YEAR	2011	**LINK**	ABERDEEN TUNNEL (from TOLL PLAZA to NORTH PORTAL)
CORE STATION	1004		
ROAD NETWORK	MAJOR		
ROAD TYPE	URBAN TRUNK ROAD		

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.	33940	34490	35160	30880
R 12 / 24 - %	64.8	65.8	63.3	61
R 16 / 24 - %	84.9	86.2	81.8	81.4
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1950	2070	1950	1390
T - % (AM)	-	17	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	1810	1870	1930	1840
T - % (PM)	-	14.3	-	-
Prop.of commercial vehicles - 16 hr.	-	15.7	-	-
NORTH BOUND				
A.A.D.T.	30510	30750	31570	29020
R 12 / 24 - %	70.6	71.8	67.6	67.2
R 16 / 24 - %	87.1	87.9	84.8	85.1
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	1910	2260	2090	1510
T - % (AM)	-	15.2	-	-
PM Peak Hour	1700-1800	1600-1700	1700-1800	1700-1800
One-way flow at PM peak hour	1700	1670	1740	1840
T - % (PM)	-	18.1	-	-
Prop.of commercial vehicles - 16 hr.	-	15.5	-	-

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	4.3	32.0	19.1	4.2	4.1	14.6	5.2	8.6	0.4	7.5
Peak hour	Ocp	1.1	1.5	2.2	7.7	15.3	1.5	1.2	21.9	11.3	66.7
0800-0900	Pro	3.1	47.4	16.2	1.1	3.9	14.0	2.6	4.5	0.2	7.0
	Ocp	1.1	1.4	2.2	4.5	16.0	1.7	1.3	20.5	24.4	65.6
0900-1000	Pro	1.6	33.7	18.7	1.3	4.5	24.5	4.4	3.3	0.2	7.8
	Ocp	1.0	1.5	2.1	1.6	14.5	1.7	1.5	17.5	12.9	35.0
1000-1100	Pro	1.5	35.8	18.5	0.6	2.7	26.8	5.8	2.2	0.2	5.9
	Ocp	1.1	1.4	2.2	1.8	13.2	1.6	1.4	13.3	13.4	23.5
1100-1200	Pro	2.0	38.1	17.5	0.8	3.8	24.0	5.0	2.6	0.1	6.1
	Ocp	1.0	1.4	2.0	1.9	11.2	1.5	1.5	11.2	1.0	19.4
1200-1300	Pro	0.9	40.7	13.5	0.9	3.4	24.1	5.9	4.5	0.1	6.0
	Ocp	1.0	1.5	2.2	4.4	10.7	1.6	1.6	14.4	15.5	22.2
1300-1400	Pro	1.8	32.3	17.4	2.4	3.4	27.0	4.0	5.5	0.2	5.9
	Ocp	1.1	1.5	2.2	2.5	12.0	1.6	1.3	13.4	7.4	22.4
1400-1500	Pro	1.4	37.8	18.1	0.9	3.9	22.3	5.0	5.0	0.0	5.5
	Ocp	1.1	1.5	2.5	3.5	11.9	1.8	1.3	15.5	0.0	25.4
1500-1600	Pro	1.9	36.5	15.7	2.4	3.5	23.8	4.8	5.2	0.1	6.1
	Ocp	1.0	1.5	2.4	9.8	10.5	1.7	1.5	17.5	25.0	25.1
1600-1700	Pro	1.9	40.5	15.8	1.0	3.7	19.1	5.1	5.0	0.1	7.6
	Ocp	1.1	1.6	2.1	2.1	12.9	1.6	1.3	12.3	6.0	33.7
1700-1800	Pro	4.0	39.9	16.7	2.0	4.7	14.1	3.1	7.0	0.2	8.3
	Ocp	1.1	1.5	2.3	5.2	14.4	1.8	1.7	20.0	18.6	45.2
1800-1900	Pro	3.0	47.6	13.8	1.0	4.4	12.0	1.6	8.3	0.2	8.1
	Ocp	1.1	1.6	2.5	2.3	16.3	1.5	1.5	18.0	19.3	67.1
1900-2000	Pro	2.3	46.1	22.6	0.4	6.0	6.9	2.3	4.3	0.2	8.9
	Ocp	1.1	1.6	2.3	1.7	14.7	1.6	1.1	12.4	20.0	49.9
2000-2100	Pro	1.5	45.2	28.7	0.3	5.4	5.2	1.4	3.7	0.1	8.5
	Ocp	1.0	1.5	2.0	1.0	10.9	1.3	1.3	14.1	1.0	32.2
2100-2200	Pro	1.8	38.1	38.3	0.3	6.0	4.2	0.9	2.0	0.0	8.4
	Ocp	1.1	1.7	2.1	1.0	12.4	1.4	1.2	8.2	0.0	27.4
2200-2300	Pro	2.8	41.7	34.1	0.2	6.5	4.5	0.3	1.6	0.1	8.4
	Ocp	1.1	1.7	2.0	1.0	11.7	1.5	1.0	9.2	1.0	29.9
16 hours	Pro	2.3	39.5	19.8	1.3	4.3	17.3	3.7	4.6	0.1	7.2
	Ocp	1.1	1.5	2.2	4.9	13.1	1.6	1.4	16.5	14.6	38.6

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