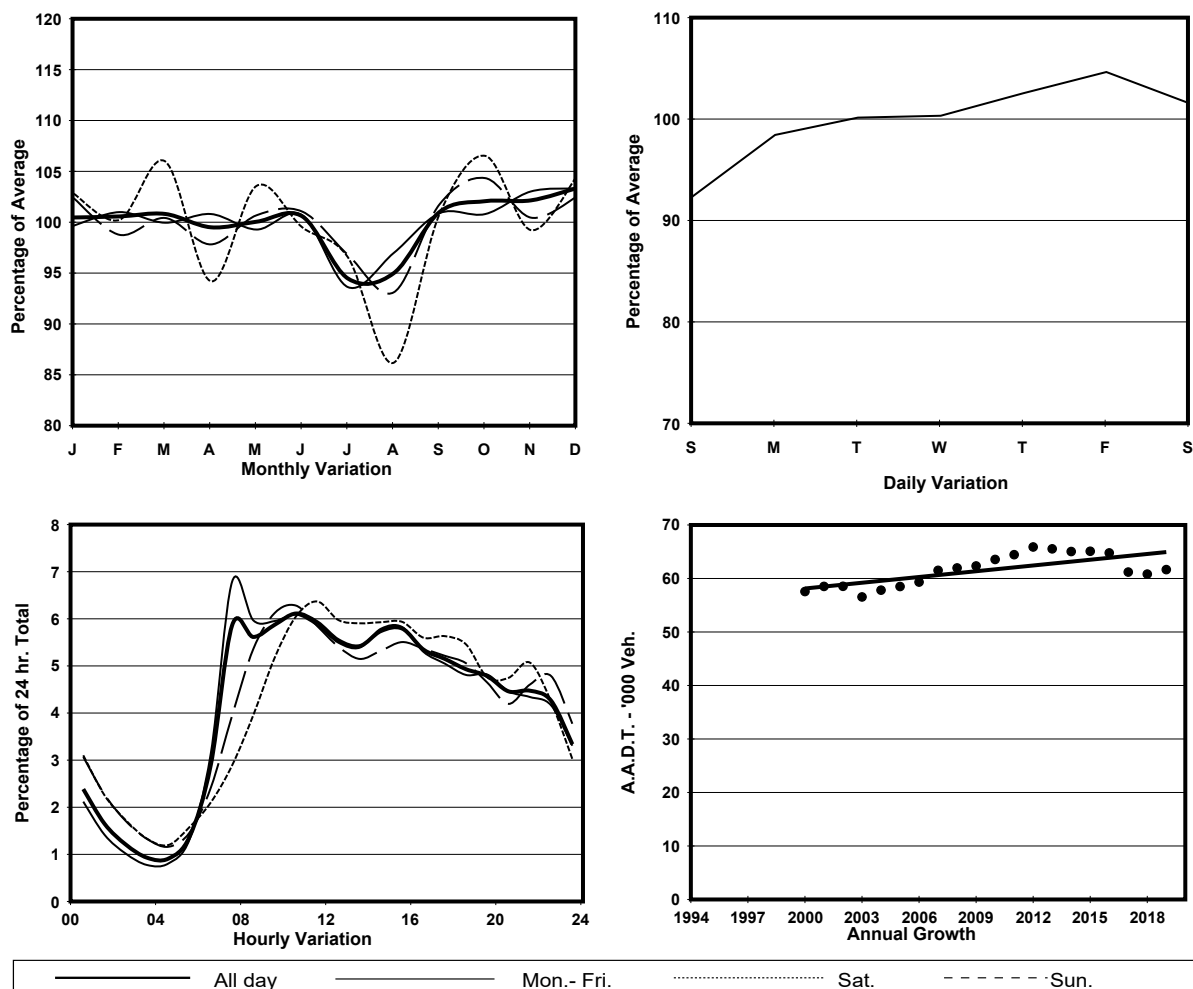


YEAR 2019  
CORE STATION 1004  
ROAD NETWORK MAJOR  
ROAD TYPE URBAN TRUNK ROAD

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.	32930	33680	33340	29700
R 12 / 24 - %	65.9	66.8	63.5	63.4
R 16 / 24 - %	85	86	82.2	82.7
AM Peak Hour	0900-1000	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	1920	2200	1880	1440
T - % (AM)	-	14.2	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	1760	1790	1780	1630
T - % (PM)	-	12.7	-	-
Prop.of commercial vehicles - 16 hr.	-	10.1	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	28730	28970	29480	27610
R 12 / 24 - %	69	70.1	65.8	66.5
R 16 / 24 - %	85.6	86.2	83.5	84.8
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	1760	2050	1960	1530
T - % (AM)	-	11.9	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1700-1800
One-way flow at PM peak hour	1540	1540	1590	1680
T - % (PM)	-	12.8	-	-
Prop.of commercial vehicles - 16 hr.	-	11.3	-	-

