

YEAR 2007

CORE STATION 1004

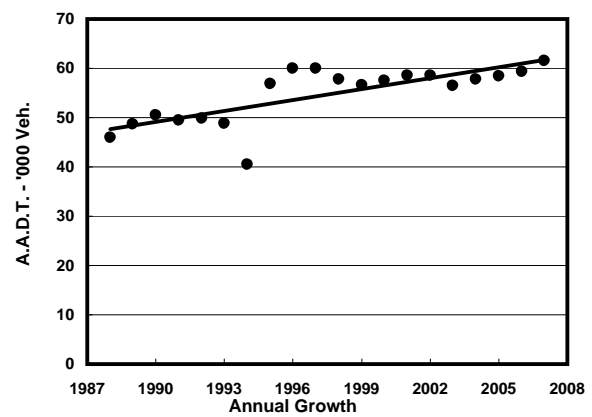
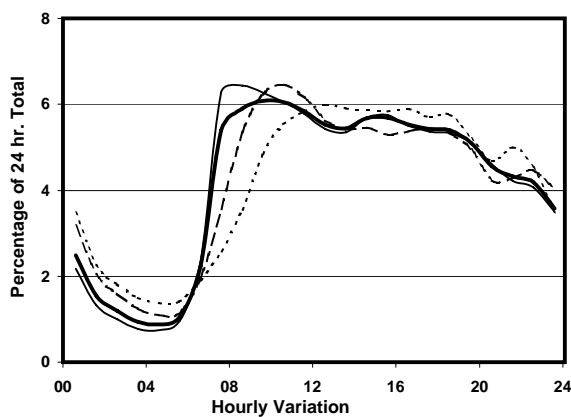
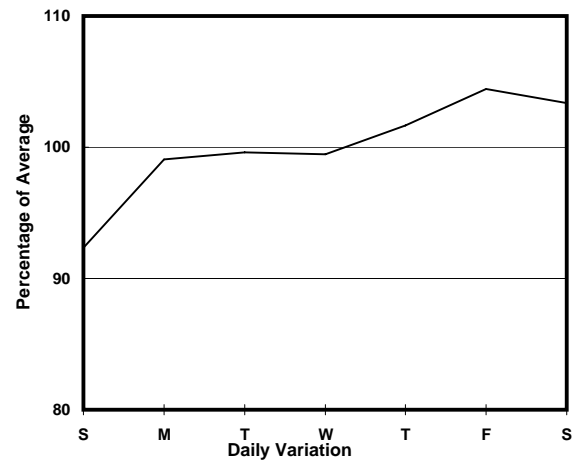
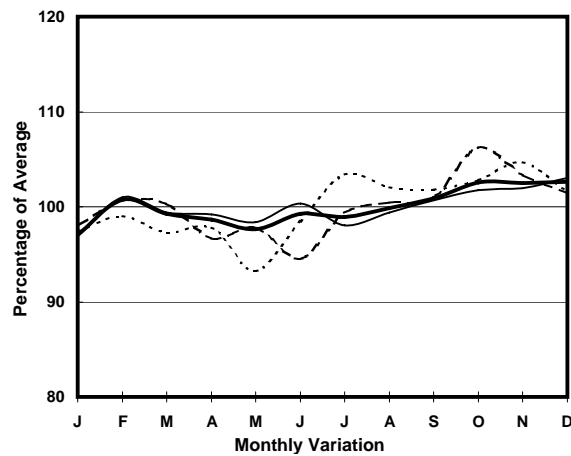
ROAD NETWORK MAJOR

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.
<b>SOUTH BOUND</b>				
A.A.D.T.	32120	32600	33290	29450
R 12 / 24 - %	64.6	65.7	63.2	60
R 16 / 24 - %	84.7	86	81.9	80.7
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1900	2020	1890	1360
T - % (AM)	-	19.4	-	-
PM Peak Hour	1600-1700	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	1750	1780	1840	1730
T - % (PM)	-	10.6	-	-
Prop.of commercial vehicles - 16 hr.	-	13.7	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	29400	29700	30630	27550
R 12 / 24 - %	71.6	73.1	68.6	67
R 16 / 24 - %	87.6	88.4	85.7	85.1
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	1850	2150	2090	1400
T - % (AM)	-	15.8	-	-
PM Peak Hour	1700-1800	1600-1700	1800-1900	1800-1900
One-way flow at PM peak hour	1660	1680	1680	1810
T - % (PM)	-	19.3	-	-
Prop.of commercial vehicles - 16 hr.	-	14.7	-	-

