

YEAR 2005

CORE STATION 1004

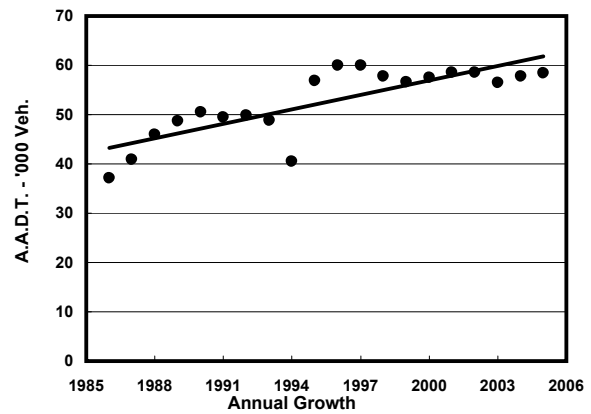
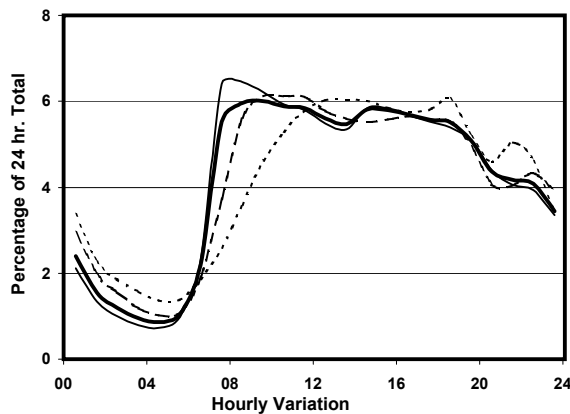
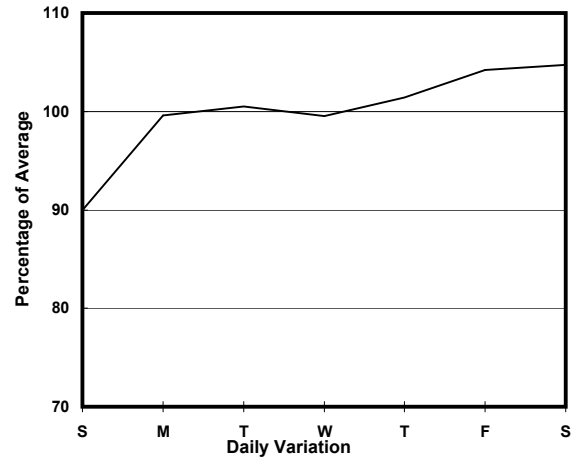
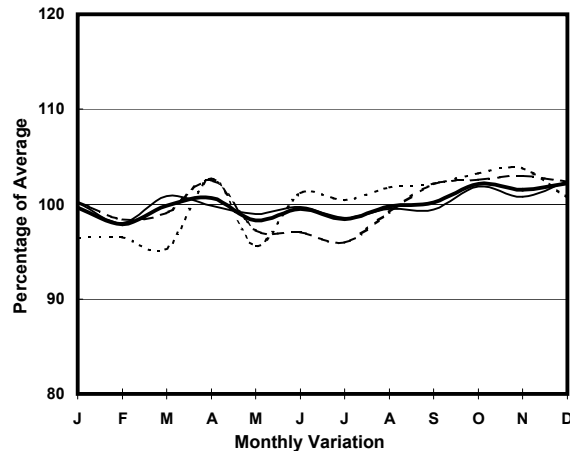
ROAD NETWORK MAJOR

ROAD TYPE URBAN TRUNK ROAD

LINK ABERDEEN TUNNEL (from TOLL PLAZA to NORTH PORTAL)



1. TRAFFIC FLOW VARIATION AND GROWTH



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

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	30490	31030	32020	27380
R 12 / 24 - %	65.1	66.2	64	60
R 16 / 24 - %	84.9	86.1	82.3	80.6
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1780	1910	1790	1180
T - % (AM)	-	19.5	-	-
PM Peak Hour	1600-1700	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	1690	1730	1810	1560
T - % (PM)	-	14.7	-	-
Prop.of commercial vehicles - 16 hr.	-	16.1	-	-
NORTH BOUND				
A.A.D.T.	28010	28400	29660	25360
R 12 / 24 - %	72.6	74	70.2	67.2
R 16 / 24 - %	88	88.8	86.6	85.4
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	1800	2140	1990	1260
T - % (AM)	-	18.7	-	-
PM Peak Hour	1600-1700	1600-1700	1800-1900	1800-1900
One-way flow at PM peak hour	1640	1670	1710	1730
T - % (PM)	-	19.1	-	-
Prop.of commercial vehicles - 16 hr.	-	16.3	-	-

