

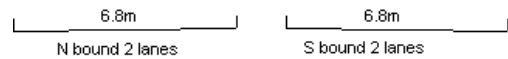
YEAR 2010

CORE STATION 5022

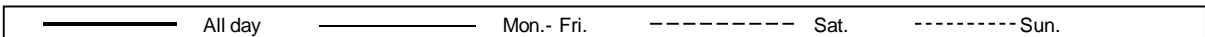
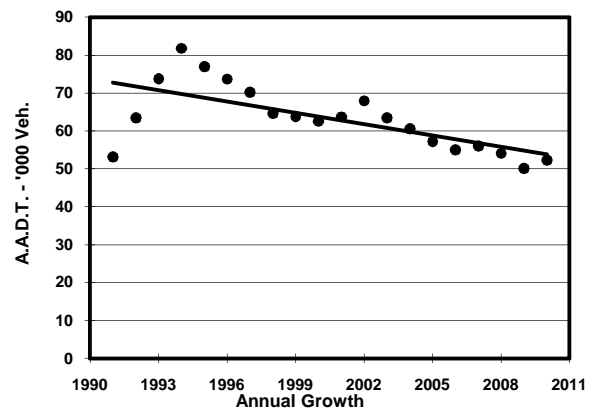
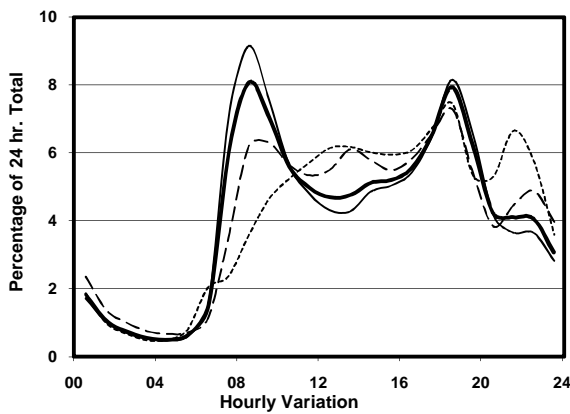
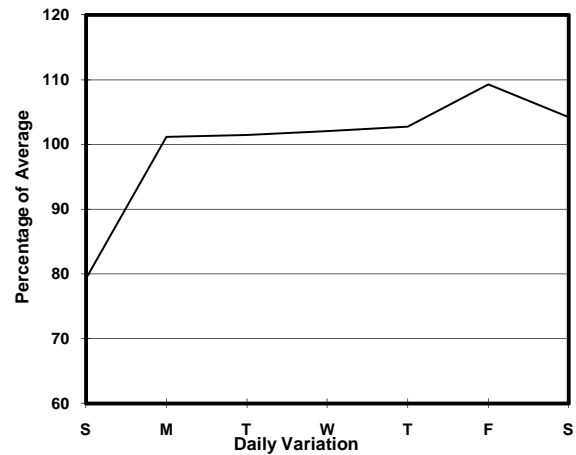
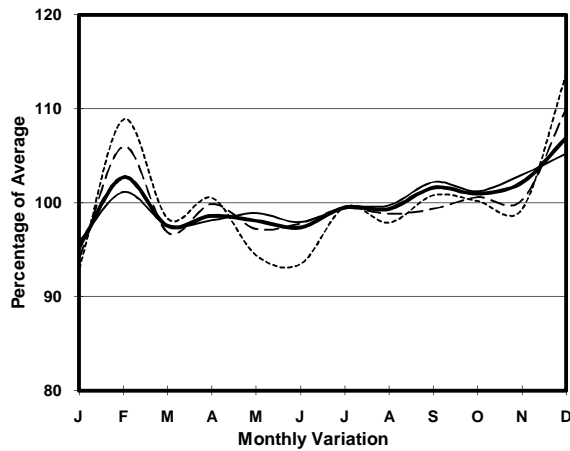
ROAD NETWORK MAJOR

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.
<b>SOUTH BOUND</b>				
A.A.D.T.	25300	26450	26280	20520
R 12 / 24 - %	76.5	78.3	73.5	69
R 16 / 24 - %	91.3	91.9	89.6	89.7
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	2540	3010	2100	1100
T - % (AM)	-	11.2	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	1850	1880	1920	1770
T - % (PM)	-	10	-	-
Prop.of commercial vehicles - 16 hr.	-	14.4	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	27000	28220	28590	21500
R 12 / 24 - %	66.7	67.5	65.8	63.2
R 16 / 24 - %	89	89.6	86.6	88.5
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1690	1990	1420	850
T - % (AM)	-	13.2	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2310	2580	2070	1360
T - % (PM)	-	10.4	-	-
Prop.of commercial vehicles - 16 hr.	-	14	-	-

