

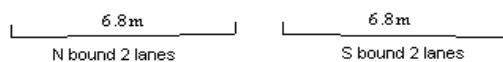
YEAR 2012

CORE STATION 5024

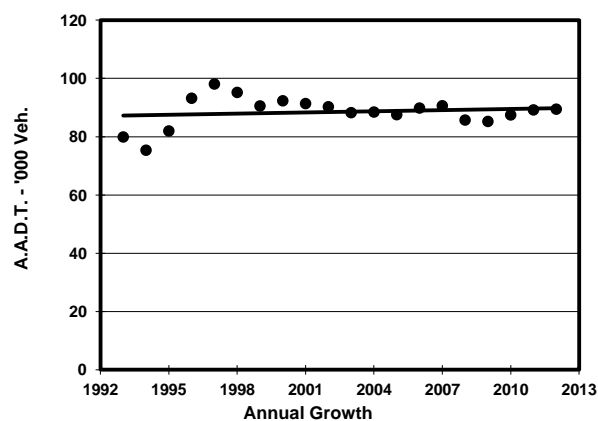
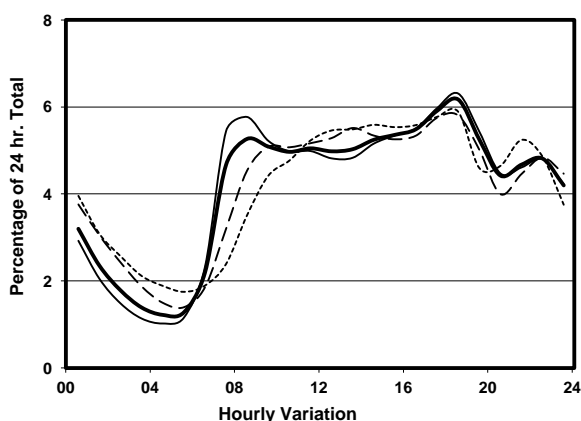
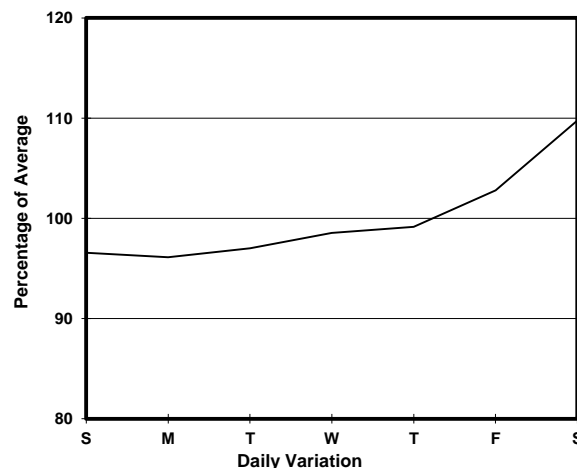
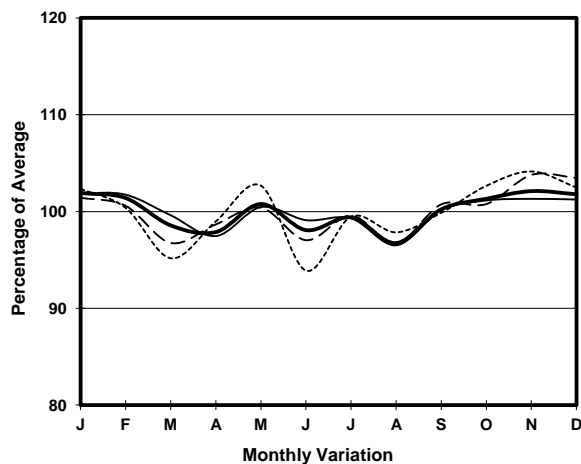
ROAD NETWORK MAJOR

ROAD TYPE URBAN TRUNK ROAD

LINK LION ROCK TUNNEL (from TOLL PLAZA to SOUTH 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.	43770	43180	48360	42630
R 12 / 24 - %	68.4	69.5	66.6	65.2
R 16 / 24 - %	84.5	85.3	82.9	82.4
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	2710	2920	2910	2240
T - % (AM)	-	18.1	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2710	2670	2850	2800
T - % (PM)	-	15.2	-	-
Prop.of commercial vehicles - 16 hr.	-	16.1	-	-
NORTH BOUND				
A.A.D.T.	45680	45240	49930	44110
R 12 / 24 - %	58.3	59.5	56.3	54.3
R 16 / 24 - %	80.4	82.2	76.6	75.7
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2030	2210	2080	1600
T - % (AM)	-	16.2	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1600-1700
One-way flow at PM peak hour	2810	2910	2880	2500
T - % (PM)	-	11.5	-	-
Prop.of commercial vehicles - 16 hr.	-	15.4	-	-

