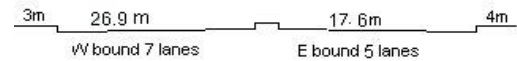
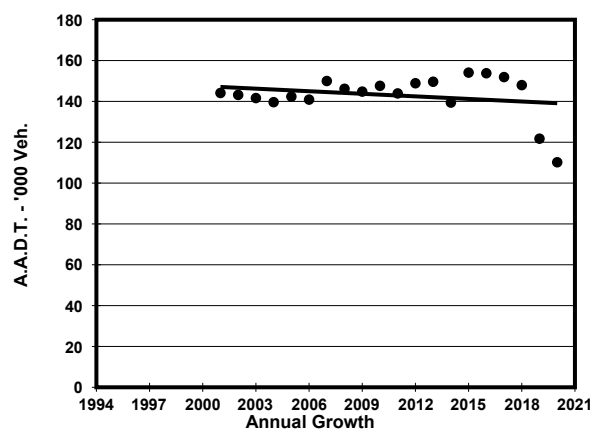
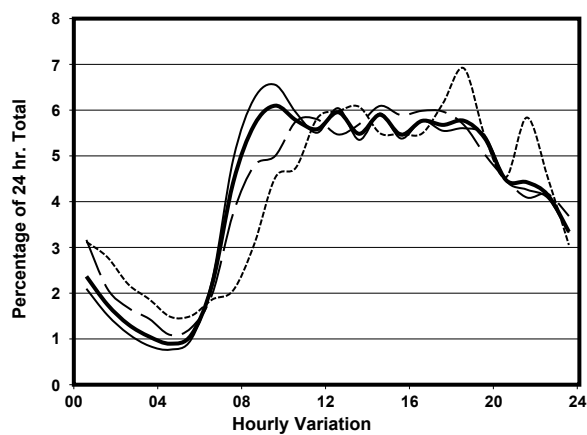
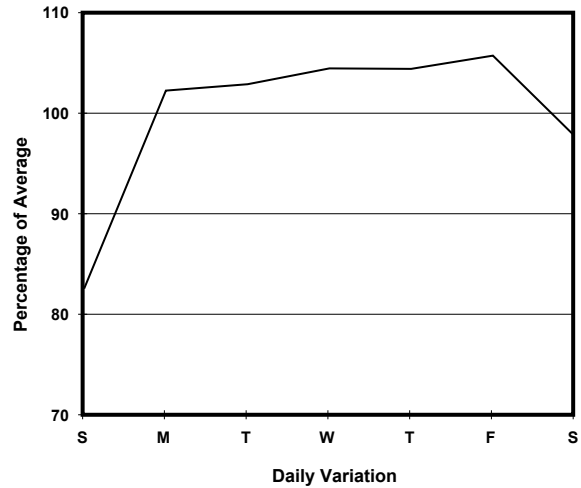
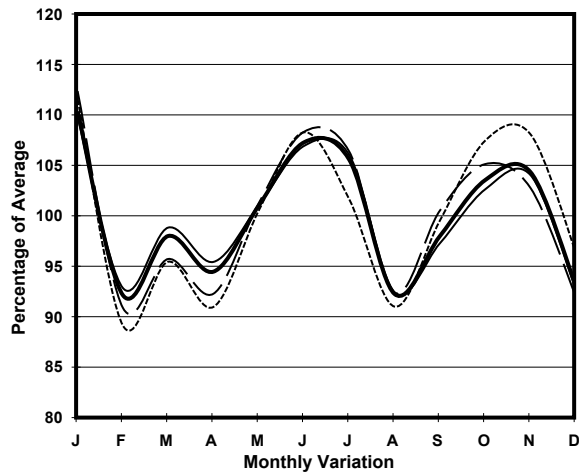


YEAR 2020  
CORE STATION 1002  
ROAD NETWORK MAJOR  
ROAD TYPE URBAN TRUNK ROAD

LINK VICTORIA PARK RD (from GLOUCESTER RD to ISLAND  
EASTERN CORRIDOR)



## 1. TRAFFIC FLOW VARIATION AND GROWTH



— All day    — Mon.- Fri.    ..... Sat.    - - - - - Sun.