## 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	4.8	46.2	18.8	0.7	0.0	12.2	4.7	4.0	0.1	8.6
	Ocp	1.1	1.5	2.1	6.2	0.0	1.8	1.6	28.0	24.5	74.4
0800-0900	Pro	3.3	57.7	14.6	0.6	0.0	11.8	3.6	2.9	0.1	5.5
	Ocp	1.1	1.4	1.9	1.8	0.0	1.9	1.5	33.1	22.0	82.3
0900-1000	Pro	2.0	53.1	13.1	0.1	0.0	18.7	5.8	1.6	0.1	5.6
	Ocp	1.1	1.3	2.0	1.0	0.0	1.8	1.5	24.4	26.0	38.1
1000-1100	Pro	1.2	50.1	10.6	1.1	0.0	19.9	9.0	1.7	0.1	6.4
	Ocp	1.0	1.4	2.0	2.1	0.0	1.5	1.4	13.6	20.5	29.4
1100-1200	Pro	1.6	49.0	9.9	0.6	0.0	23.3	7.9	1.4	0.1	6.3
	Ocp	1.1	1.4	2.0	1.0	0.0	1.6	1.2	13.3	14.0	28.5
1200-1300	Pro	0.6	54.0	9.2	0.2	0.0	17.1	10.0	2.3	0.1	6.5
	Ocp	1.0	1.5	2.0	1.0	0.0	1.7	1.4	14.1	12.7	27.9
1300-1400	Pro	2.5	46.4	11.0	1.2	0.0	20.9	9.5	1.7	0.1	6.8
	Ocp	1.0	1.4	2.1	2.1	0.0	1.8	1.3	13.9	15.5	28.6
1400-1500	Pro	1.7	50.2	7.8	0.8	0.0	21.8	9.3	2.3	0.1	6.2
	Ocp	1.0	1.5	2.5	4.0	0.0	1.5	1.4	19.1	18.0	25.0
1500-1600	Pro	2.1	51.2	7.3	1.0	0.0	20.3	9.3	3.1	0.1	5.6
	Ocp	1.1	1.4	2.2	8.6	0.0	1.7	1.6	20.0	13.0	25.2
1600-1700	Pro	1.3	47.7	12.1	0.5	0.0	21.4	7.8	2.1	0.1	7.0
	Ocp	1.1	1.5	1.9	4.0	0.0	1.8	1.5	14.4	17.8	28.4
1700-1800	Pro	3.6	53.6	9.7	0.1	0.0	17.3	5.9	2.3	0.1	7.3
	Ocp	1.1	1.4	1.9	3.0	0.0	1.7	1.7	16.3	52.0	45.8
1800-1900	Pro	3.5	63.8	9.8	0.2	0.0	12.4	2.4	1.7	0.1	6.1
	Ocp	1.1	1.4	2.4	1.0	0.0	1.6	1.7	27.5	44.5	75.2
1900-2000	Pro	1.9	73.0	8.9	0.2	0.0	6.2	0.9	2.0	0.1	6.9
	Ocp	1.2	1.4	2.1	1.0	0.0	1.7	1.5	26.2	40.7	62.7
2000-2100	Pro	3.2	72.8	10.5	0.0	0.0	4.9	0.2	0.8	0.1	7.6
	Ocp	1.2	1.6	1.9	0.0	0.0	1.3	1.0	23.8	23.5	53.8
2100-2200	Pro	1.5	65.3	13.4	0.2	0.0	7.7	2.2	1.3	0.2	8.1
	Ocp	1.4	1.5	2.3	1.0	0.0	1.5	1.1	15.2	30.0	47.8
2200-2300	Pro	2.3	63.7	20.3	0.2	0.0	3.4	1.9	0.4	0.1	7.8
	Ocp	1.4	1.5	2.1	2.0	0.0	1.6	1.3	25.5	39.0	44.7
16 hours	Pro	2.4	56.3	11.7	0.5	0.0	14.9	5.4	2.1	0.1	6.6
	Ocp	1.1	1.4	2.1	3.3	0.0	1.7	1.5	22.6	26.5	48.5

**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