

YEAR 2023

CORE STATION 1004

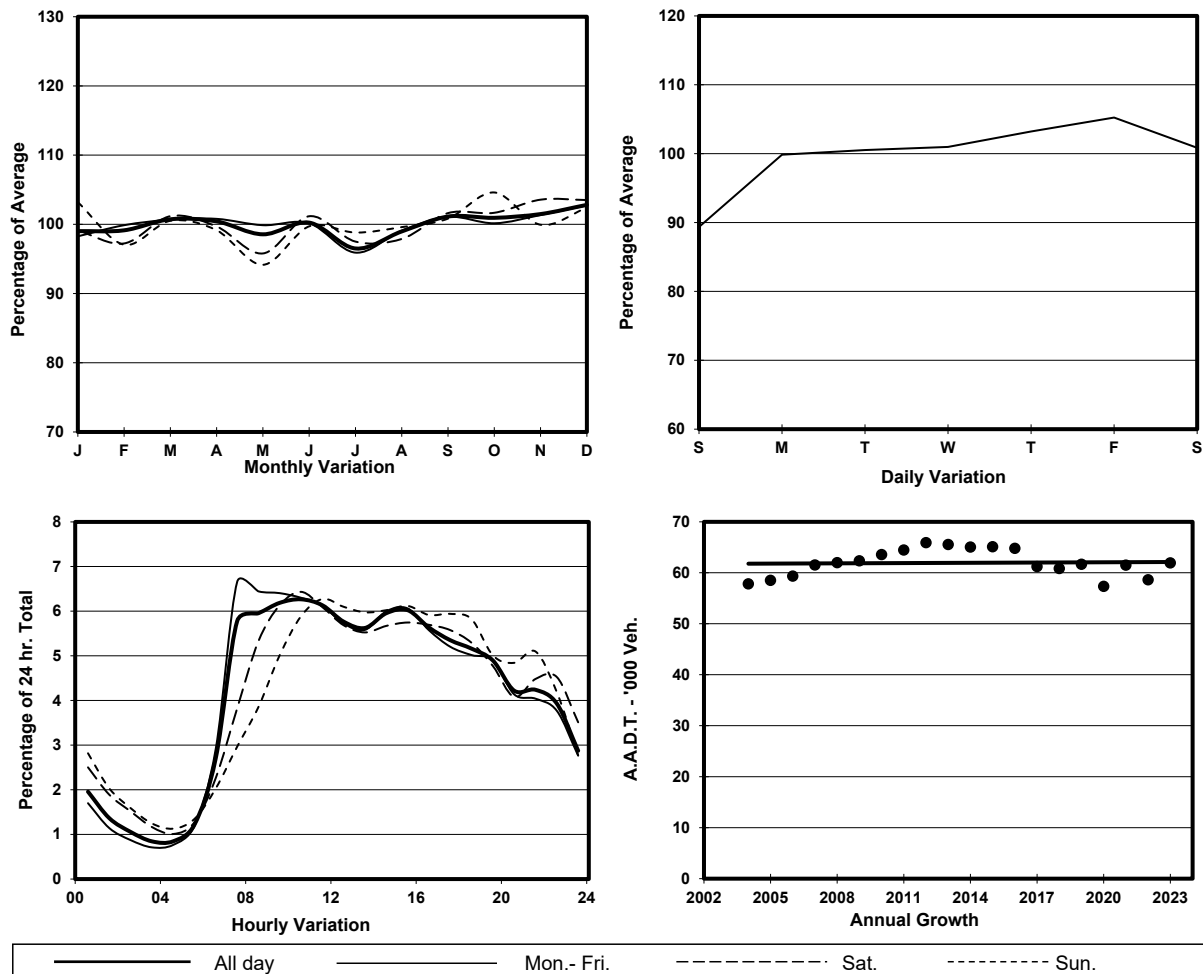
ROAD NETWORK MAJOR

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.	32820	33850	33110	28740
R 12 / 24 - %	68.5	69.7	65.8	63.9
R 16 / 24 - %	86.8	87.7	84.2	84.1
AM Peak Hour	0900-1000	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	2000	2240	1930	1340
T - % (AM)	-	15.6	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	1870	1900	1910	1720
T - % (PM)	-	6.8	-	-
Prop.of commercial vehicles - 16 hr.	-	9.9	-	-
NORTH BOUND				
A.A.D.T.	29100	29640	29700	27030
R 12 / 24 - %	71.4	72.6	68.3	68
R 16 / 24 - %	87.5	88.2	85.6	86.1
AM Peak Hour	0900-1000	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	1830	1990	1930	1460
T - % (AM)	-	10.3	-	-
PM Peak Hour	1600-1700	1600-1700	1700-1800	1700-1800
One-way flow at PM peak hour	1620	1640	1670	1720
T - % (PM)	-	12.1	-	-
Prop.of commercial vehicles - 16 hr.	-	10.7	-	-

