

YEAR 2018

CORE STATION 5022

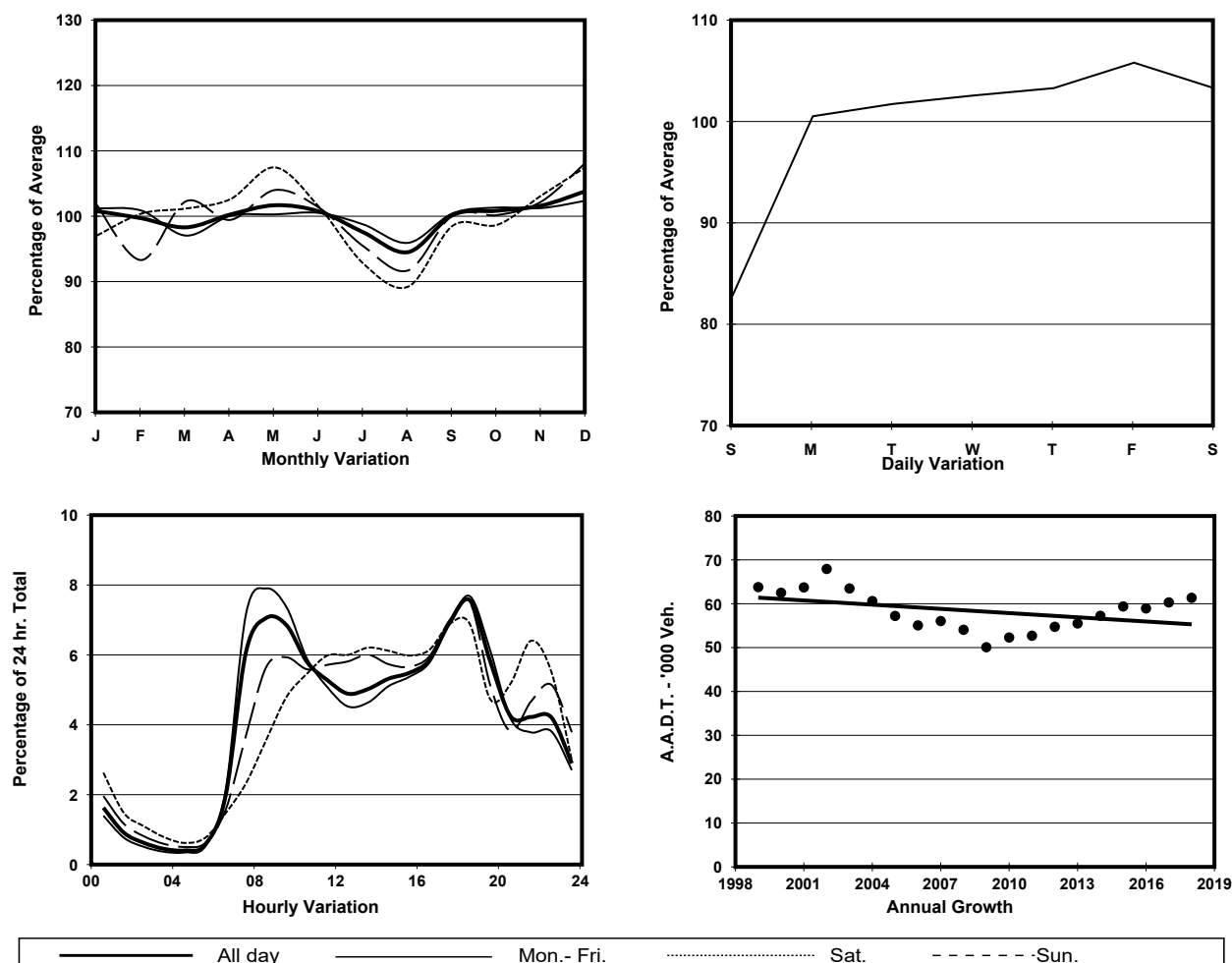
ROAD NETWORK MAJOR

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.	29350	30340	30740	24890
R 12 / 24 - %	77.4	79	74.9	70.5
R 16 / 24 - %	91.6	92	90.9	89.6
AM Peak Hour	0900-1000	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	2370	2860	2190	1390
T - % (AM)	-	8.1	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2170	2200	2400	1880
T - % (PM)	-	13.1	-	-
Prop.of commercial vehicles - 16 hr.	-	12.8	-	-
NORTH BOUND				
A.A.D.T.	32000	33240	33330	26520
R 12 / 24 - %	67.2	68.3	65.9	62.5
R 16 / 24 - %	89.7	90.6	87.3	86.9
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2000	2350	1610	1090
T - % (AM)	-	9.1	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	2470	2680	2410	1700
T - % (PM)	-	9.6	-	-
Prop.of commercial vehicles - 16 hr.	-	12.5	-	-

