

YEAR 2012

CORE STATION 5022

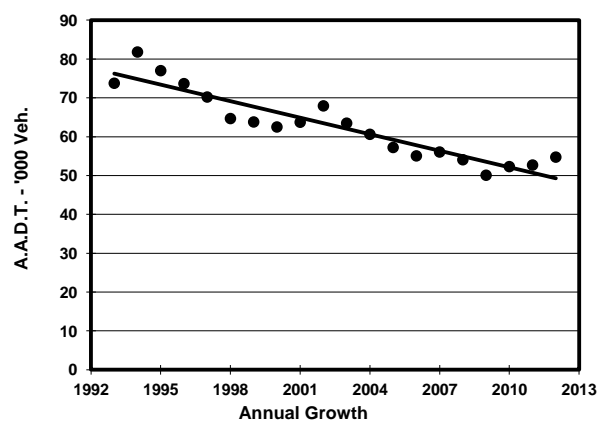
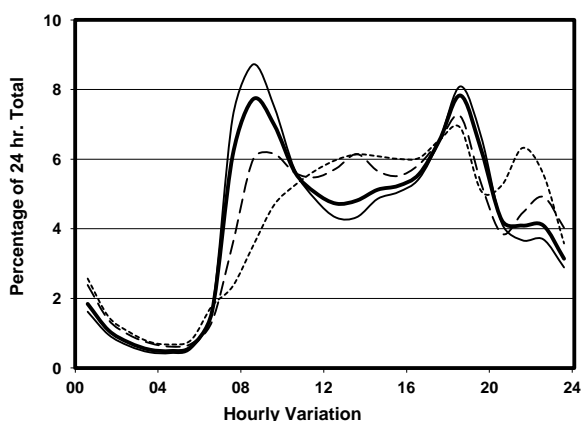
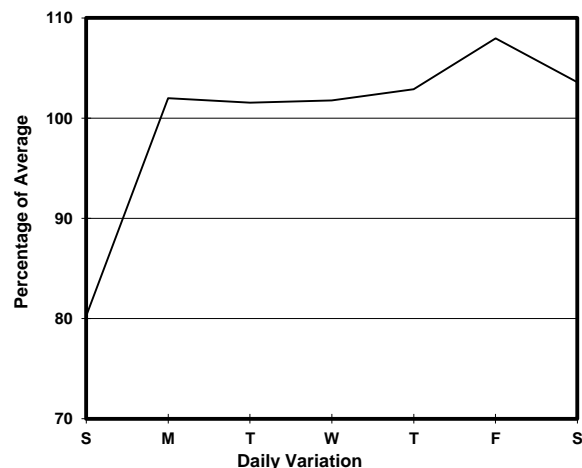
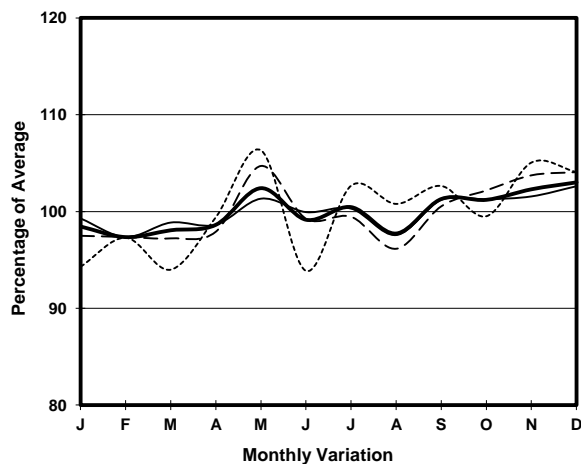
ROAD NETWORK MAJOR

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.	26430	27590	27450	21540
R 12 / 24 - %	76.7	78.5	73.8	68.7
R 16 / 24 - %	91.2	91.9	89.8	88.5
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	2490	2930	2090	1170
T - % (AM)	-	12.6	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	1910	1960	2020	1680
T - % (PM)	-	12.1	-	-
Prop.of commercial vehicles - 16 hr.	-	14.2	-	-
NORTH BOUND				
A.A.D.T.	28310	29530	29910	22810
R 12 / 24 - %	66.3	67.2	65.4	61.8
R 16 / 24 - %	88.9	89.8	86.3	86.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1740	2050	1480	900
T - % (AM)	-	13.8	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1600-1700
One-way flow at PM peak hour	2380	2670	2120	1390
T - % (PM)	-	10.1	-	-
Prop.of commercial vehicles - 16 hr.	-	13.4	-	-

