

YEAR 2016

CORE STATION 5022

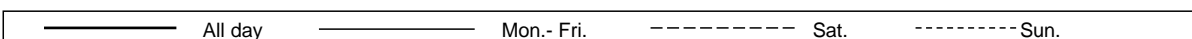
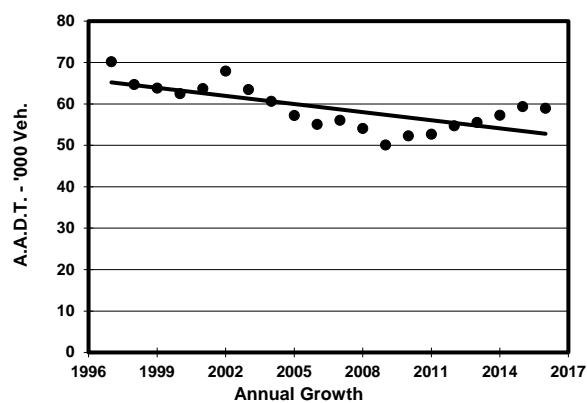
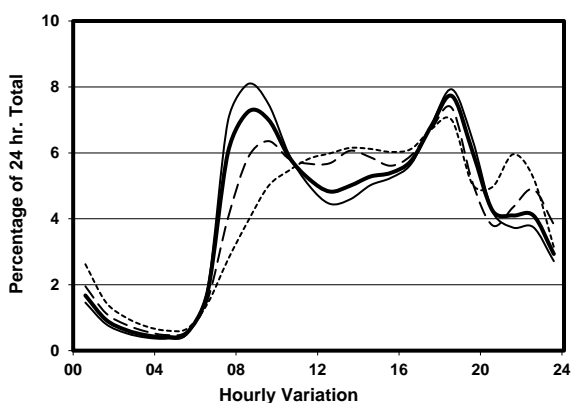
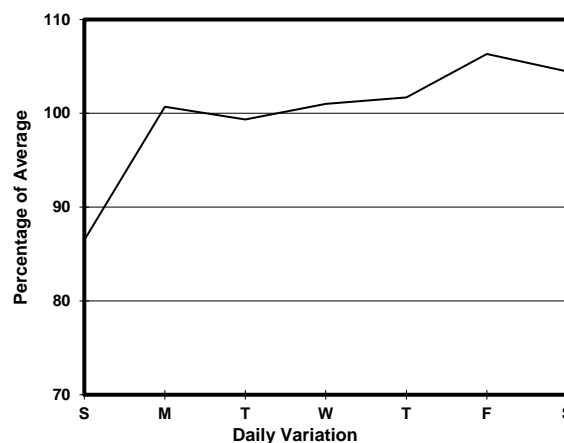
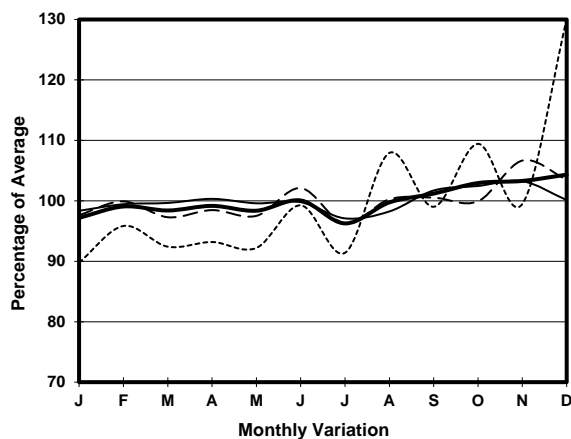
ROAD NETWORK MAJOR