## 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	5.7	47.1	16.1	4.0	2.5	11.5	2.4	5.4	0.0	5.3
	Ocp	1.1	1.4	2.0	9.2	14.2	1.3	1.1	20.7	0.0	44.4
0800-0900	Pro	3.5	57.2	13.8	2.1	2.4	10.1	3.0	2.9	0.0	5.0
	Ocp	1.1	1.3	2.1	5.7	12.6	1.5	1.2	9.6	0.0	44.8
0900-1000	Pro	1.9	44.3	20.2	0.5	3.1	17.9	5.4	1.8	0.0	5.1
	Ocp	1.0	1.4	2.0	2.6	11.4	1.4	1.3	18.9	0.0	29.6
1000-1100	Pro	1.9	45.9	16.7	0.9	2.1	22.2	4.0	1.5	0.0	4.8
	Ocp	1.0	1.3	2.0	2.0	10.8	1.4	1.3	5.4	0.0	21.6
1100-1200	Pro	1.1	46.0	13.0	2.0	2.0	25.2	4.3	1.8	0.0	4.5
	Ocp	1.1	1.3	2.1	3.4	10.7	1.4	1.3	2.1	0.0	17.8
1200-1300	Pro	2.3	47.4	13.1	1.1	2.4	22.1	4.5	2.1	0.0	5.0
	Ocp	1.1	1.4	2.0	3.9	11.9	1.5	1.1	13.0	0.0	21.8
1300-1400	Pro	2.2	43.8	15.2	3.6	1.9	22.1	4.1	2.5	0.0	4.6
	Ocp	1.0	1.4	2.2	7.2	11.2	1.5	1.4	8.2	0.0	22.2
1400-1500	Pro	2.4	45.6	16.4	1.7	2.2	21.4	3.4	2.6	0.0	4.3
	Ocp	1.0	1.4	2.2	2.3	10.6	1.6	1.3	4.4	0.0	21.0
1500-1600	Pro	2.3	53.8	15.7	1.3	2.7	14.1	2.8	2.9	0.0	4.3
	Ocp	1.1	1.4	2.1	2.9	11.3	1.5	1.3	15.6	0.0	23.9
1600-1700	Pro	1.6	50.0	8.6	2.4	2.1	22.6	4.4	2.4	0.0	5.9
	Ocp	1.0	1.4	2.2	4.3	14.0	1.4	1.2	10.7	0.0	28.7
1700-1800	Pro	5.7	53.5	13.7	0.9	2.8	12.4	1.9	2.7	0.0	6.4
	Ocp	1.1	1.4	2.3	2.3	14.6	1.6	1.3	5.6	0.0	35.5
1800-1900	Pro	6.0	55.3	15.8	1.0	2.3	9.9	1.0	2.5	0.0	6.3
	Ocp	1.2	1.5	2.1	2.3	16.3	1.3	1.3	13.2	0.0	60.0
1900-2000	Pro	4.5	51.0	25.0	0.1	2.8	6.9	0.8	2.0	0.1	6.8
	Ocp	1.1	1.3	2.2	11.0	14.7	1.4	1.3	4.9	1.0	38.7
2000-2100	Pro	2.3	51.7	28.1	0.1	3.4	5.3	1.0	0.7	0.1	7.2
	Ocp	1.1	1.4	1.9	1.0	11.4	1.2	1.6	2.8	1.0	27.8
2100-2200	Pro	1.6	45.6	38.0	0.3	4.1	2.6	1.0	0.9	0.0	6.0
	Ocp	1.0	1.4	2.0	3.0	10.0	1.2	1.6	2.2	0.0	28.1
2200-2300	Pro	2.8	46.5	34.5	0.0	4.1	4.0	0.9	0.7	0.1	6.4
	Ocp	1.1	1.4	1.9	0.0	9.5	1.3	1.2	3.4	1.0	21.7
16 hours	Pro	3.0	49.0	18.4	1.5	2.6	14.8	2.9	2.3	0.1	5.4
	Ocp	1.1	1.4	2.1	5.3	12.0	1.4	1.3	11.1	1.0	31.3

**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