

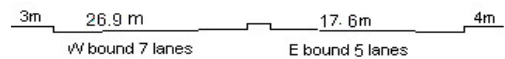
YEAR 2016

CORE STATION 1002

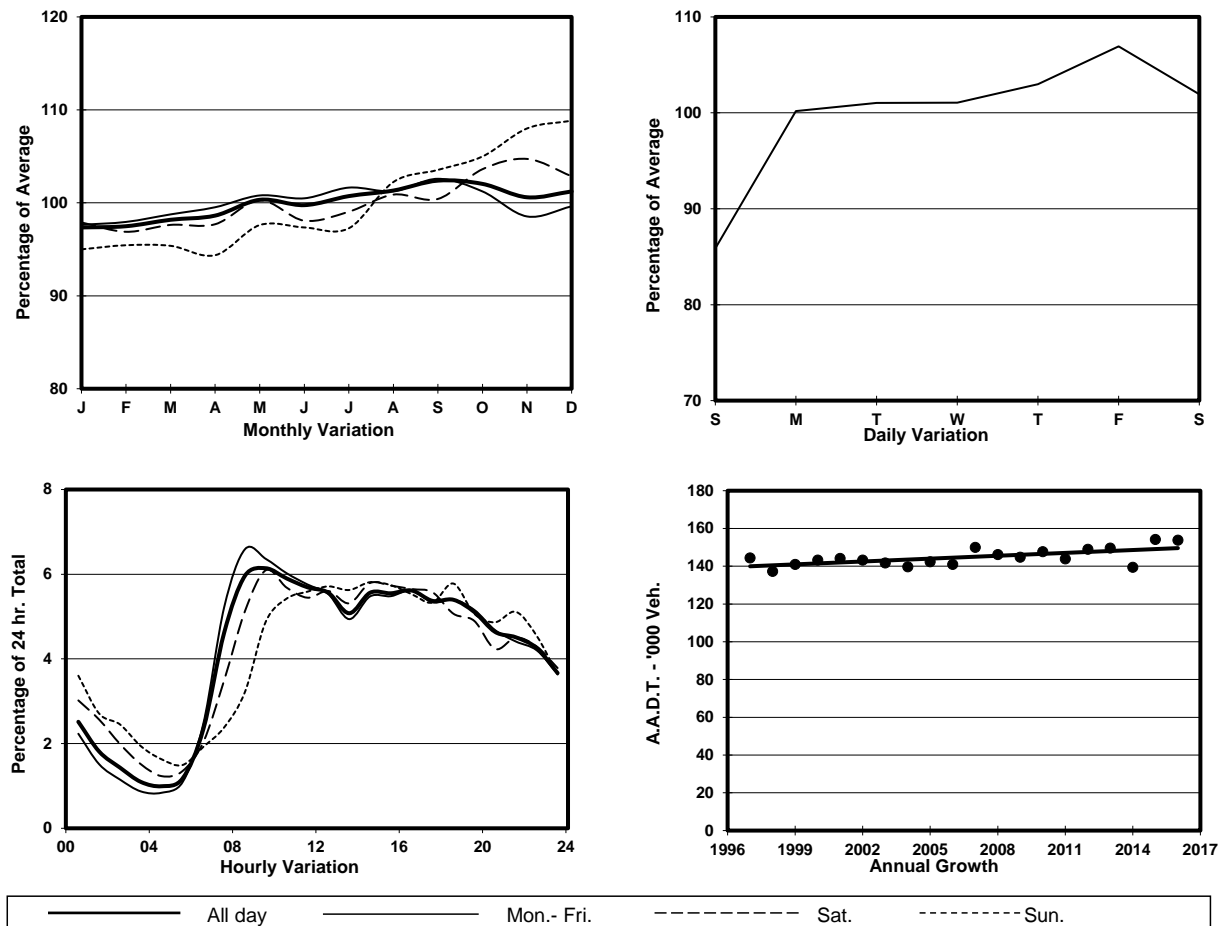
ROAD NETWORK MAJOR

ROAD TYPE URBAN TRUNK ROAD

LINK VICTORIA PARK RD (from GLOUCESTER RD 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.	74630	76990	75170	66350
R 12 / 24 - %	65.2	66.6	62.3	60
R 16 / 24 - %	84.9	86.2	81.3	81.1
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	4310	4770	4050	3160
T - % (AM)	-	8.5	-	-
PM Peak Hour	1600-1700	1600-1700	1700-1800	1800-1900
One-way flow at PM peak hour	4350	4540	4430	3830
T - % (PM)	-	8.1	-	-
Prop.of commercial vehicles - 16 hr.	-	7.7	-	-
WEST BOUND				
A.A.D.T.	79160	81840	82850	66340
R 12 / 24 - %	67.7	68.8	66.7	62.1
R 16 / 24 - %	85.1	86.1	83.6	80.2
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	5140	5700	5590	3320
T - % (AM)	-	9.3	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	4430	4610	4720	3840
T - % (PM)	-	9.3	-	-
Prop.of commercial vehicles - 16 hr.	-	9.2	-	-

