

YEAR 2012

CORE STATION 1004

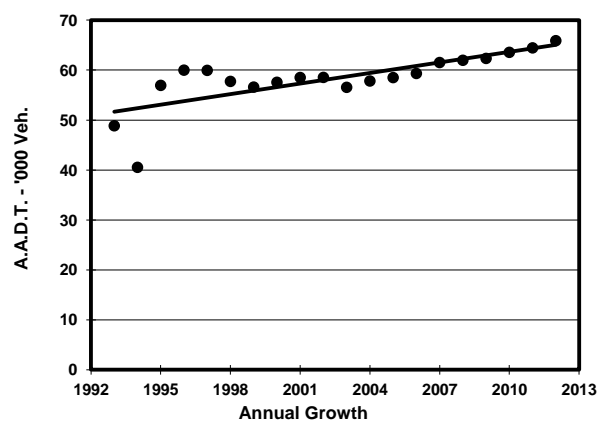
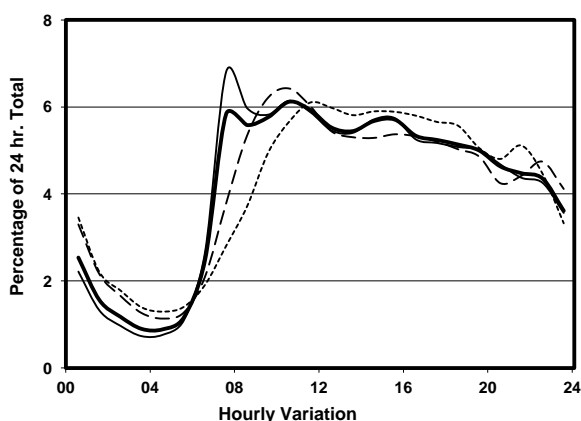
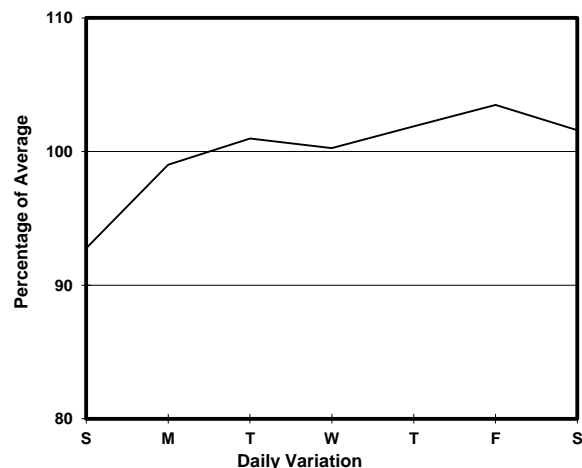
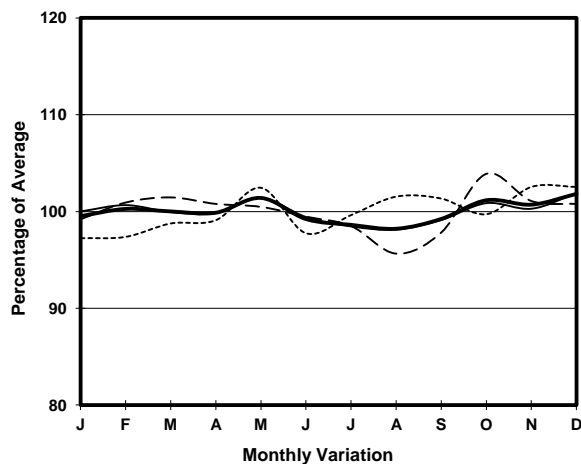
ROAD NETWORK MAJOR

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.	34990	35710	35680	31640
R 12 / 24 - %	64.9	65.9	63	61.2
R 16 / 24 - %	84.9	86.1	81.9	81.6
AM Peak Hour	0900-1000	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	2010	2210	2030	1450
T - % (AM)	-	21.5	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	1880	1950	1940	1860
T - % (PM)	-	9.2	-	-
Prop.of commercial vehicles - 16 hr.	-	13.3	-	-
NORTH BOUND				
A.A.D.T.	30900	31210	31500	29640
R 12 / 24 - %	70	71.3	66.7	66.6
R 16 / 24 - %	86.6	87.4	84.3	85
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	1970	2340	2140	1580
T - % (AM)	-	15.3	-	-
PM Peak Hour	1700-1800	1600-1700	1700-1800	1700-1800
One-way flow at PM peak hour	1680	1690	1650	1870
T - % (PM)	-	15.5	-	-
Prop.of commercial vehicles - 16 hr.	-	14.3	-	-

