

YEAR 2007

CORE STATION 5022

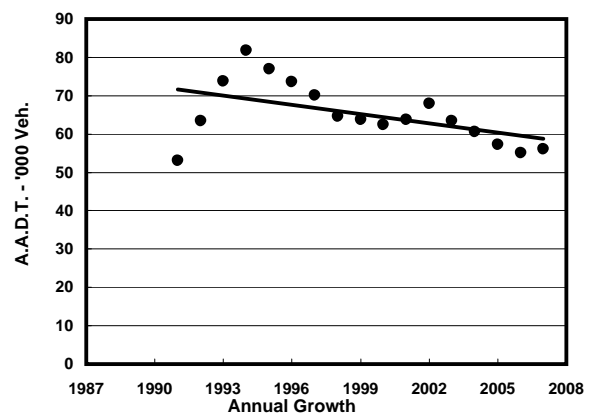
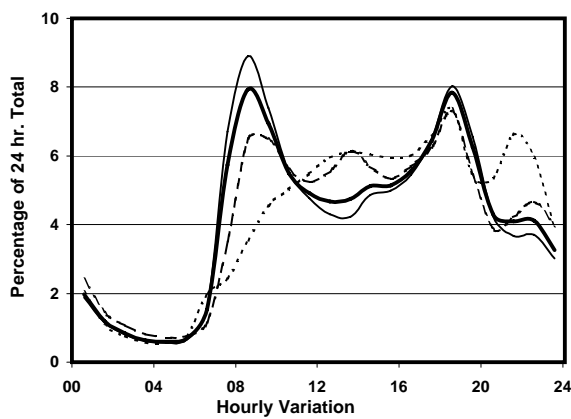
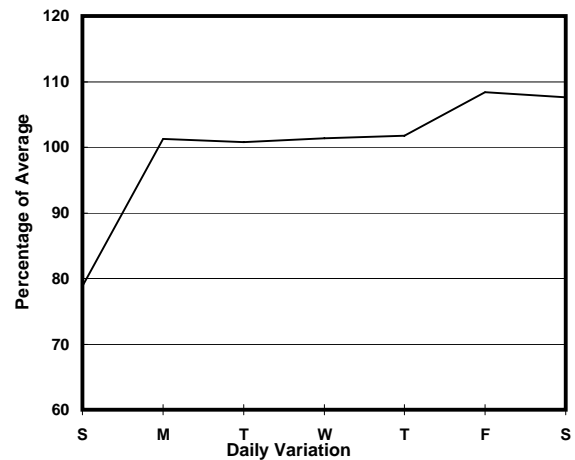
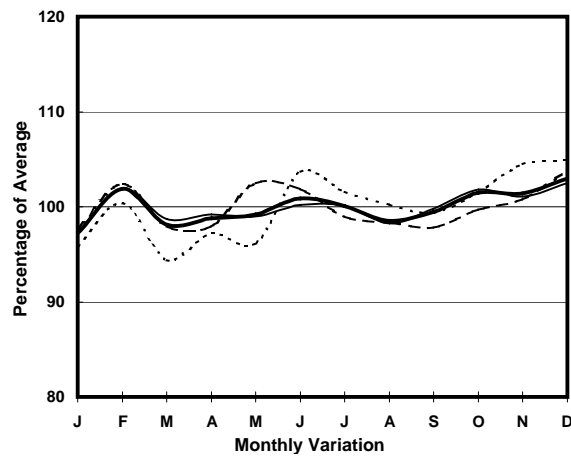
ROAD NETWORK MAJOR

ROAD TYPE URBAN TRUNK ROAD

LINK TATE'S CAIRN TUNNEL (from TOLL PLAZA to SOUTH PORTAL)

6.8m 6.8m
N bound 2 lanes S bound 2 lanes

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.	27100	28140	29440	21760
R 12 / 24 - %	75.4	77	73.4	68
R 16 / 24 - %	90.3	90.8	89.1	88.8
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	2640	3060	2520	1110
T - % (AM)	-	13.8	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	1940	1970	2120	1800
T - % (PM)	-	10.7	-	-
Prop.of commercial vehicles - 16 hr.	-	14	-	-
NORTH BOUND				
A.A.D.T.	28950	30090	31570	22910
R 12 / 24 - %	66	66.6	65.6	62.3
R 16 / 24 - %	88.3	88.8	86.2	88
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1800	2120	1560	920
T - % (AM)	-	13.3	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2450	2710	2340	1490
T - % (PM)	-	14.5	-	-
Prop.of commercial vehicles - 16 hr.	-	14.2	-	-

