

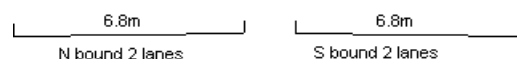
YEAR 2015

CORE STATION 5022

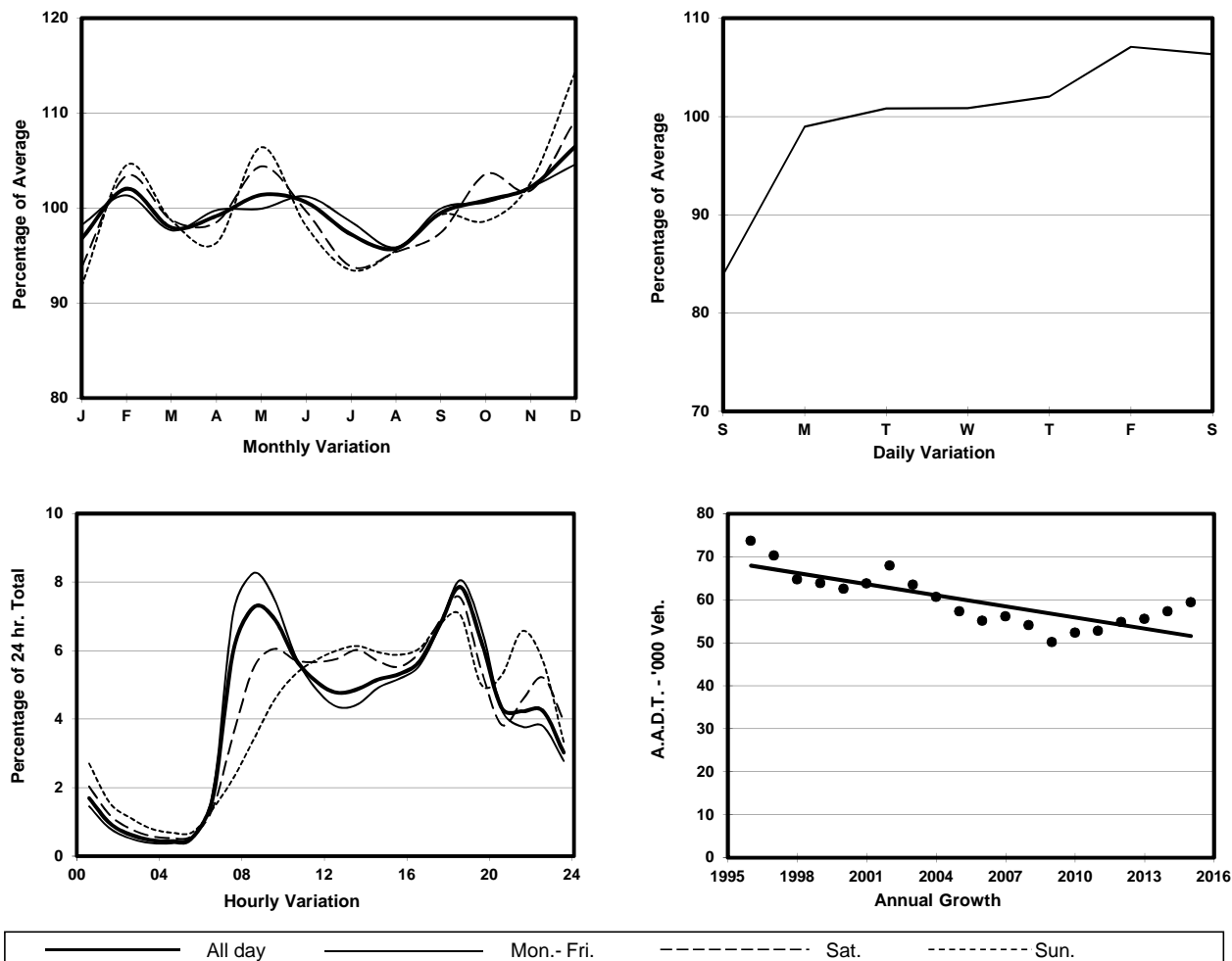
ROAD NETWORK MAJOR

ROAD TYPE URBAN TRUNK ROAD

LINK TATE'S CAIRN 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.	28530	29300	30600	24310
R 12 / 24 - %	77.1	78.8	74.7	69.6
R 16 / 24 - %	91.6	92.2	90.8	89.4
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	2430	2890	2220	1270
T - % (AM)	-	10.2	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2130	2150	2400	1920
T - % (PM)	-	12.2	-	-
Prop.of commercial vehicles - 16 hr.	-	13.2	-	-
NORTH BOUND				
A.A.D.T.	30850	31770	32940	26140
R 12 / 24 - %	66.3	67.3	65.4	61.1
R 16 / 24 - %	89.5	90.6	87.2	86.2
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1890	2220	1630	1040
T - % (AM)	-	13.1	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2530	2770	2390	1630
T - % (PM)	-	9.4	-	-
Prop.of commercial vehicles - 16 hr.	-	12.6	-	-

