YEAR	2011	**LINK**	LION ROCK TUNNEL (from TOLL PLAZA to SOUTH PORTAL)
CORE STATION	5024		
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.	43580	43140	48140	41830
R 12 / 24 - %	68.6	69.7	66.9	65.3
R 16 / 24 - %	84.7	85.5	83.1	82.5
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2740	2920	2960	2230
T - % (AM)	-	15.1	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2740	2690	2900	2850
T - % (PM)	-	13.4	-	-
Prop.of commercial vehicles - 16 hr.	-	15.7	-	-
NORTH BOUND				
A.A.D.T.	45610	45320	49920	43360
R 12 / 24 - %	58.5	59.7	56.7	54.4
R 16 / 24 - %	80.4	82.2	76.8	75.4
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2050	2260	2100	1580
T - % (AM)	-	16.8	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1600-1700
One-way flow at PM peak hour	2840	2960	2890	2390
T - % (PM)	-	10.2	-	-
Prop.of commercial vehicles - 16 hr.	-	15.8	-	-

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	3.0	45.0	14.3	2.8	0.6	14.3	6.2	7.9	0.2	5.9
	Ocp	1.1	1.6	2.1	7.2	10.7	1.4	1.1	11.6	14.3	49.9
0800-0900	Pro	2.2	54.6	8.4	1.0	0.4	17.6	5.7	4.8	0.1	5.2
	Ocp	1.0	1.4	2.0	5.6	14.7	1.4	1.3	13.3	8.2	51.0
0900-1000	Pro	2.0	46.9	11.0	0.6	0.4	21.6	7.2	3.5	0.1	6.5
	Ocp	1.0	1.4	1.9	3.0	10.6	1.5	1.2	14.0	11.1	24.6
1000-1100	Pro	0.9	38.9	11.7	0.9	0.3	30.5	8.5	3.0	0.1	5.1
	Ocp	1.1	1.4	2.0	2.0	7.0	1.5	1.3	12.0	7.2	23.3
1100-1200	Pro	0.8	35.9	12.7	1.3	0.4	28.8	11.0	4.2	0.1	4.8
	Ocp	1.2	1.5	2.0	3.0	9.8	1.5	1.3	17.2	7.8	29.0
1200-1300	Pro	1.0	40.8	11.3	1.1	0.1	24.1	10.5	5.8	0.2	5.2
	Ocp	1.1	1.6	2.0	3.7	3.0	1.5	1.5	17.3	9.1	28.3
1300-1400	Pro	2.1	38.8	10.4	1.7	0.3	27.7	8.4	4.9	0.2	5.5
	Ocp	1.0	1.5	1.9	6.6	6.0	1.5	1.3	15.1	9.0	30.7
1400-1500	Pro	0.9	41.4	8.4	1.0	0.4	29.8	9.3	3.5	0.1	5.2
	Ocp	1.1	1.5	2.1	2.5	8.0	1.5	1.3	10.3	4.8	29.9
1500-1600	Pro	0.8	45.8	11.0	1.4	0.2	24.6	7.2	3.9	0.2	4.9
	Ocp	1.0	1.5	2.1	3.8	3.5	1.6	1.2	13.1	9.4	30.2
1600-1700	Pro	0.8	44.7	12.0	1.0	0.4	24.5	6.4	4.6	0.2	5.4
	Ocp	1.1	1.6	2.0	3.0	10.8	1.5	1.3	7.3	7.2	34.4
1700-1800	Pro	1.5	49.5	11.5	0.7	0.3	21.2	5.8	3.4	0.1	5.9
	Ocp	1.0	1.5	1.9	3.0	10.0	1.5	1.2	7.7	11.4	43.9
1800-1900	Pro	2.7	59.0	9.5	0.8	0.6	15.8	3.1	3.1	0.2	5.3
Peak hour	Ocp	1.1	1.5	2.3	1.6	14.4	1.4	1.3	19.0	26.4	63.0
1900-2000	Pro	2.1	64.5	13.4	0.3	0.6	8.5	2.1	3.5	0.1	4.8
	Ocp	1.2	1.5	2.0	2.3	16.6	1.6	1.4	14.1	19.4	54.7
2000-2100	Pro	1.1	58.4	18.6	0.2	1.0	8.9	2.9	3.1	0.1	5.6
	Ocp	1.1	1.5	2.1	2.0	14.6	1.6	1.3	10.6	13.2	36.5
2100-2200	Pro	2.6	52.7	25.0	0.2	1.3	7.3	1.8	3.3	0.2	5.6
	Ocp	1.2	1.6	2.2	1.0	10.2	1.7	1.4	10.0	12.9	38.6
2200-2300	Pro	1.7	58.8	24.6	0.0	1.9	4.4	1.2	1.1	0.2	6.1
	Ocp	1.1	1.7	2.1	0.0	10.2	1.5	1.5	3.9	9.4	35.3
16 hours	Pro	1.6	48.7	13.0	0.9	0.6	19.5	6.1	4.0	0.2	5.4
	Ocp	1.1	1.5	2.1	4.2	11.2	1.5	1.3	12.8	11.5	38.2

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