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	4.8	48.2	16.9	3.4	1.7	11.7	2.4	6.7	0.0	4.2
	Ocp	1.0	1.4	2.3	9.5	17.8	1.2	1.2	15.2	0.0	41.7
0800-0900	Pro	3.8	57.3	13.3	1.1	2.1	13.2	2.9	2.4	0.0	4.0
	Ocp	1.0	1.4	2.1	4.8	14.0	1.4	1.1	9.5	0.0	47.2
0900-1000	Pro	2.5	47.4	16.4	0.9	2.2	21.0	4.4	1.4	0.1	3.9
	Ocp	1.0	1.4	2.1	2.1	13.5	1.5	1.2	14.2	1.0	27.9
1000-1100	Pro	2.1	46.0	16.9	1.0	2.1	21.7	5.9	0.7	0.0	3.6
	Ocp	1.0	1.4	2.1	2.1	9.9	1.3	1.3	2.4	0.0	21.5
1100-1200	Pro	1.3	50.1	15.8	1.1	1.6	21.1	4.9	1.0	0.0	3.4
	Ocp	1.1	1.4	2.2	1.9	9.9	1.4	1.3	4.6	0.0	21.2
1200-1300	Pro	1.0	52.8	13.4	1.0	1.8	17.6	7.0	2.0	0.0	3.5
	Ocp	1.0	1.5	2.1	3.4	12.3	1.3	1.3	7.8	0.0	20.1
1300-1400	Pro	2.6	43.5	16.6	1.7	1.7	20.6	6.1	3.2	0.0	3.9
	Ocp	1.0	1.4	2.1	2.2	13.5	1.4	1.3	7.2	0.0	26.2
1400-1500	Pro	2.1	47.1	14.0	1.1	2.3	20.9	6.1	2.6	0.0	3.8
	Ocp	1.1	1.3	2.3	1.7	11.6	1.4	1.2	10.3	0.0	19.1
1500-1600	Pro	2.1	50.4	13.8	3.3	2.5	15.3	5.3	4.0	0.0	3.4
	Ocp	1.0	1.4	2.1	11.0	11.7	1.4	1.2	23.4	0.0	28.1
1600-1700	Pro	2.5	58.8	12.5	2.3	1.7	12.7	1.5	3.8	0.0	4.1
	Ocp	1.1	1.5	2.1	4.4	16.1	1.5	1.5	15.0	0.0	32.5
1700-1800	Pro	6.1	48.5	15.4	2.4	2.3	13.7	2.7	3.7	0.0	5.1
	Ocp	1.1	1.5	2.2	1.9	12.5	1.4	1.4	15.7	0.0	37.8
1800-1900	Pro	5.0	63.2	14.1	0.1	2.7	6.4	1.5	2.2	0.0	4.8
	Ocp	1.0	1.4	2.2	2.0	17.2	1.3	1.2	15.4	0.0	53.0
1900-2000	Pro	3.0	57.5	22.0	0.3	2.4	6.9	0.9	1.6	0.0	5.5
	Ocp	1.1	1.4	2.0	1.5	13.5	1.3	1.2	4.5	0.0	39.9
2000-2100	Pro	3.8	54.1	26.0	0.2	2.3	5.9	1.3	0.7	0.0	5.7
	Ocp	1.1	1.3	2.0	4.0	12.2	1.4	1.1	10.0	0.0	26.4
2100-2200	Pro	3.3	51.0	32.2	0.0	2.7	3.1	0.8	0.4	0.0	6.4
	Ocp	1.2	1.4	1.9	0.0	11.2	1.1	1.3	8.5	0.0	26.8
2200-2300	Pro	4.1	50.5	30.8	0.0	2.7	5.6	0.9	0.5	0.0	4.9
	Ocp	1.2	1.2	2.0	0.0	8.7	1.5	1.0	21.0	0.0	19.6
16 hours	Pro	3.1	51.5	17.2	1.3	2.1	14.5	3.6	2.4	0.1	4.2
	Ocp	1.1	1.4	2.1	5.4	12.9	1.4	1.3	13.2	1.0	31.5

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