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.	28320	28930	29860	25200
R 12 / 24 - %	77.6	79.1	75.7	71.7
R 16 / 24 - %	91.7	92.2	90.9	89.9
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	2380	2750	2290	1450
T - % (AM)	-	10	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2040	2070	2150	1890
T - % (PM)	-	12.4	-	-
Prop.of commercial vehicles - 16 hr.	-	14.5	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	30610	31520	32160	26020
R 12 / 24 - %	67.1	67.9	66.6	62.7
R 16 / 24 - %	89.7	90.6	87.5	86.8
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1890	2180	1660	1110
T - % (AM)	-	12.1	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2510	2720	2410	1690
T - % (PM)	-	8.9	-	-
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	Private	Taxi	Private	PLB	Goods veh.		Non	Fr. Bus	
		Cycle	Car		LB		Light	M & H	Fr. Bus	SD	DD
0700-0800	Pro	3.5	59.1	13.7	0.2	0.0	11.5	2.3	3.6	0.0	6.2
	Ocp	1.0	1.4	2.2	9.0	0.0	1.7	1.2	24.8	0.0	77.4
0800-0900 Peak hour	Pro	3.1	56.5	13.7	0.4	0.0	11.0	4.9	4.0	0.0	6.2
	Ocp	1.1	1.4	2.3	3.5	0.0	1.9	1.6	34.1	0.0	76.3
0900-1000	Pro	1.5	47.8	15.7	0.3	0.0	19.9	5.6	3.2	0.0	5.8
	Ocp	1.0	1.4	2.0	3.0	0.0	1.7	1.3	28.9	0.0	43.7
1000-1100	Pro	2.0	49.8	10.8	0.6	0.0	20.8	8.6	1.3	0.0	6.1
	Ocp	1.1	1.3	2.1	1.8	0.0	1.6	1.4	9.5	0.0	31.2
1100-1200	Pro	2.2	46.6	12.4	1.0	0.0	21.3	9.3	1.7	0.1	5.5
	Ocp	1.3	1.5	2.3	2.9	0.0	1.6	1.5	18.8	1.0	36.9
1200-1300	Pro	1.8	47.3	12.5	0.1	0.0	20.8	9.2	1.9	0.0	6.4
	Ocp	1.1	1.4	2.2	6.0	0.0	1.6	1.4	15.7	0.0	35.2
1300-1400	Pro	1.1	44.1	14.2	0.1	0.0	24.0	9.5	1.1	0.1	5.8
	Ocp	1.0	1.4	2.3	3.0	0.0	1.6	1.4	14.1	1.0	37.0
1400-1500	Pro	0.9	46.9	12.2	0.7	0.0	24.5	8.6	0.8	0.0	5.4
	Ocp	1.3	1.5	2.2	3.2	0.0	1.6	1.3	27.2	0.0	37.4
1500-1600	Pro	1.7	48.1	11.2	1.2	0.0	20.1	8.9	3.6	0.0	5.3
	Ocp	1.1	1.4	2.2	5.1	0.0	1.6	1.3	17.0	0.0	34.3
1600-1700	Pro	1.9	43.6	12.4	1.1	0.0	25.6	6.7	2.6	0.0	6.1
	Ocp	1.2	1.4	2.0	6.5	0.0	1.6	1.3	21.0	0.0	38.1
1700-1800	Pro	4.0	52.2	10.3	0.4	0.0	18.8	4.3	2.9	0.0	7.0
	Ocp	1.1	1.4	2.2	1.3	0.0	1.5	1.2	32.1	0.0	49.1
1800-1900	Pro	2.8	66.9	9.4	0.1	0.0	10.3	2.3	2.2	0.1	6.0
	Ocp	1.2	1.3	2.2	3.0	0.0	1.7	1.2	37.8	40.5	70.2
1900-2000	Pro	2.0	71.5	9.9	0.1	0.0	4.9	2.3	2.4	0.0	6.8
	Ocp	1.0	1.3	2.5	1.0	0.0	1.6	1.4	16.1	0.0	60.3
2000-2100	Pro	2.2	70.9	12.8	0.0	0.0	3.9	1.8	1.1	0.0	7.3
	Ocp	1.1	1.4	2.1	0.0	0.0	1.4	1.1	33.5	0.0	48.8
2100-2200	Pro	2.9	62.7	16.4	0.0	0.0	7.4	0.7	1.6	0.0	8.3
	Ocp	1.3	1.3	2.1	0.0	0.0	1.4	1.3	23.6	0.0	47.7
2200-2300	Pro	2.5	64.6	18.4	0.0	0.0	5.7	0.3	0.8	0.1	7.6
	Ocp	1.1	1.6	2.1	0.0	0.0	1.5	1.0	41.2	1.0	47.1
16 hours	Pro	2.3	55.2	12.6	0.4	0.0	15.5	5.2	2.4	0.1	6.3
	Ocp	1.1	1.4	2.2	4.0	0.0	1.6	1.4	25.9	16.8	51.0

**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