## 2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
<b>EAST BOUND</b>				
A.A.D.T.	50580	53100	49950	41740
R 12 / 24 - %	67.4	68.8	64.2	62.1
R 16 / 24 - %	86.7	88	83.1	82.5
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	2960	3380	2330	1660
T - % (AM)	-	6.4	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	3080	3210	3120	2630
T - % (PM)	-	2.5	-	-
Prop.of commercial vehicles - 16 hr.	-	5.3	-	-
<b>WEST BOUND</b>				
A.A.D.T.	59610	62420	58690	50290
R 12 / 24 - %	67.8	68.8	67.3	61.6
R 16 / 24 - %	85.4	86.3	84.1	81.8
AM Peak Hour	0900-1000	0900-1000	0800-0900	0900-1000
One-way flow at AM peak hour	3760	4190	3380	2500
T - % (AM)	-	9.7	-	-
PM Peak Hour	1800-1900	1600-1700	1700-1800	1800-1900
One-way flow at PM peak hour	3450	3460	3480	3860
T - % (PM)	-	8.1	-	-
Prop.of commercial vehicles - 16 hr.	-	8.2	-	-

## 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	6.3	35.0	24.3	1.6	0.2	19.0	4.1	2.5	0.0	7.0
	Ocp	1.0	1.2	1.8	2.1	12.5	1.3	1.4	6.0	0.0	42.2
0800-0900	Pro	5.2	42.1	26.1	1.0	0.3	15.3	2.1	1.7	0.0	6.2
	Ocp	1.1	1.3	1.9	2.1	5.6	1.5	1.2	12.0	0.0	46.4
0900-1000 Peak hour	Pro	2.5	42.1	27.1	0.7	0.2	19.2	3.6	0.7	0.1	3.9
	Ocp	1.1	1.3	1.7	2.5	8.7	1.6	1.3	11.3	1.0	31.8
1000-1100	Pro	3.9	42.6	23.4	0.9	0.3	22.4	3.3	0.3	0.0	3.0
	Ocp	1.1	1.3	1.9	1.8	5.4	1.5	1.3	22.0	0.0	27.4
1100-1200	Pro	4.6	44.0	21.6	0.4	0.4	22.7	2.6	0.8	0.0	3.0
	Ocp	1.1	1.4	1.9	1.4	3.6	1.5	1.3	5.1	0.0	24.4
1200-1300	Pro	3.0	46.9	20.2	0.3	0.2	23.0	3.0	0.6	0.0	2.7
	Ocp	1.1	1.3	1.8	1.5	5.3	1.4	1.3	6.2	0.0	26.7
1300-1400	Pro	4.5	46.3	22.1	1.0	0.1	20.4	2.4	0.6	0.0	2.7
	Ocp	1.1	1.4	1.7	2.0	5.0	1.5	1.5	2.1	0.0	30.7
1400-1500	Pro	3.4	46.1	21.9	0.7	0.1	20.8	3.9	0.6	0.1	2.5
	Ocp	1.1	1.4	1.9	1.4	10.0	1.5	1.4	1.7	1.0	28.1
1500-1600	Pro	3.5	48.4	23.2	1.0	0.2	17.9	1.8	0.6	0.1	3.3
	Ocp	1.0	1.5	1.8	2.1	4.7	1.5	1.3	15.8	1.0	24.1
1600-1700	Pro	2.2	47.4	29.1	0.4	0.2	15.9	1.3	0.5	0.1	3.0
	Ocp	1.1	1.4	1.8	2.5	4.0	1.5	1.4	4.4	1.0	25.0
1700-1800	Pro	6.0	55.9	19.0	0.3	0.2	13.0	1.0	0.9	0.0	3.7
	Ocp	1.0	1.4	1.8	1.5	10.3	1.4	1.4	5.1	0.0	32.0
1800-1900	Pro	5.9	59.4	20.6	0.2	0.3	8.5	0.6	0.6	0.0	4.0
	Ocp	1.1	1.3	1.8	1.0	7.3	1.3	1.2	5.0	0.0	45.6
1900-2000	Pro	4.3	57.7	25.8	0.1	0.4	6.5	0.7	0.8	0.0	3.7
	Ocp	1.1	1.4	1.7	2.0	4.8	1.3	1.4	3.0	0.0	31.1
2000-2100	Pro	5.3	53.4	30.6	0.3	0.5	4.4	0.7	0.7	0.1	4.2
	Ocp	1.1	1.4	1.7	2.0	10.0	1.5	1.1	2.8	1.0	20.3
2100-2200	Pro	6.1	44.9	34.5	0.6	0.2	7.6	0.9	0.6	0.0	4.7
	Ocp	1.1	1.4	1.7	2.0	13.5	1.5	1.3	3.8	0.0	15.7
2200-2300	Pro	4.8	44.3	35.1	0.3	0.3	7.9	1.6	0.1	0.0	5.7
	Ocp	1.1	1.4	1.8	1.0	8.0	1.3	1.3	6.0	0.0	12.9
16 hours	Pro	4.3	47.5	24.8	0.6	0.3	15.8	2.2	0.8	0.1	3.8
	Ocp	1.1	1.4	1.8	2.0	7.0	1.5	1.3	7.1	1.0	31.0

**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