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	Pro	4.7	58.8	11.5	0.4	0.0	12.3	2.4	3.5	0.0	6.4
	Ocp	1.0	1.4	2.1	8.8	0.0	1.6	1.3	31.8	0.0	76.8
0800-0900 Peak hour	Pro	3.1	59.4	11.3	0.1	0.0	13.0	3.6	3.4	0.0	6.2
	Ocp	1.1	1.3	2.0	2.0	0.0	1.7	1.3	27.6	0.0	81.5
0900-1000	Pro	1.5	52.4	14.1	1.0	0.0	17.8	4.7	2.5	0.0	6.0
	Ocp	1.0	1.3	2.0	2.0	0.0	1.6	1.3	13.5	0.0	39.9
1000-1100	Pro	2.3	53.3	11.7	0.1	0.0	18.3	6.6	1.2	0.0	6.5
	Ocp	1.1	1.3	2.1	1.0	0.0	1.6	1.6	10.0	0.0	33.6
1100-1200	Pro	1.4	51.7	9.8	0.9	0.0	19.5	8.2	2.3	0.0	6.2
	Ocp	1.2	1.4	2.1	4.8	0.0	1.5	1.3	14.2	0.0	37.4
1200-1300	Pro	1.4	53.9	10.3	0.5	0.0	19.1	6.9	1.6	0.0	6.3
	Ocp	1.0	1.4	1.9	1.7	0.0	1.7	1.3	13.4	0.0	32.4
1300-1400	Pro	1.9	47.0	12.8	0.0	0.0	23.7	7.1	1.2	0.0	6.3
	Ocp	1.0	1.3	2.1	0.0	0.0	1.8	1.2	15.9	0.0	36.8
1400-1500	Pro	2.6	51.5	11.2	0.3	0.0	20.3	7.0	1.2	0.0	5.8
	Ocp	1.1	1.3	2.1	3.0	0.0	1.5	1.3	11.7	0.0	33.6
1500-1600	Pro	1.3	48.3	11.4	1.0	0.0	23.6	6.8	1.8	0.0	5.9
	Ocp	1.1	1.3	2.2	8.0	0.0	1.6	1.4	14.2	0.0	34.6
1600-1700	Pro	2.3	51.2	9.8	1.0	0.0	20.8	5.0	3.2	0.0	6.8
	Ocp	1.1	1.4	1.8	3.6	0.0	1.6	1.2	18.1	0.0	36.1
1700-1800	Pro	3.3	58.4	8.8	0.1	0.0	15.9	4.5	2.6	0.0	6.5
	Ocp	1.1	1.3	2.3	1.0	0.0	1.7	1.2	18.2	0.0	53.2
1800-1900	Pro	3.6	67.1	8.9	0.3	0.0	9.5	2.8	1.9	0.0	5.8
	Ocp	1.1	1.3	2.1	4.0	0.0	1.6	1.3	31.5	0.0	69.6
1900-2000	Pro	2.7	69.5	11.9	0.1	0.0	5.7	1.7	1.9	0.0	6.6
	Ocp	1.1	1.2	2.1	1.0	0.0	1.5	1.2	17.6	0.0	65.8
2000-2100	Pro	3.0	67.3	12.3	0.0	0.0	7.0	1.1	1.1	0.1	8.1
	Ocp	1.2	1.3	2.3	0.0	0.0	1.5	1.6	28.7	1.0	49.0
2100-2200	Pro	2.8	60.5	19.7	0.2	0.0	5.8	1.5	1.1	0.0	8.5
	Ocp	1.1	1.4	2.2	1.0	0.0	1.6	1.3	27.2	0.0	42.6
2200-2300	Pro	2.0	61.6	22.6	0.0	0.0	4.7	0.9	0.9	0.1	7.3
	Ocp	1.5	1.4	2.2	0.0	0.0	1.6	1.0	34.0	1.0	50.5
16 hours	Pro	2.6	57.7	11.9	0.4	0.0	14.6	4.3	2.1	0.1	6.5
	Ocp	1.1	1.3	2.1	4.1	0.0	1.6	1.3	21.5	1.0	51.6

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