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	2.3	46.2	11.8	2.2	0.4	15.9	6.6	8.5	0.2	6.0
	Ocp	1.1	1.4	2.2	10.0	10.8	1.5	1.3	12.4	10.1	46.9
0800-0900	Pro	2.3	55.9	8.0	0.8	0.2	16.5	5.8	4.8	0.2	5.4
	Ocp	1.0	1.4	2.0	8.3	11.7	1.7	1.3	14.4	12.3	44.7
0900-1000	Pro	1.3	46.9	13.0	1.3	0.6	19.6	7.8	2.9	0.2	6.3
	Ocp	1.1	1.4	1.9	2.5	7.1	1.5	1.3	9.4	7.6	24.7
1000-1100	Pro	1.8	39.1	13.3	1.0	0.2	26.2	9.4	3.6	0.2	5.3
	Ocp	1.1	1.5	1.9	2.9	8.0	1.4	1.3	13.6	5.3	21.9
1100-1200	Pro	1.3	41.9	11.1	1.1	0.4	26.6	7.6	4.6	0.3	5.1
	Ocp	1.1	1.6	1.9	3.7	7.5	1.5	1.3	17.6	5.3	22.8
1200-1300	Pro	1.4	45.1	12.2	1.5	0.2	21.6	6.2	6.6	0.2	5.1
	Ocp	1.0	1.4	2.2	5.6	5.5	1.4	1.3	20.3	7.3	22.0
1300-1400	Pro	1.3	39.1	11.8	2.3	0.1	24.2	9.5	6.1	0.3	5.3
	Ocp	1.1	1.4	2.1	3.4	3.0	1.4	1.4	14.0	6.4	27.7
1400-1500	Pro	1.3	46.0	9.9	1.3	0.5	24.0	7.7	3.5	0.3	5.5
	Ocp	1.0	1.5	2.2	1.9	3.0	1.4	1.2	10.2	7.2	23.8
1500-1600	Pro	1.5	45.7	10.2	2.0	0.2	26.4	5.7	3.0	0.3	4.9
	Ocp	1.1	1.6	2.1	6.2	5.0	1.5	1.2	8.2	5.0	27.4
1600-1700	Pro	1.7	45.7	13.4	1.5	0.2	19.7	6.6	5.1	0.3	5.7
	Ocp	1.1	1.5	1.9	3.6	11.0	1.4	1.2	5.5	7.5	30.5
1700-1800	Pro	3.4	47.2	13.8	1.4	0.4	18.6	4.3	4.5	0.3	6.1
	Ocp	1.1	1.5	2.1	2.9	10.2	1.7	1.2	9.6	11.7	40.5
1800-1900 Peak hour	Pro	2.8	57.0	10.7	0.9	0.5	14.9	4.2	3.5	0.2	5.4
	Ocp	1.1	1.5	2.3	4.7	14.7	1.5	1.0	15.3	19.8	56.0
1900-2000	Pro	1.8	63.3	12.3	0.2	0.6	10.7	2.5	3.6	0.2	4.7
	Ocp	1.2	1.5	2.0	2.0	16.4	1.3	1.1	15.4	14.0	48.2
2000-2100	Pro	2.8	55.9	19.4	0.1	1.0	9.0	2.4	3.5	0.2	5.5
	Ocp	1.2	1.4	2.1	2.0	11.8	1.5	1.2	12.5	9.1	34.9
2100-2200	Pro	2.2	52.5	23.7	0.1	1.3	7.9	2.4	3.9	0.3	5.8
	Ocp	1.1	1.6	2.2	1.0	7.5	1.7	1.3	7.4	6.8	29.8
2200-2300	Pro	2.4	52.6	28.3	0.3	2.1	4.4	2.2	1.3	0.3	6.0
	Ocp	1.2	1.5	2.0	1.7	8.6	1.4	1.2	3.5	7.3	29.9
16 hours	Pro	2.0	49.0	13.6	1.1	0.5	18.0	5.7	4.3	0.3	5.5
	Ocp	1.1	1.5	2.1	4.8	9.4	1.5	1.3	12.6	8.8	33.7

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