

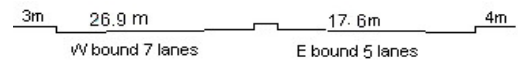
YEAR 2018

CORE STATION 1002

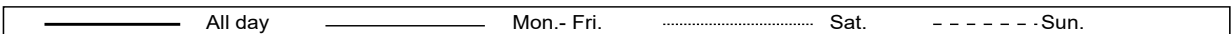
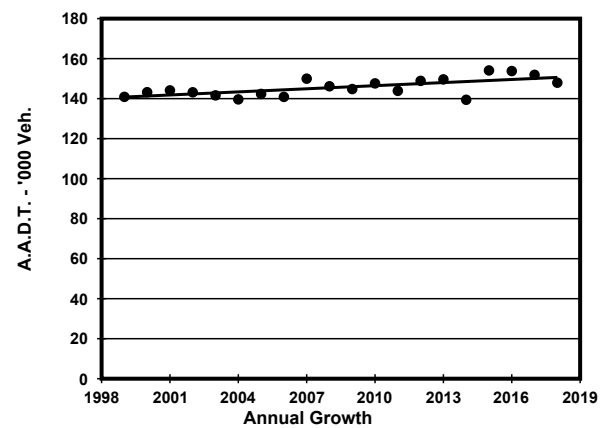
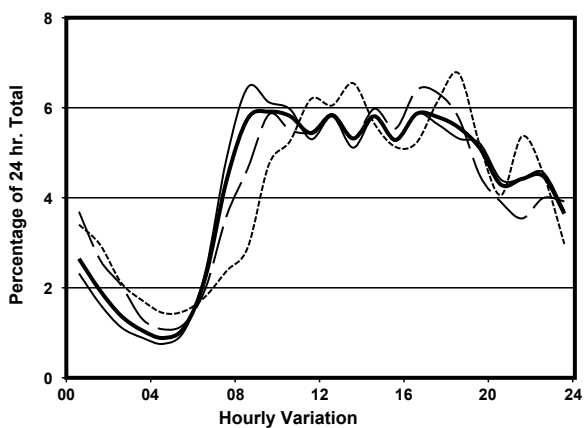
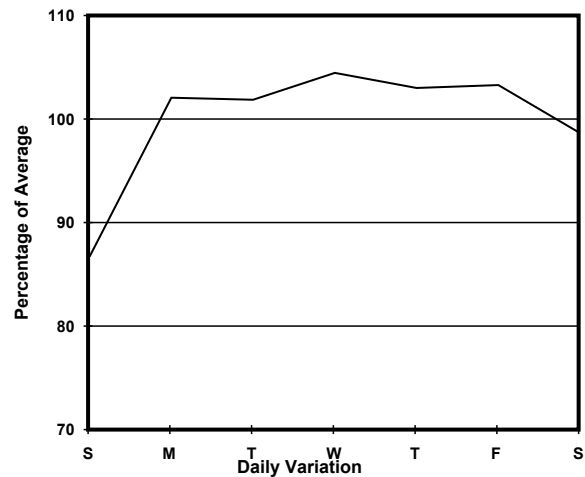
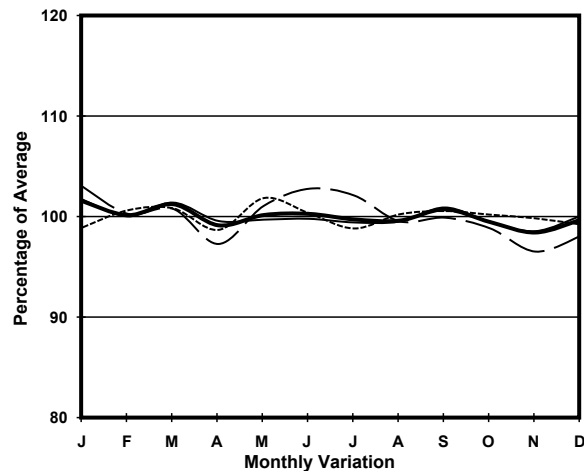
ROAD NETWORK MAJOR

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.	71450	73500	71470	64860
R 12 / 24 - %	65.8	66.2	65.1	64.4
R 16 / 24 - %	84.8	86.1	80.2	82.4
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3930	4710	4620	2910
T - % (AM)	-	8.6	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1700-1800
One-way flow at PM peak hour	4440	4520	5060	3990
T - % (PM)	-	8.3	-	-
Prop.of commercial vehicles - 16 hr.	-	7.4	-	-
WEST BOUND				
A.A.D.T.	76520	79920	75560	64360
R 12 / 24 - %	67.7	68.8	67.3	61.5
R 16 / 24 - %	85.4	86.2	83.9	81.8
AM Peak Hour	0900-1000	0900-1000	0800-0900	0900-1000
One-way flow at AM peak hour	4830	5370	4390	3210
T - % (AM)	-	7.8	-	-
PM Peak Hour	1800-1900	1600-1700	1700-1800	1800-1900
One-way flow at PM peak hour	4440	4490	4470	4930
T - % (PM)	-	8.3	-	-
Prop.of commercial vehicles - 16 hr.	-	7.7	-	-

