

YEAR 2014

CORE STATION 1004

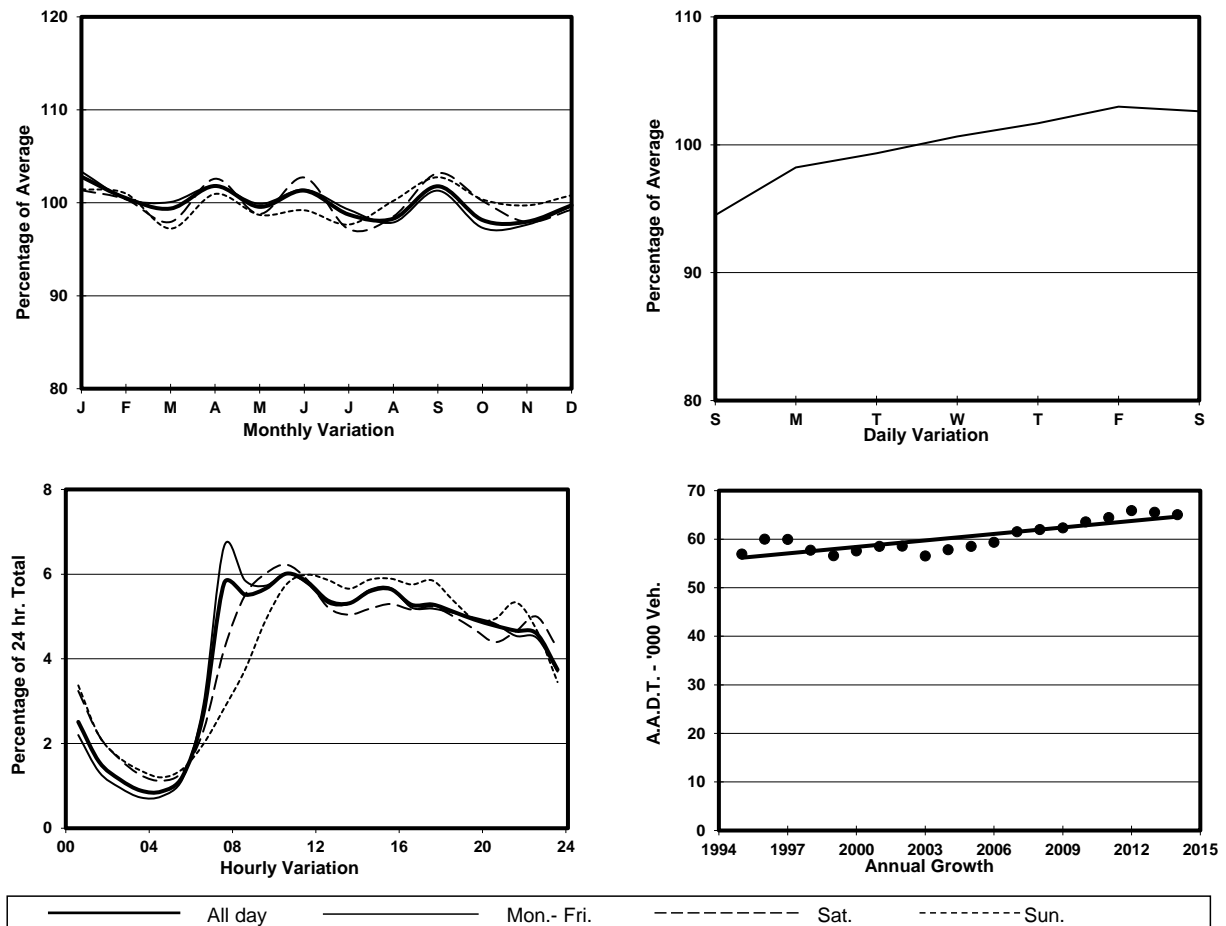
ROAD NETWORK MAJOR

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.
<b>SOUTH BOUND</b>				
A.A.D.T.	35080	35610	36030	32220
R 12 / 24 - %	64.3	65.2	62.5	60.9
R 16 / 24 - %	84.8	85.9	81.8	82
AM Peak Hour	0900-1000	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	1960	2140	1990	1420
T - % (AM)	-	17.7	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	1890	1960	1900	1870
T - % (PM)	-	11	-	-
Prop.of commercial vehicles - 16 hr.	-	14.1	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	29960	30020	30770	29480
R 12 / 24 - %	68.9	70.1	65.7	66.4
R 16 / 24 - %	86	86.7	83.8	85
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	1920	2240	2030	1620
T - % (AM)	-	14	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	1650	1620	1620	1870
T - % (PM)	-	16.1	-	-
Prop.of commercial vehicles - 16 hr.	-	15.9	-	-