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 Peak hour	Pro	3.9	45.0	15.7	3.2	4.6	9.4	2.0	8.8	0.1	7.2
	Ocp	1.1	1.5	2.2	8.1	14.7	1.7	1.3	19.0	9.3	67.9
0800-0900	Pro	2.8	53.1	15.0	0.8	3.7	11.4	3.5	3.0	0.1	6.7
	Ocp	1.1	1.4	2.1	4.6	15.2	1.6	1.4	19.5	30.0	74.9
0900-1000	Pro	3.1	38.6	21.3	0.7	3.7	19.6	3.2	2.7	0.1	7.0
	Ocp	1.1	1.3	2.2	2.4	16.1	1.7	1.3	11.0	15.5	32.9
1000-1100	Pro	2.0	38.9	20.0	1.1	3.2	19.7	6.3	2.0	0.1	6.9
	Ocp	1.2	1.5	2.2	3.0	11.7	1.6	1.5	17.2	8.0	25.8
1100-1200	Pro	1.7	39.3	18.1	1.5	3.3	22.9	4.2	2.7	0.0	6.2
	Ocp	1.0	1.4	2.2	2.1	11.2	1.6	1.3	16.7	0.0	25.3
1200-1300	Pro	1.1	43.1	15.5	0.8	3.0	22.7	5.5	3.2	0.0	5.1
	Ocp	1.1	1.6	2.2	6.4	11.9	1.7	1.3	22.3	0.0	24.9
1300-1400	Pro	2.2	35.6	18.3	1.9	4.1	21.6	6.0	4.6	0.0	5.7
	Ocp	1.1	1.6	2.3	4.4	9.5	1.6	1.3	14.4	0.0	30.9
1400-1500	Pro	2.5	41.7	15.1	1.6	4.1	20.0	6.0	3.4	0.0	5.7
	Ocp	1.2	1.5	2.5	2.9	11.5	1.5	1.3	6.5	0.0	27.1
1500-1600	Pro	1.2	46.3	15.2	2.6	4.2	17.6	3.8	3.6	0.1	5.6
	Ocp	1.3	1.6	2.4	8.0	12.1	1.6	1.5	19.8	1.0	24.6
1600-1700	Pro	1.5	42.4	11.9	2.4	3.2	22.1	3.8	5.4	0.1	7.3
	Ocp	1.2	1.5	2.1	4.7	14.6	1.8	1.1	12.8	1.0	39.7
1700-1800	Pro	4.6	47.3	13.7	1.4	4.2	13.5	3.0	5.2	0.0	7.2
	Ocp	1.2	1.5	2.5	3.4	15.1	1.6	1.5	22.7	0.0	54.4
1800-1900	Pro	4.5	49.3	18.8	0.9	4.8	10.9	0.8	3.2	0.0	6.7
	Ocp	1.1	1.6	2.5	2.6	16.1	1.6	1.3	20.6	0.0	72.4
1900-2000	Pro	4.6	47.4	23.3	0.1	5.6	6.1	1.2	3.7	0.1	8.0
	Ocp	1.0	1.5	2.2	6.0	14.1	1.5	1.4	9.5	1.0	52.6
2000-2100	Pro	2.6	44.5	32.2	0.1	5.6	3.7	1.0	1.9	0.1	8.4
	Ocp	1.0	1.5	2.0	1.0	12.0	1.3	1.6	12.5	1.0	30.7
2100-2200	Pro	1.6	40.3	35.8	0.2	6.4	4.3	0.7	2.4	0.0	8.1
	Ocp	1.3	1.5	2.1	1.0	10.9	1.6	1.6	8.4	0.0	29.4
2200-2300	Pro	2.3	42.6	35.7	0.0	7.4	2.1	0.3	1.8	0.1	7.7
	Ocp	1.1	1.6	2.1	0.0	10.7	1.4	1.5	6.0	1.0	27.6
16 hours	Pro	2.7	43.7	19.6	1.2	4.3	14.7	3.4	3.6	0.1	6.8
	Ocp	1.1	1.5	2.2	5.0	13.0	1.6	1.4	16.0	9.2	41.8

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