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	4.8	35.9	32.1	3.5	0.5	12.7	2.1	4.6	0.0	3.8
	Ocp	1.0	1.3	1.9	8.7	9.7	1.3	1.3	17.1	0.0	51.2
0800-0900 Peak hour	Pro	3.5	44.5	24.0	1.2	0.3	18.8	1.5	2.6	0.0	3.6
	Ocp	1.0	1.3	2.0	6.1	9.6	1.2	1.4	14.1	0.0	67.1
0900-1000	Pro	2.5	44.6	25.2	1.3	0.3	17.0	3.5	2.0	0.1	3.7
	Ocp	1.1	1.4	2.0	2.6	10.0	1.5	1.3	14.9	1.0	34.9
1000-1100	Pro	1.9	34.6	27.4	1.4	0.1	26.2	4.7	0.8	0.1	2.9
	Ocp	1.1	1.5	2.0	3.0	9.0	1.6	1.3	11.8	1.0	25.9
1100-1200	Pro	2.3	39.5	26.6	1.7	0.2	22.4	3.4	1.6	0.1	2.4
	Ocp	1.0	1.4	2.0	1.9	4.5	1.5	1.5	5.5	1.0	27.6
1200-1300	Pro	3.0	38.5	28.8	1.3	0.1	20.6	3.2	2.0	0.0	2.4
	Ocp	1.1	1.3	2.0	3.0	8.0	1.4	1.5	8.2	0.0	24.7
1300-1400	Pro	2.3	38.3	27.6	1.6	0.1	22.8	2.6	2.7	0.0	2.2
	Ocp	1.1	1.4	2.0	3.0	4.0	1.4	1.3	9.0	0.0	26.5
1400-1500	Pro	3.2	37.3	27.9	1.0	0.0	22.5	3.2	2.5	0.1	2.4
	Ocp	1.0	1.4	2.0	2.0	0.0	1.4	1.3	7.4	1.0	25.1
1500-1600	Pro	2.3	47.6	20.1	1.7	0.2	20.8	2.7	2.3	0.1	2.4
	Ocp	1.0	1.4	2.1	2.6	6.3	1.5	1.4	8.0	1.0	22.5
1600-1700	Pro	2.9	48.7	21.0	2.4	0.3	16.3	2.4	3.2	0.0	2.8
	Ocp	1.1	1.5	1.7	4.3	6.5	1.4	1.3	8.4	0.0	26.2
1700-1800	Pro	6.2	47.6	24.1	1.2	0.1	12.5	1.2	3.9	0.1	3.3
	Ocp	1.0	1.4	2.1	3.8	20.0	1.4	1.6	11.2	1.0	32.1
1800-1900	Pro	5.4	51.6	24.3	0.6	0.2	9.2	1.0	3.2	0.1	4.3
	Ocp	1.1	1.3	2.2	1.8	16.8	1.4	1.5	14.0	1.0	43.7
1900-2000	Pro	4.0	55.4	26.6	0.1	0.3	6.4	0.7	2.7	0.1	3.9
	Ocp	1.1	1.4	2.1	1.0	12.4	1.3	1.3	15.0	1.0	37.0
2000-2100	Pro	3.2	46.3	38.8	0.1	0.2	5.0	0.9	1.9	0.1	3.3
	Ocp	1.1	1.3	1.8	1.0	9.0	1.4	1.2	16.5	1.0	22.9
2100-2200	Pro	2.9	42.8	44.9	0.2	0.4	4.7	0.7	0.6	0.1	2.7
	Ocp	1.2	1.3	2.1	2.0	10.7	1.5	1.3	5.6	1.0	26.5
2200-2300	Pro	3.8	46.5	42.2	0.1	0.4	3.2	0.6	0.5	0.1	2.5
	Ocp	1.2	1.4	1.8	1.0	9.4	1.2	1.5	6.6	1.0	24.7
16 hours	Pro	3.3	43.7	28.5	1.2	0.2	15.5	2.2	2.3	0.1	3.1
	Ocp	1.1	1.4	2.0	4.1	9.6	1.4	1.4	11.8	1.0	35.1

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