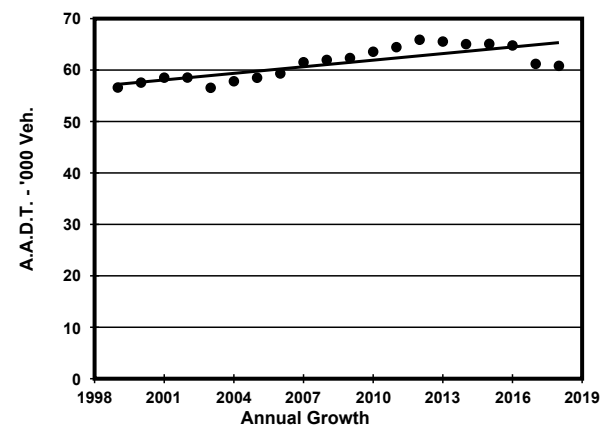
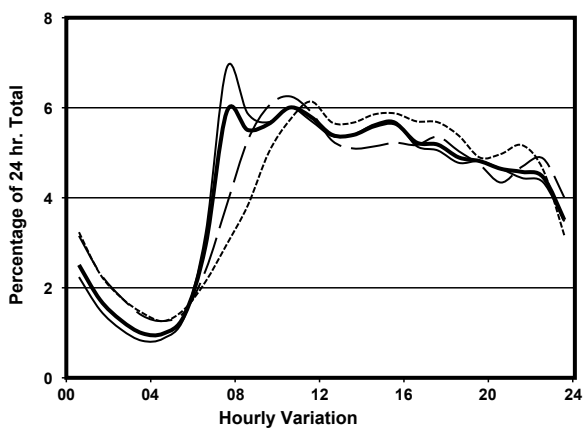
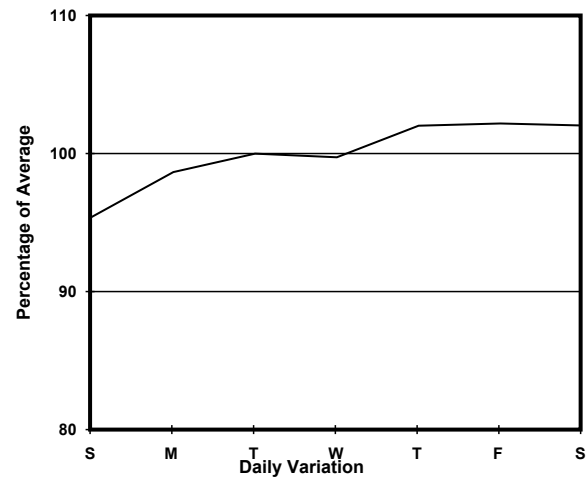
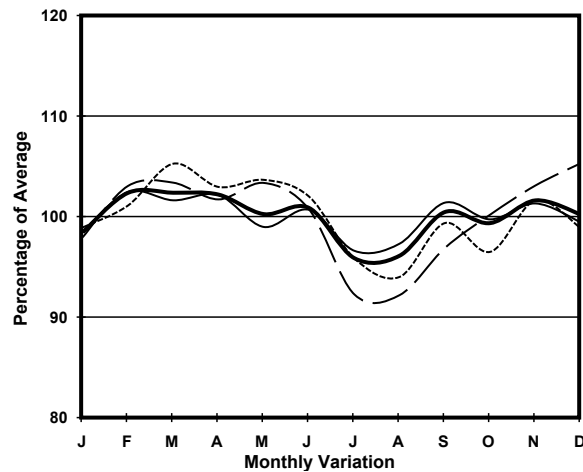


YEAR 2018
CORE STATION 1004
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD

LINK ABERDEEN TUNNEL (from TOLL PLAZA to NORTH PORTAL)



1. TRAFFIC FLOW VARIATION AND GROWTH



— All day - - - - Mon.- Fri. Sat. - - - - - Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	32410	32900	32660	30230
R 12 / 24 - %	64.3	65.4	61.5	61.1
R 16 / 24 - %	84.2	85.2	81.1	81.9
AM Peak Hour	0900-1000	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	1830	2150	1840	1390
T - % (AM)	-	19	-	-
PM Peak Hour	1600-1700	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	1670	1680	1700	1710
T - % (PM)	-	7.4	-	-
Prop.of commercial vehicles - 16 hr.	-	11.7	-	-
NORTH BOUND				
A.A.D.T.	28410	28360	29550	28030
R 12 / 24 - %	68.4	69.3	65.9	66.1
R 16 / 24 - %	85.2	85.7	83.5	84.6
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	1770	2070	1920	1540
T - % (AM)	-	16.5	-	-
PM Peak Hour	1700-1800	1600-1700	1700-1800	1700-1800
One-way flow at PM peak hour	1540	1500	1640	1710
T - % (PM)	-	18.1	-	-
Prop.of commercial vehicles - 16 hr.	-	14.5	-	-