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	4.6	30.9	21.7	1.4	4.7	16.1	6.1	5.1	0.3	9.1
	Ocp	1.1	1.3	2.0	5.1	12.3	1.4	1.3	16.7	10.8	55.2
0800-0900 Peak hour	Pro	3.7	42.8	21.8	0.7	4.9	11.1	3.6	3.2	0.2	8.1
	Ocp	1.0	1.4	1.9	2.4	13.7	1.7	1.5	14.4	24.1	65.1
0900-1000	Pro	2.4	30.5	21.7	1.1	3.9	24.4	4.5	2.3	0.2	9.0
	Ocp	1.1	1.4	2.1	2.2	12.5	1.6	1.5	16.2	9.0	28.9
1000-1100	Pro	2.6	31.8	15.6	0.8	3.2	30.4	5.6	2.6	0.2	7.2
	Ocp	1.0	1.4	2.0	2.3	9.3	1.6	1.3	10.5	7.7	23.0
1100-1200	Pro	1.7	30.9	14.1	1.4	3.7	32.4	6.2	2.7	0.2	6.7
	Ocp	1.1	1.6	2.2	3.7	8.5	1.5	1.5	8.4	9.0	20.5
1200-1300	Pro	1.7	36.4	13.5	0.8	4.6	26.7	4.9	4.4	0.2	6.9
	Ocp	1.1	1.6	2.2	4.5	9.2	1.6	1.4	20.6	7.2	21.0
1300-1400	Pro	2.8	30.5	13.5	1.3	4.4	28.8	6.6	5.4	0.2	6.7
	Ocp	1.2	1.6	2.2	3.0	8.3	1.6	1.5	15.1	9.1	26.8
1400-1500	Pro	2.1	32.0	18.1	2.0	5.1	22.6	7.1	3.8	0.3	7.0
	Ocp	1.1	1.6	2.4	3.1	8.5	1.7	1.3	12.7	6.5	23.8
1500-1600	Pro	1.5	33.9	15.0	2.2	4.1	25.0	7.2	4.6	0.2	6.3
	Ocp	1.1	1.5	2.3	4.5	8.7	1.7	1.6	17.5	10.7	29.5
1600-1700	Pro	2.9	34.4	16.4	1.1	3.7	24.9	5.4	4.0	0.2	7.1
	Ocp	1.2	1.5	2.0	2.3	10.5	1.6	1.2	6.9	13.2	34.1
1700-1800	Pro	6.0	40.4	15.2	1.1	4.6	16.6	2.2	4.4	0.1	9.4
	Ocp	1.2	1.6	2.4	5.0	12.3	1.8	1.3	9.8	6.5	47.4
1800-1900	Pro	4.5	41.2	14.3	0.4	5.2	17.0	3.1	6.0	0.2	8.2
	Ocp	1.1	1.5	2.6	2.3	16.1	1.5	1.3	21.9	16.2	64.1
1900-2000	Pro	3.6	42.9	21.0	0.6	6.5	10.9	1.9	2.3	0.2	10.0
	Ocp	1.1	1.4	2.2	4.8	13.2	1.3	1.2	23.2	10.8	44.5
2000-2100	Pro	3.1	40.9	26.2	0.0	6.7	8.3	1.6	1.6	0.2	11.3
	Ocp	1.3	1.4	2.3	0.0	11.4	1.6	1.2	9.3	12.6	28.9
2100-2200	Pro	4.3	45.9	25.3	0.3	6.0	6.2	2.0	1.0	0.2	8.9
	Ocp	1.1	1.6	2.2	2.5	9.9	1.4	1.2	2.7	8.0	28.1
2200-2300	Pro	2.0	43.4	29.9	0.3	7.8	5.4	0.7	0.8	0.3	9.4
	Ocp	1.5	1.6	2.2	1.5	12.0	1.7	1.5	15.2	3.7	33.3
16 hours	Pro	3.1	36.5	18.6	1.0	4.8	19.8	4.5	3.5	0.2	8.1
	Ocp	1.1	1.5	2.2	3.5	11.2	1.6	1.4	14.9	10.5	37.4

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