

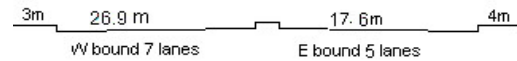
YEAR 2022

CORE STATION 1002

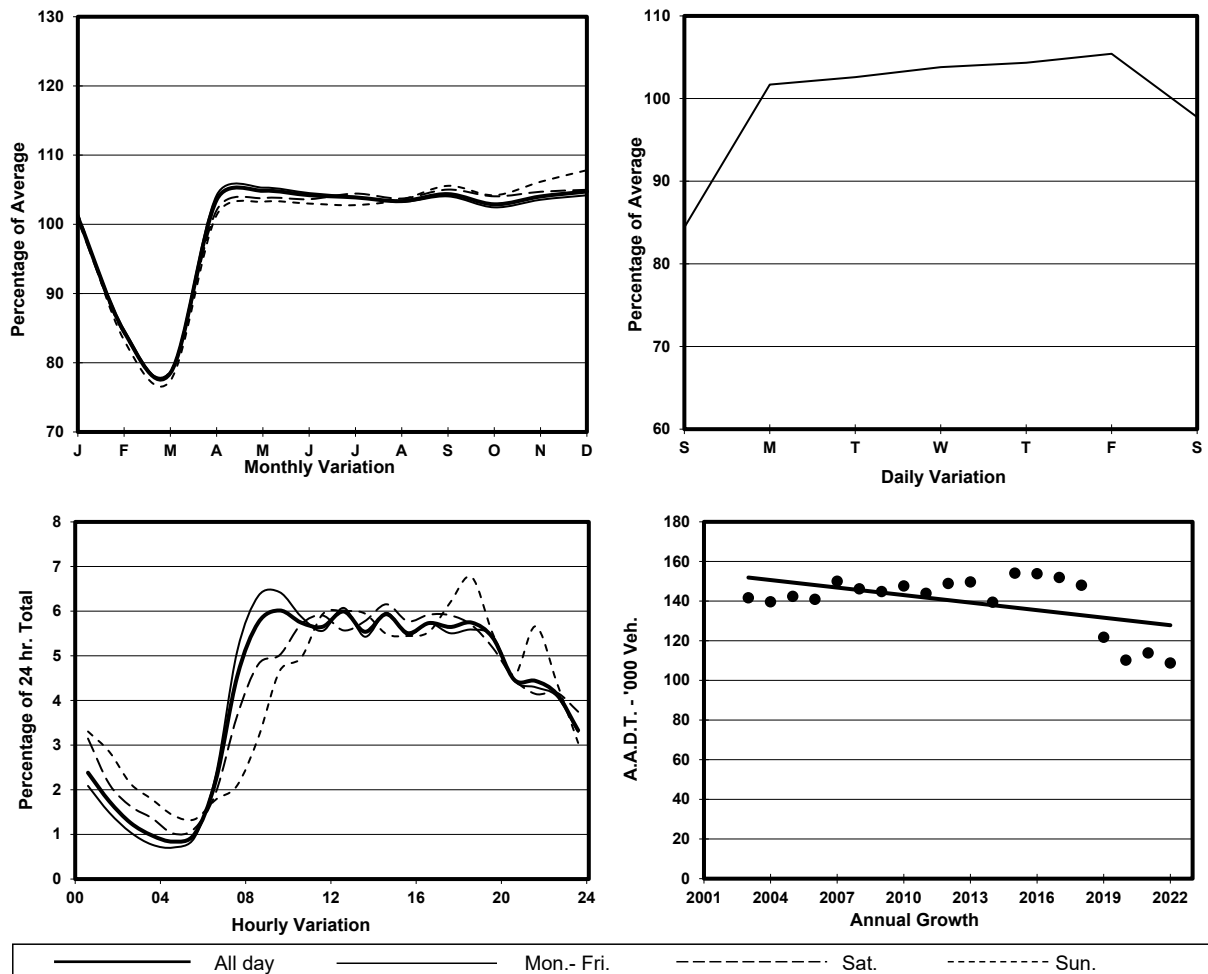
ROAD NETWORK MAJOR

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.	50280	52280	49960	43560
R 12 / 24 - %	67.2	68.7	63.9	61.9
R 16 / 24 - %	86.4	87.9	83	81.7
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2850	3180	2400	1870
T - % (AM)	-	7.3	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	3000	3090	3030	2670
T - % (PM)	-	7.5	-	-
Prop.of commercial vehicles - 16 hr.	-	5.8	-	-
WEST BOUND				
A.A.D.T.	58450	61250	57370	49100
R 12 / 24 - %	68.3	69.4	67.7	62.5
R 16 / 24 - %	86.1	86.9	84.7	82.9
AM Peak Hour	0900-1000	0900-1000	0800-0900	0900-1000
One-way flow at AM peak hour	3690	4120	3260	2450
T - % (AM)	-	7.6	-	-
PM Peak Hour	1800-1900	1600-1700	1700-1800	1800-1900
One-way flow at PM peak hour	3400	3410	3450	3690
T - % (PM)	-	6.2	-	-
Prop.of commercial vehicles - 16 hr.	-	8	-	-