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	4.3	42.7	14.1	0.8	0.0	20.2	5.1	5.0	0.0	7.8
	Ocp	1.1	1.5	2.2	4.5	0.0	1.7	1.2	31.4	0.0	73.4
0800-0900	Pro	3.4	57.1	10.0	0.5	0.0	15.3	4.5	3.5	0.0	5.6
	Ocp	1.1	1.4	2.0	2.6	0.0	1.8	1.6	27.4	0.0	82.1
0900-1000	Pro	1.8	55.7	9.2	0.8	0.0	19.3	5.4	1.7	0.0	6.2
	Ocp	1.0	1.4	2.0	2.1	0.0	1.7	1.5	38.2	0.0	40.9
1000-1100	Pro	1.6	51.6	9.9	0.9	0.0	20.7	8.1	1.1	0.0	6.1
	Ocp	1.2	1.4	1.9	2.0	0.0	1.6	1.4	14.3	0.0	30.8
1100-1200	Pro	2.4	48.8	6.4	0.5	0.0	25.9	7.6	1.7	0.0	6.7
	Ocp	1.0	1.5	2.2	2.0	0.0	1.6	1.3	15.5	0.0	31.7
1200-1300	Pro	1.8	53.9	8.3	0.7	0.0	19.4	7.4	1.8	0.0	6.8
	Ocp	1.2	1.4	2.0	2.8	0.0	1.7	1.5	20.6	0.0	26.9
1300-1400	Pro	1.9	44.4	9.5	1.0	0.0	25.5	10.3	1.1	0.0	6.4
	Ocp	1.2	1.5	2.3	3.3	0.0	1.6	1.3	20.7	0.0	31.2
1400-1500	Pro	2.0	48.3	7.4	1.4	0.0	25.1	7.9	1.7	0.0	6.3
	Ocp	1.0	1.5	2.0	2.7	0.0	1.7	1.4	25.3	0.0	27.2
1500-1600	Pro	1.9	55.2	7.0	0.4	0.0	21.0	7.5	1.6	0.0	5.4
	Ocp	1.1	1.4	2.0	3.3	0.0	1.6	1.5	28.3	0.0	29.1
1600-1700	Pro	1.5	49.9	9.6	0.6	0.0	23.9	6.0	2.5	0.0	6.1
	Ocp	1.0	1.5	1.7	4.6	0.0	1.8	1.3	27.6	0.0	38.2
1700-1800	Pro	2.8	50.5	8.5	1.2	0.0	22.4	6.1	1.4	0.0	7.2
	Ocp	1.1	1.5	1.7	1.8	0.0	1.6	1.3	24.0	0.0	48.2
1800-1900	Pro	3.8	63.2	5.8	0.5	0.0	13.9	4.3	2.2	0.0	6.2
	Ocp	1.1	1.4	2.0	3.2	0.0	1.6	1.4	36.4	0.0	75.4
1900-2000	Pro	3.5	69.3	7.4	0.7	0.0	7.8	3.1	2.3	0.0	6.1
	Ocp	1.2	1.4	2.1	1.6	0.0	1.9	1.6	28.4	0.0	63.5
2000-2100	Pro	2.4	72.8	9.4	0.2	0.0	5.8	1.6	1.1	0.0	6.8
	Ocp	1.2	1.4	2.2	3.0	0.0	1.6	1.3	33.9	0.0	56.3
2100-2200	Pro	3.1	66.2	12.3	0.4	0.0	4.7	3.3	1.2	0.0	8.8
	Ocp	1.3	1.6	2.2	3.0	0.0	1.4	1.3	30.7	0.0	46.7
2200-2300	Pro	2.4	68.8	12.5	0.2	0.0	6.0	1.0	0.8	0.0	8.2
	Ocp	1.1	1.7	2.2	1.0	0.0	1.2	1.0	33.3	0.0	46.0
16 hours	Pro	2.6	56.2	9.1	0.7	0.0	17.4	5.5	2.1	0.0	6.5
	Ocp	1.1	1.4	2.0	2.7	0.0	1.7	1.4	28.4	0.0	50.3

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