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	5.6	34.2	31.7	3.4	0.6	12.2	2.3	6.5	0.0	3.6
	Ocp	1.0	1.5	1.9	7.2	10.6	1.3	1.2	20.9	0.0	55.4
0800-0900	Pro	3.6	50.7	26.5	1.5	0.3	8.5	2.3	2.5	0.0	4.1
	Ocp	1.1	1.3	2.1	5.4	11.5	1.5	1.3	23.1	0.0	63.8
0900-1000	Pro	3.2	39.2	30.1	0.9	0.2	17.3	3.4	2.1	0.1	3.6
	Ocp	1.1	1.3	2.0	1.9	10.3	1.5	1.3	9.1	1.0	36.5
1000-1100	Pro	3.1	34.8	31.2	0.8	0.1	21.5	4.3	1.4	0.1	2.9
	Ocp	1.1	1.3	2.0	2.2	7.7	1.5	1.3	13.2	1.0	24.0
1100-1200	Pro	3.0	35.2	28.0	1.4	0.4	23.5	4.4	1.8	0.1	2.3
	Ocp	1.1	1.3	1.9	2.4	3.3	1.6	1.3	9.2	1.0	27.2
1200-1300	Pro	2.3	41.9	26.0	1.6	0.4	18.0	5.5	2.2	0.0	2.2
	Ocp	1.0	1.4	2.1	4.3	3.9	1.4	1.3	13.8	0.0	26.6
1300-1400	Pro	2.7	34.1	28.6	1.4	0.2	23.9	4.5	2.5	0.0	2.2
	Ocp	1.1	1.4	2.0	3.7	6.3	1.4	1.1	10.3	0.0	28.9
1400-1500	Pro	2.9	43.7	24.3	1.2	0.1	19.3	5.0	1.5	0.1	2.1
	Ocp	1.0	1.4	2.0	1.8	4.0	1.4	1.2	3.9	1.0	26.7
1500-1600	Pro	2.9	38.8	28.0	2.2	0.1	19.0	3.6	2.9	0.0	2.6
	Ocp	1.1	1.3	2.0	4.4	5.0	1.5	1.2	12.1	0.0	29.9
1600-1700	Pro	3.5	41.5	26.0	1.6	0.3	17.3	3.3	3.5	0.1	3.0
	Ocp	1.1	1.4	1.9	3.3	6.5	1.6	1.3	9.3	1.0	28.6
1700-1800	Pro	5.1	47.8	22.3	1.3	0.3	14.0	2.0	4.0	0.1	3.3
	Ocp	1.1	1.3	2.0	4.0	8.8	1.4	1.4	9.7	1.0	36.1
1800-1900	Pro	4.6	58.4	19.1	0.2	0.5	8.9	1.4	3.5	0.0	3.4
	Ocp	1.1	1.4	2.2	1.3	17.0	1.4	1.2	17.0	0.0	52.9
1900-2000	Pro	2.5	60.0	23.9	0.2	0.5	5.8	0.9	2.7	0.1	3.4
	Ocp	1.1	1.3	2.2	1.3	16.0	1.3	1.3	15.1	1.0	35.5
2000-2100	Pro	2.6	43.4	41.8	0.3	0.6	4.1	1.4	2.0	0.1	3.7
	Ocp	1.1	1.4	2.0	1.0	11.3	1.4	1.5	23.5	1.0	24.4
2100-2200	Pro	2.3	39.8	47.5	0.1	0.6	5.1	0.7	0.9	0.1	2.9
	Ocp	1.1	1.4	1.9	1.5	8.7	1.4	1.4	2.7	1.0	25.5
2200-2300	Pro	3.5	43.5	44.8	0.2	0.6	3.3	0.8	0.4	0.1	2.9
	Ocp	1.1	1.6	1.8	1.0	10.1	1.3	1.0	2.7	1.0	25.5
16 hours	Pro	3.3	43.1	29.6	1.1	0.4	14.0	2.9	2.5	0.1	3.0
	Ocp	1.1	1.4	2.0	4.0	9.8	1.5	1.3	14.0	1.0	36.4

Legend

Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*

Ocp. Average occupancy of vehicles including both driver and passengers*

M&H Medium and Heavy

* All traffic data are collected from combined bounds except for one way traffic