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	3.2	64.0	11.8	0.7	0.0	10.5	1.8	2.8	0.0	5.3
	Ocp	1.1	1.5	2.2	5.8	0.0	1.5	1.1	23.5	0.0	80.9
0800-0900 Peak hour	Pro	2.9	59.8	10.8	0.2	0.0	13.7	2.8	3.4	0.0	6.3
	Ocp	1.0	1.3	2.2	3.3	0.0	1.7	1.7	20.1	0.0	79.6
0900-1000	Pro	2.3	49.5	15.2	0.7	0.0	18.9	5.3	2.6	0.0	5.4
	Ocp	1.0	1.3	1.9	2.8	0.0	1.7	1.5	25.2	0.0	48.3
1000-1100	Pro	0.9	46.7	13.5	0.1	0.0	23.4	7.9	1.6	0.0	5.9
	Ocp	1.0	1.4	2.2	2.0	0.0	1.5	1.5	6.3	0.0	37.0
1100-1200	Pro	1.6	49.6	11.3	0.4	0.0	23.0	6.7	1.6	0.1	5.9
	Ocp	1.2	1.4	2.5	1.3	0.0	1.5	1.5	13.1	1.0	36.6
1200-1300	Pro	1.5	53.6	10.3	0.4	0.0	19.4	6.5	1.7	0.0	6.6
	Ocp	1.0	1.3	2.2	2.3	0.0	1.5	1.4	13.5	0.0	35.2
1300-1400	Pro	1.6	45.0	12.0	0.4	0.0	28.6	4.8	1.2	0.0	6.3
	Ocp	1.2	1.4	2.1	2.3	0.0	1.5	1.2	34.4	0.0	38.6
1400-1500	Pro	1.4	45.3	10.8	0.8	0.0	24.0	7.4	4.3	0.0	6.0
	Ocp	1.1	1.4	2.2	4.3	0.0	1.6	1.4	22.4	0.0	35.2
1500-1600	Pro	2.0	52.0	7.2	0.2	0.0	24.6	5.9	2.4	0.0	5.6
	Ocp	1.1	1.4	2.2	6.5	0.0	1.5	1.3	15.0	0.0	37.4
1600-1700	Pro	1.3	46.8	9.6	1.2	0.0	27.9	5.1	1.9	0.0	6.4
	Ocp	1.1	1.4	2.0	4.1	0.0	1.6	1.4	12.8	0.0	41.8
1700-1800	Pro	4.1	56.6	9.7	0.5	0.0	16.6	3.9	1.9	0.0	6.7
	Ocp	1.1	1.4	2.4	1.6	0.0	1.5	1.3	16.2	0.0	59.2
1800-1900	Pro	3.6	69.7	8.6	0.1	0.0	6.7	2.3	2.3	0.0	6.7
	Ocp	1.1	1.4	2.4	2.0	0.0	1.5	1.5	32.8	0.0	78.9
1900-2000	Pro	1.3	73.2	9.9	0.1	0.0	6.1	0.9	1.7	0.1	6.9
	Ocp	1.2	1.4	2.2	6.0	0.0	1.5	1.4	13.5	57.0	58.6
2000-2100	Pro	1.5	65.3	16.0	0.0	0.0	6.7	1.2	1.5	0.1	7.9
	Ocp	1.0	1.4	2.3	0.0	0.0	1.5	1.3	19.6	25.0	48.0
2100-2200	Pro	2.1	61.0	20.5	0.0	0.0	5.1	1.1	1.5	0.0	8.8
	Ocp	1.0	1.5	2.2	0.0	0.0	1.3	1.3	25.4	0.0	52.0
2200-2300	Pro	1.5	66.7	17.8	0.0	0.0	3.9	1.5	0.8	0.0	7.7
	Ocp	1.2	1.5	2.3	0.0	0.0	1.2	1.1	28.8	0.0	52.1
16 hours	Pro	2.2	56.8	11.8	0.4	0.0	16.2	4.0	2.2	0.1	6.4
	Ocp	1.1	1.4	2.2	3.6	0.0	1.5	1.4	20.4	27.7	53.7

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