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 Peak hour	Pro	4.7	43.4	16.0	4.7	2.3	11.2	2.5	9.2	0.0	6.1
	Ocp	1.1	1.3	2.2	10.3	14.0	1.4	1.6	22.8	0.0	53.0
0800-0900	Pro	2.8	53.8	11.0	1.3	3.8	14.9	2.9	3.4	0.0	6.1
	Ocp	1.1	1.3	2.1	4.6	13.6	1.5	1.3	14.3	0.0	48.3
0900-1000	Pro	2.4	35.4	19.7	1.1	3.1	25.1	3.6	3.7	0.0	6.0
	Ocp	1.1	1.3	2.2	1.8	14.1	1.4	1.3	25.7	0.0	27.9
1000-1100	Pro	2.3	38.8	17.6	1.2	2.0	23.8	6.3	2.8	0.0	5.1
	Ocp	1.0	1.3	2.2	3.6	14.3	1.5	1.2	11.5	0.0	21.3
1100-1200	Pro	2.5	43.3	15.5	1.7	2.0	21.7	4.9	3.6	0.0	4.9
	Ocp	1.0	1.3	2.3	4.5	11.3	1.4	1.2	12.5	0.0	23.2
1200-1300	Pro	2.3	43.4	15.7	1.1	2.8	22.0	4.1	4.0	0.0	4.7
	Ocp	1.1	1.3	2.3	6.8	11.1	1.5	1.4	12.3	0.0	23.0
1300-1400	Pro	2.6	42.8	16.8	1.6	2.3	20.0	4.9	4.2	0.0	4.9
	Ocp	1.0	1.5	2.3	1.5	12.9	1.4	1.1	13.7	0.0	28.2
1400-1500	Pro	1.7	44.1	15.6	1.8	2.1	21.8	3.2	4.9	0.0	4.7
	Ocp	1.1	1.4	2.3	3.5	12.9	1.4	1.2	16.6	0.0	27.8
1500-1600	Pro	2.7	48.5	12.1	2.6	2.7	17.6	2.9	6.0	0.0	4.9
	Ocp	1.1	1.4	2.1	7.0	8.7	1.3	1.2	21.5	0.0	28.4
1600-1700	Pro	3.0	44.2	14.6	1.9	3.2	18.9	1.0	7.4	0.0	5.8
	Ocp	1.0	1.3	2.2	5.1	12.1	1.4	1.4	14.4	0.0	28.7
1700-1800	Pro	5.0	50.8	11.7	1.5	2.6	12.9	1.5	7.8	0.0	6.1
	Ocp	1.1	1.4	2.2	4.3	13.9	1.4	1.1	16.0	0.0	38.0
1800-1900	Pro	4.9	52.9	18.0	0.1	2.9	7.7	0.6	6.3	0.0	6.6
	Ocp	1.1	1.3	2.1	2.0	15.7	1.5	1.3	24.8	0.0	52.6
1900-2000	Pro	2.7	54.9	21.6	0.1	2.5	7.3	1.0	3.6	0.1	6.2
	Ocp	1.0	1.4	2.1	1.0	14.3	1.5	1.4	14.6	1.0	37.4
2000-2100	Pro	2.0	49.4	29.5	0.0	2.9	5.2	1.2	2.7	0.1	6.9
	Ocp	1.2	1.3	2.2	0.0	12.2	1.5	1.4	12.4	1.0	23.3
2100-2200	Pro	4.3	49.1	30.6	0.2	3.0	3.6	0.5	2.3	0.1	6.5
	Ocp	1.2	1.4	2.1	8.0	11.1	1.3	1.7	8.1	1.0	26.5
2200-2300	Pro	3.1	49.1	33.1	0.0	3.6	3.6	0.7	0.6	0.1	6.2
	Ocp	1.1	1.3	2.1	0.0	11.6	1.7	1.2	4.8	1.0	24.9
16 hours	Pro	3.0	46.2	18.3	1.4	2.7	15.4	2.7	4.6	0.1	5.7
	Ocp	1.1	1.3	2.2	5.8	12.7	1.4	1.3	17.2	1.0	32.7

Legend

Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*

Ocp. Average occupancy of vehicles including both driver and passengers*

M&H Medium and Heavy

***** All traffic data are collected from combined bounds except for one way traffic