## 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	Pro	4.1	29.6	26.9	2.7	4.8	14.1	3.6	5.1	0.4	8.6
	Ocp	1.1	1.4	1.8	7.1	12.3	1.7	1.3	21.6	15.9	50.6
0800-0900	Pro	4.3	46.4	19.4	0.5	5.5	12.3	1.8	2.6	0.3	7.0
	Ocp	1.1	1.2	1.9	4.6	15.0	1.8	1.4	18.4	15.5	61.2
0900-1000	Pro	2.0	33.7	21.5	1.2	4.6	21.6	5.3	1.9	0.3	8.1
	Ocp	1.2	1.4	2.0	3.5	12.5	1.5	1.3	12.1	13.3	35.2
1000-1100	Pro	2.0	30.0	18.4	1.3	3.8	30.2	5.1	2.1	0.2	6.8
	Ocp	1.1	1.4	2.0	2.3	9.1	1.7	1.6	21.8	13.8	23.4
1100-1200	Pro	2.0	33.0	15.4	1.1	4.0	29.7	6.2	2.7	0.2	5.8
	Ocp	1.1	1.5	2.2	2.0	10.2	1.5	1.4	17.9	9.8	22.6
1200-1300	Pro	1.3	34.1	19.8	1.9	4.3	24.3	4.7	3.4	0.2	6.0
	Ocp	1.2	1.4	2.2	3.4	9.4	1.6	1.4	17.2	9.6	22.5
1300-1400	Pro	1.4	33.3	14.1	1.8	4.4	29.3	5.9	3.1	0.4	6.5
	Ocp	1.0	1.5	2.2	4.4	9.7	1.7	1.4	9.3	9.3	26.8
1400-1500	Pro	1.3	34.4	14.4	2.0	4.8	28.2	4.1	4.5	0.3	6.0
	Ocp	1.1	1.6	2.4	2.5	10.3	1.7	1.5	13.1	8.9	21.1
1500-1600	Pro	2.2	37.0	14.8	2.1	4.2	24.9	5.1	3.2	0.2	6.3
	Ocp	1.2	1.5	2.4	4.4	10.9	1.7	1.5	22.3	5.7	22.2
1600-1700	Pro	1.8	34.7	18.5	1.6	3.9	22.7	4.7	4.9	0.2	7.1
	Ocp	1.0	1.5	2.0	3.6	11.8	1.7	1.5	10.5	7.7	27.9
1700-1800	Pro	2.5	42.0	17.0	1.0	4.7	17.4	2.1	4.0	0.2	9.2
	Ocp	1.1	1.5	2.4	3.1	12.9	1.9	1.5	8.4	8.0	41.0
1800-1900	Pro	5.5	47.3	13.5	0.9	5.0	14.1	2.3	4.0	0.2	7.1
	Ocp	1.2	1.6	2.5	3.3	15.6	1.7	1.2	18.8	10.0	70.6
1900-2000	Pro	3.9	45.2	22.0	0.0	5.3	10.4	1.4	1.8	0.2	9.9
	Ocp	1.2	1.7	2.3	0.0	13.7	1.5	1.4	19.5	10.5	44.3
2000-2100	Pro	2.2	47.1	26.0	0.0	4.2	8.9	1.0	0.4	0.3	9.7
	Ocp	1.2	1.6	2.2	0.0	13.0	1.6	1.3	7.0	4.8	22.5
2100-2200	Pro	4.5	43.1	31.0	0.7	6.3	3.5	0.8	0.8	0.2	9.2
	Ocp	1.4	1.6	2.1	1.0	10.6	1.7	1.6	1.8	2.8	23.2
2200-2300	Pro	3.0	43.8	33.1	0.5	8.8	1.8	0.5	0.7	0.1	7.8
	Ocp	1.2	1.8	1.9	2.3	10.0	1.7	1.3	31.0	1.5	22.0
16 hours	Pro	2.7	38.1	19.9	1.2	4.8	19.1	3.6	2.9	0.2	7.4
	Ocp	1.2	1.5	2.1	3.8	11.8	1.7	1.4	15.9	10.3	34.9

**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