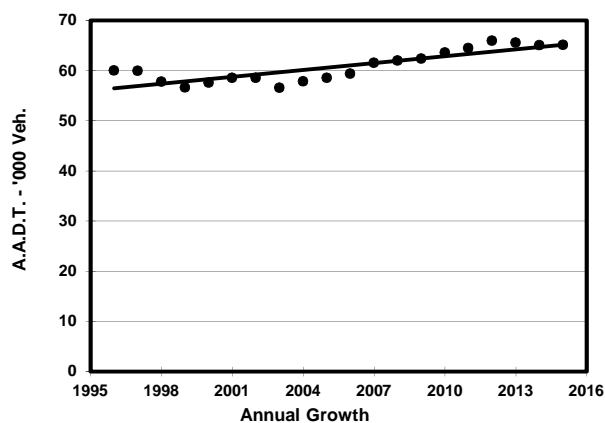
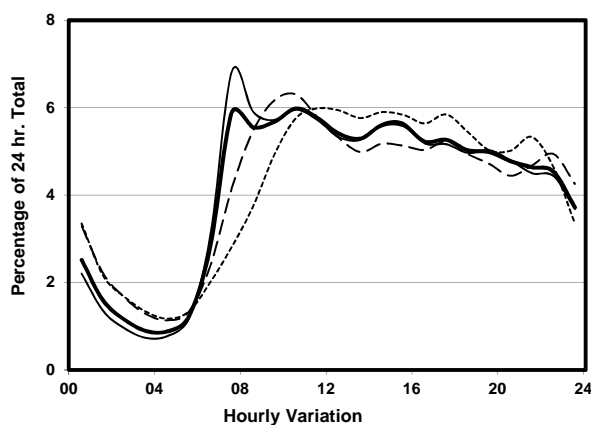
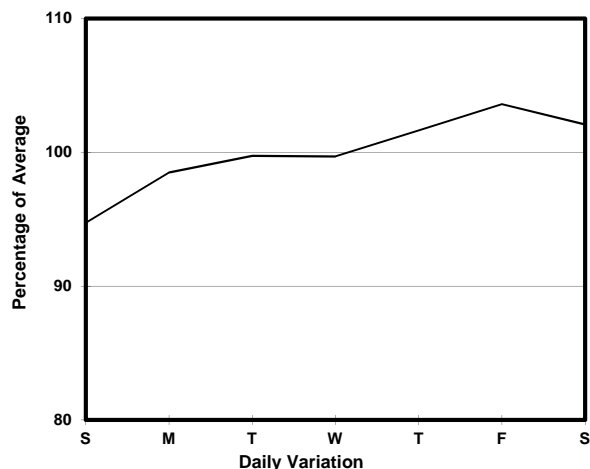
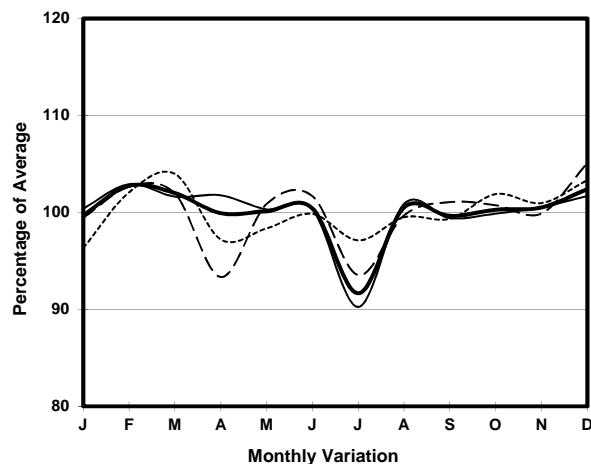


YEAR 2015
CORE STATION 1004
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD

LINK ABERDEEN TUNNEL (from TOLL PLAZA to NORTH PORTAL)



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	35090	35650	35880	32210
R 12 / 24 - %	64.2	65.2	62.3	61.1
R 16 / 24 - %	84.7	85.8	81.6	82.2
AM Peak Hour	0900-1000	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	1980	2230	2020	1430
T - % (AM)	-	17.8	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1600-1700
One-way flow at PM peak hour	1880	1940	1860	1830
T - % (PM)	-	14.3	-	-
Prop.of commercial vehicles - 16 hr.	-	13.4	-	-
NORTH BOUND				
A.A.D.T.	30000	30040	30780	29650
R 12 / 24 - %	68.7	69.8	65.3	66.4
R 16 / 24 - %	85.8	86.4	83.4	85.2
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	1930	2250	2090	1630
T - % (AM)	-	11.6	-	-
PM Peak Hour	1700-1800	1600-1700	1700-1800	1700-1800
One-way flow at PM peak hour	1650	1620	1630	1870
T - % (PM)	-	16.2	-	-
Prop.of commercial vehicles - 16 hr.	-	13.7	-	-