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	Pro	5.2	47.6	18.1	0.4	0.0	12.4	4.2	4.4	0.0	7.7
	Ocp	1.1	1.7	2.3	3.7	0.0	1.7	1.4	36.1	0.0	77.2
0800-0900 Peak hour	Pro	2.6	59.9	11.9	0.3	0.0	12.2	4.1	3.2	0.0	5.8
	Ocp	1.1	1.3	2.1	2.5	0.0	1.8	1.5	29.5	0.0	84.8
0900-1000	Pro	2.9	54.4	13.3	0.4	0.0	15.4	5.6	1.9	0.0	6.3
	Ocp	1.0	1.3	2.0	2.3	0.0	1.8	1.3	14.1	0.0	43.6
1000-1100	Pro	2.4	54.8	11.7	0.1	0.0	16.7	7.5	1.3	0.0	5.4
	Ocp	1.1	1.4	2.2	2.0	0.0	1.7	1.5	12.7	0.0	35.3
1100-1200	Pro	1.3	48.2	9.1	0.9	0.0	22.8	10.4	1.6	0.0	5.7
	Ocp	1.1	1.4	2.0	2.3	0.0	1.6	1.3	13.5	0.0	35.9
1200-1300	Pro	1.7	53.8	10.8	0.4	0.0	17.1	7.5	1.6	0.0	7.0
	Ocp	1.0	1.4	2.1	5.0	0.0	1.4	1.3	24.0	0.0	25.0
1300-1400	Pro	1.5	49.2	9.0	0.4	0.0	21.7	9.0	1.7	0.0	7.5
	Ocp	1.0	1.3	2.4	2.0	0.0	1.7	1.3	23.2	0.0	32.7
1400-1500	Pro	1.2	49.5	9.6	0.6	0.0	21.7	10.1	1.5	0.0	5.7
	Ocp	1.1	1.5	2.4	4.3	0.0	1.7	1.4	11.4	0.0	30.1
1500-1600	Pro	2.2	49.1	10.7	0.9	0.0	20.1	8.3	3.0	0.0	5.8
	Ocp	1.1	1.5	2.4	8.3	0.0	1.7	1.3	21.2	0.0	30.9
1600-1700	Pro	2.0	53.7	11.6	0.5	0.0	19.0	4.6	2.5	0.0	6.2
	Ocp	1.0	1.5	1.9	3.8	0.0	1.7	1.3	19.4	0.0	35.5
1700-1800	Pro	3.8	54.1	9.3	0.5	0.0	17.2	6.1	2.4	0.0	6.6
	Ocp	1.1	1.4	2.3	1.5	0.0	1.6	1.2	8.5	0.0	52.1
1800-1900	Pro	2.7	67.8	9.7	0.4	0.0	8.5	3.2	1.7	0.0	6.1
	Ocp	1.3	1.4	2.6	1.8	0.0	1.7	1.3	35.1	0.0	78.7
1900-2000	Pro	1.6	71.0	12.1	0.0	0.0	5.2	1.8	1.9	0.0	6.3
	Ocp	1.1	1.5	2.2	0.0	0.0	1.7	1.4	20.9	0.0	65.9
2000-2100	Pro	1.7	74.4	10.2	0.0	0.0	4.6	1.7	0.8	0.0	6.5
	Ocp	1.2	1.5	2.3	0.0	0.0	1.7	1.1	48.8	0.0	54.9
2100-2200	Pro	2.8	63.2	17.1	0.4	0.0	5.2	1.7	2.4	0.0	7.3
	Ocp	1.2	1.5	2.4	5.0	0.0	1.1	1.6	18.2	0.0	47.8
2200-2300	Pro	1.9	60.4	24.2	0.0	0.0	4.3	1.1	0.8	0.0	7.3
	Ocp	1.1	1.7	2.3	0.0	0.0	1.8	1.3	33.5	0.0	50.6
16 hours	Pro	2.4	57.4	12.2	0.4	0.0	13.8	5.3	2.1	0.0	6.4
	Ocp	1.1	1.4	2.2	3.7	0.0	1.7	1.3	23.5	0.0	52.4

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