## 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 Peak hour	Pro	5.1	50.3	12.7	3.1	3.6	9.3	3.7	5.6	0.1	6.5
	Ocp	1.2	1.3	2.1	6.9	16.3	1.6	1.0	16.4	9.0	67.4
0800-0900	Pro	4.7	51.2	12.3	2.4	3.8	10.2	3.8	4.1	0.1	7.4
	Ocp	1.1	1.4	2.1	5.1	14.3	1.8	1.2	16.8	36.5	68.2
0900-1000	Pro	2.4	38.4	15.6	0.5	3.3	22.8	7.7	2.8	0.1	6.5
	Ocp	1.1	1.3	2.1	1.6	13.8	1.7	1.3	15.8	16.0	38.6
1000-1100	Pro	2.0	35.9	20.2	0.5	3.1	22.1	7.4	2.2	0.1	6.5
	Ocp	1.1	1.4	2.4	1.3	15.1	1.5	1.3	22.8	1.8	28.2
1100-1200	Pro	1.3	37.4	18.3	1.5	2.9	23.3	6.4	2.9	0.1	5.9
	Ocp	1.0	1.4	2.3	3.0	11.2	1.6	1.4	26.5	27.0	22.7
1200-1300	Pro	0.8	45.5	18.5	1.0	3.3	16.7	5.5	2.8	0.0	5.8
	Ocp	1.2	1.5	2.3	6.6	11.3	1.5	1.5	16.5	0.0	28.3
1300-1400	Pro	1.4	33.8	17.3	2.2	3.2	26.8	5.7	4.4	0.0	5.2
	Ocp	1.0	1.3	2.2	1.7	9.4	1.6	1.3	15.2	0.0	29.9
1400-1500	Pro	2.8	35.9	16.7	0.8	2.7	25.6	6.3	3.5	0.0	5.6
	Ocp	1.2	1.5	2.3	6.3	12.6	1.4	1.2	16.6	0.0	28.9
1500-1600	Pro	2.3	40.1	14.8	3.3	2.8	20.1	6.9	4.3	0.1	5.3
	Ocp	1.1	1.4	2.2	5.9	14.3	1.6	1.3	23.5	1.0	31.7
1600-1700	Pro	3.1	48.4	11.4	1.6	2.7	18.2	3.6	5.0	0.1	6.1
	Ocp	1.0	1.5	2.2	5.1	15.1	1.7	1.3	13.1	1.0	43.3
1700-1800	Pro	6.3	50.5	11.5	2.2	3.2	10.8	2.2	6.2	0.1	7.2
	Ocp	1.1	1.5	2.3	4.1	15.8	1.5	1.3	18.5	1.0	54.3
1800-1900	Pro	7.9	40.9	17.4	1.1	3.0	11.0	1.5	9.4	0.0	7.9
	Ocp	1.2	1.4	2.3	1.1	16.2	1.4	1.1	33.5	0.0	73.4
1900-2000	Pro	3.7	50.5	22.8	0.0	3.3	6.3	1.8	4.2	0.1	7.4
	Ocp	1.0	1.4	2.2	0.0	16.2	1.3	1.2	24.6	1.0	62.3
2000-2100	Pro	2.8	44.5	32.4	0.4	3.4	5.4	1.2	2.0	0.1	7.9
	Ocp	1.3	1.3	2.0	1.7	14.5	1.2	1.2	10.7	1.0	33.5
2100-2200	Pro	4.2	40.9	33.6	0.2	3.8	6.0	1.1	2.7	0.0	7.6
	Ocp	1.2	1.4	2.1	1.0	10.4	1.4	1.6	13.7	0.0	34.2
2200-2300	Pro	3.8	38.4	40.2	0.2	4.6	2.5	1.1	1.1	0.1	7.9
	Ocp	1.3	1.6	2.0	1.0	9.1	1.2	1.1	3.0	1.0	33.1
16 hours	Pro	3.3	42.7	19.2	1.4	3.3	15.3	4.3	3.9	0.1	6.6
	Ocp	1.1	1.4	2.2	4.6	13.4	1.6	1.3	19.7	7.0	43.6

**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