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 Peak hour	Pro	4.1	48.0	14.8	2.7	4.3	11.6	1.9	6.1	0.1	6.5
	Ocp	1.2	1.5	2.1	9.1	15.3	1.5	1.1	30.1	1.0	67.3
0800-0900	Pro	3.8	47.0	13.3	1.6	3.8	14.7	4.4	4.1	0.0	7.5
	Ocp	1.1	1.4	2.1	4.9	14.6	1.6	1.2	17.6	0.0	63.7
0900-1000	Pro	3.5	36.0	17.3	0.9	3.7	24.5	5.3	1.5	0.0	7.3
	Ocp	1.1	1.5	2.0	2.0	15.4	1.5	1.3	11.5	0.0	36.9
1000-1100	Pro	1.6	36.6	21.1	0.6	2.8	23.0	5.4	2.0	0.0	6.8
	Ocp	1.1	1.3	2.2	1.3	14.3	1.5	1.3	14.5	0.0	24.9
1100-1200	Pro	1.4	40.9	17.3	1.4	4.1	22.2	4.2	2.5	0.0	6.1
	Ocp	1.0	1.4	2.1	2.4	11.1	1.6	1.4	18.6	0.0	27.8
1200-1300	Pro	1.4	42.0	15.6	1.1	3.6	21.6	5.8	2.7	0.0	6.3
	Ocp	1.0	1.5	2.2	5.2	10.4	1.6	1.3	8.8	0.0	23.0
1300-1400	Pro	1.5	36.0	18.4	1.9	3.9	24.0	5.6	2.9	0.0	5.9
	Ocp	1.1	1.5	2.4	7.3	10.7	1.8	1.5	8.6	0.0	28.9
1400-1500	Pro	1.8	42.0	18.7	0.5	2.5	21.1	4.4	3.4	0.0	5.6
	Ocp	1.0	1.4	2.3	3.3	10.3	1.6	1.4	6.4	0.0	25.7
1500-1600	Pro	1.1	47.1	14.4	1.3	2.9	19.5	4.5	3.5	0.0	5.9
	Ocp	1.0	1.5	2.3	5.7	12.6	1.7	1.2	19.8	0.0	28.5
1600-1700	Pro	2.4	46.5	13.0	1.1	2.1	19.4	4.3	5.3	0.1	5.9
	Ocp	1.1	1.5	2.4	5.8	14.5	1.7	1.2	9.1	1.0	39.6
1700-1800	Pro	3.8	57.9	10.4	1.3	2.4	11.0	1.0	5.9	0.0	6.3
	Ocp	1.1	1.5	2.3	4.5	16.0	1.8	1.0	20.1	0.0	53.6
1800-1900	Pro	3.8	47.3	18.8	0.8	4.4	10.0	2.3	4.5	0.0	8.1
	Ocp	1.0	1.6	2.4	1.8	14.9	1.6	1.5	23.4	0.0	62.8
1900-2000	Pro	3.4	45.6	29.3	0.0	3.9	6.1	0.7	2.9	0.1	8.0
	Ocp	1.0	1.3	2.0	0.0	13.1	1.3	1.0	17.0	1.0	46.1
2000-2100	Pro	1.7	49.4	28.3	0.1	4.4	4.8	1.0	1.7	0.2	8.4
	Ocp	1.1	1.2	1.8	1.0	12.9	1.3	1.1	11.9	1.0	30.9
2100-2200	Pro	3.5	42.4	34.5	0.2	4.8	4.2	0.9	1.5	0.1	8.0
	Ocp	1.2	1.3	1.9	3.0	12.0	1.3	1.3	10.0	1.0	30.4
2200-2300	Pro	2.4	44.4	34.7	0.0	4.4	5.0	1.3	0.9	0.0	7.0
	Ocp	1.1	1.4	2.0	0.0	11.8	1.5	1.3	3.0	0.0	30.3
16 hours	Pro	2.6	44.5	19.2	1.0	3.6	15.5	3.4	3.3	0.1	6.8
	Ocp	1.1	1.4	2.1	5.4	13.2	1.6	1.3	16.9	1.0	40.3

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