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	4.9	42.8	25.2	3.2	0.3	13.3	1.8	4.4	0.1	4.0
	Ocp	1.0	1.3	1.8	8.0	10.5	1.2	1.0	17.8	1.0	57.5
0800-0900	Pro	3.3	47.4	23.9	1.5	0.1	14.0	2.0	3.2	0.0	4.7
	Ocp	1.0	1.3	1.8	4.8	20.0	1.4	1.3	10.8	0.0	62.1
0900-1000 Peak hour	Pro	2.7	43.6	28.0	0.7	0.2	17.9	2.8	1.1	0.0	3.2
	Ocp	1.1	1.4	1.8	3.1	3.3	1.4	1.2	8.8	0.0	39.6
1000-1100	Pro	2.6	37.8	27.3	1.0	0.4	25.0	2.5	0.9	0.0	2.6
	Ocp	1.1	1.3	1.9	1.9	4.8	1.5	1.2	11.4	0.0	33.9
1100-1200	Pro	2.8	43.3	24.7	1.0	0.0	21.2	3.4	1.4	0.0	2.1
	Ocp	1.1	1.4	2.0	2.3	0.0	1.4	1.2	5.8	0.0	34.7
1200-1300	Pro	2.3	43.9	26.2	0.6	0.1	20.3	2.5	2.2	0.0	1.9
	Ocp	1.1	1.5	2.0	1.9	6.0	1.5	1.4	14.9	0.0	33.5
1300-1400	Pro	3.7	39.7	26.0	1.7	0.0	20.5	2.9	3.2	0.0	2.3
	Ocp	1.0	1.5	1.9	4.5	0.0	1.5	1.2	6.4	0.0	33.9
1400-1500	Pro	2.4	42.2	25.7	0.9	0.2	22.1	2.8	1.4	0.0	2.2
	Ocp	1.1	1.5	2.0	1.7	5.0	1.4	1.3	3.7	0.0	33.3
1500-1600	Pro	2.7	48.4	21.0	1.7	0.0	19.8	2.4	1.6	0.0	2.4
	Ocp	1.0	1.5	2.0	6.8	0.0	1.4	1.3	10.5	0.0	30.6
1600-1700	Pro	3.4	46.1	25.0	1.6	0.2	16.7	1.6	2.0	0.0	3.3
	Ocp	1.1	1.5	1.9	5.7	17.0	1.4	1.1	10.0	0.0	31.3
1700-1800	Pro	6.7	48.9	25.0	0.7	0.2	11.6	1.7	1.6	0.0	3.6
	Ocp	1.1	1.4	1.9	1.5	6.0	1.3	1.3	6.2	0.0	39.7
1800-1900	Pro	5.4	58.1	21.9	0.1	0.1	7.8	0.9	1.8	0.0	3.8
	Ocp	1.1	1.4	2.1	1.5	15.0	1.2	1.6	9.9	0.0	54.0
1900-2000	Pro	3.4	51.9	33.6	0.1	0.0	5.6	1.2	1.0	0.0	3.1
	Ocp	1.1	1.4	2.0	1.0	0.0	1.3	1.3	3.7	0.0	38.0
2000-2100	Pro	3.8	46.3	37.3	0.4	0.2	5.9	1.3	0.8	0.0	4.0
	Ocp	1.1	1.4	1.8	2.0	17.0	1.2	1.1	1.8	0.0	24.7
2100-2200	Pro	4.9	42.2	41.7	0.1	0.3	6.9	0.7	0.2	0.0	3.1
	Ocp	1.0	1.4	1.8	8.0	13.0	1.4	1.0	1.0	0.0	25.6
2200-2300	Pro	3.8	48.4	39.9	0.0	0.0	3.7	0.7	0.4	0.0	3.0
	Ocp	1.1	1.5	1.9	0.0	0.0	1.4	1.5	7.8	0.0	24.6
16 hours	Pro	3.6	45.7	27.8	1.0	0.1	15.0	2.0	1.8	0.1	3.1
	Ocp	1.1	1.4	1.9	4.7	9.6	1.4	1.2	10.0	1.0	40.0

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