-1800	Pro	4.3	42.8	24.4	1.6	0.5	16.3	3.0	3.2	0.1	3.8
	Ocp	1.1	1.3	2.0	3.1	10.7	1.4	1.2	5.9	10.0	31.9
1800-1900	Pro	4.3	51.7	24.2	0.4	0.8	10.1	1.6	2.8	0.1	4.0
	Ocp	1.1	1.4	1.8	1.7	14.6	1.4	1.4	12.7	30.6	43.6
1900-2000	Pro	3.5	54.9	24.9	0.5	0.5	7.2	0.8	3.7	0.1	3.9
	Ocp	1.2	1.3	2.1	1.8	10.4	1.4	1.4	12.1	16.6	31.9
2000-2100	Pro	2.7	43.5	38.5	0.4	0.6	5.8	0.9	3.8	0.1	3.7
	Ocp	1.1	1.4	1.9	1.8	12.0	1.2	1.4	5.1	1.0	20.1
2100-2200	Pro	2.1	40.6	46.4	0.1	0.6	5.1	0.7	0.8	0.1	3.5
	Ocp	1.1	1.4	1.9	1.0	8.7	1.3	1.2	6.5	1.0	19.3
2200-2300	Pro	2.5	38.0	50.5	0.2	0.7	4.1	0.3	0.7	0.1	3.1
	Ocp	1.0	1.4	1.8	1.7	11.3	1.2	1.0	1.0	2.8	19.0
16 hours	Pro	2.9	41.3	28.5	1.1	0.4	15.6	3.7	2.7	0.1	3.6
	Ocp	1.1	1.4	1.9	4.1	10.5	1.4	1.3	12.1	10.5	29.7

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