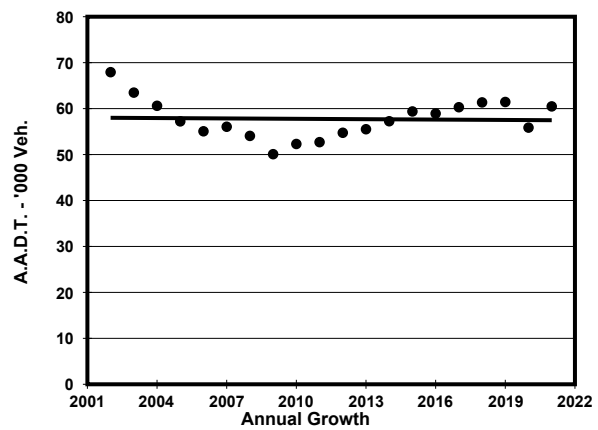
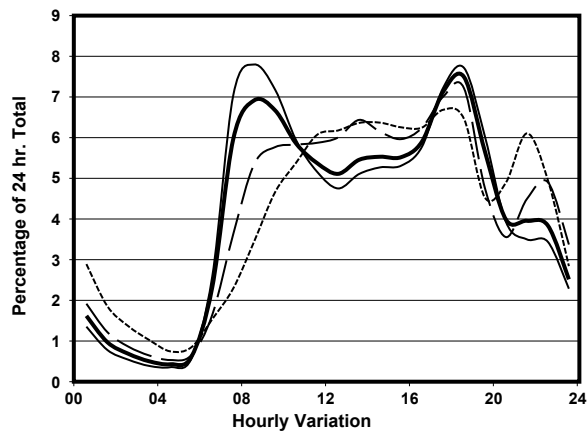
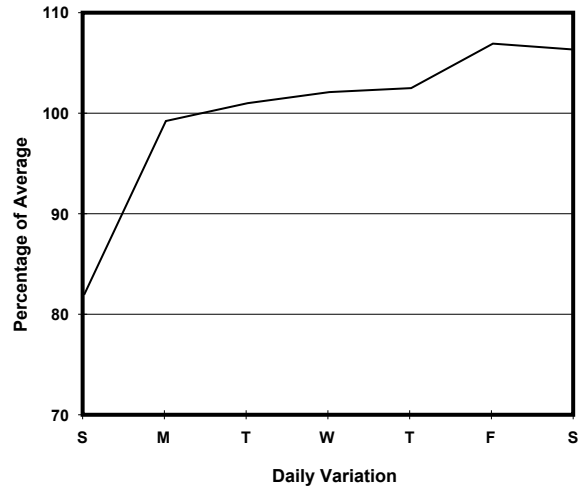
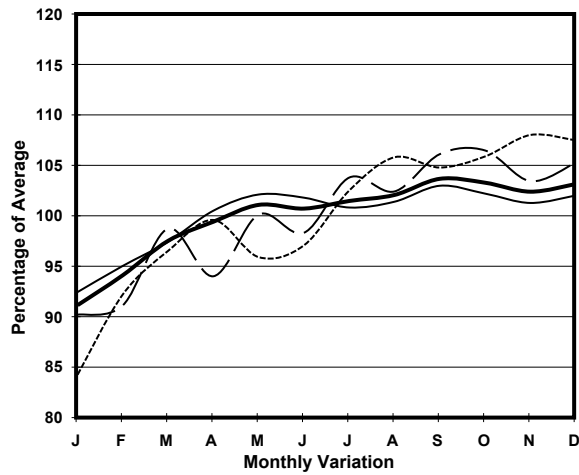


YEAR 2021
CORE STATION 5022
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD

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



1. TRAFFIC FLOW VARIATION AND GROWTH



— All day — Mon.- Fri. Sat. - - - - Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	28900	29880	31060	23880
R 12 / 24 - %	78.1	79.8	75.8	70.3
R 16 / 24 - %	91.1	91.6	90.8	88.6
AM Peak Hour	0900-1000	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	2290	2750	2160	1290
T - % (AM)	-	9.1	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	2050	2140	2180	1690
T - % (PM)	-	9.8	-	-
Prop.of commercial vehicles - 16 hr.	-	11.7	-	-
NORTH BOUND				
A.A.D.T.	31580	32670	34020	25980
R 12 / 24 - %	68.2	69.2	67.5	62.8
R 16 / 24 - %	89.6	90.7	87.6	85.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1920	2250	1600	1040
T - % (AM)	-	12.4	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	2480	2690	2520	1640
T - % (PM)	-	9	-	-
Prop.of commercial vehicles - 16 hr.	-	11.9	-	-

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	5.9	64.3	10.7	0.5	0.0	9.0	2.1	2.3	0.0	5.3
	Ocp	1.1	1.4	2.1	13.3	0.0	1.5	1.2	30.9	0.0	66.2
0800-0900 Peak hour	Pro	3.2	56.4	11.4	0.3	0.0	14.1	5.4	2.6	0.0	6.6
	Ocp	1.1	1.2	2.2	1.8	0.0	1.5	1.5	32.6	0.0	63.9
0900-1000	Pro	2.3	50.6	15.1	0.7	0.0	18.8	6.1	1.1	0.0	5.3
	Ocp	1.0	1.3	2.1	2.3	0.0	1.5	1.4	16.6	0.0	44.8
1000-1100	Pro	1.9	53.3	14.9	0.3	0.0	18.1	6.3	0.2	0.1	4.9
	Ocp	1.0	1.4	2.2	1.3	0.0	1.5	1.2	1.0	1.0	37.6
1100-1200	Pro	1.4	50.5	13.2	1.3	0.0	18.2	9.4	0.9	0.1	5.1
	Ocp	1.3	1.3	1.9	2.5	0.0	1.5	1.4	18.4	0.5	34.2
1200-1300	Pro	1.6	54.6	11.5	0.1	0.0	19.5	6.0	0.9	0.0	5.7
	Ocp	1.0	1.3	2.2	3.0	0.0	1.5	1.3	9.3	0.0	31.3
1300-1400	Pro	1.3	52.6	11.6	0.8	0.0	19.6	7.9	1.2	0.0	5.1
	Ocp	1.1	1.4	2.1	8.3	0.0	1.4	1.4	12.1	0.0	44.4
1400-1500	Pro	2.0	51.1	11.7	0.7	0.0	22.3	6.4	0.7	0.1	5.0
	Ocp	1.1	1.5	2.1	1.8	0.0	1.5	1.3	5.0	1.0	31.4
1500-1600	Pro	2.3	53.0	9.6	1.2	0.0	20.7	7.2	0.6	0.1	5.4
	Ocp	1.1	1.4	2.1	9.7	0.0	1.5	1.3	17.6	1.0	27.0
1600-1700	Pro	2.1	54.6	9.5	0.0	0.0	22.5	4.9	0.8	0.1	5.6
	Ocp	1.0	1.4	1.9	0.0	0.0	1.7	1.3	12.6	1.0	37.0
1700-1800	Pro	7.0	57.2	8.2	0.4	0.0	15.0	5.0	1.4	0.1	5.9
	Ocp	1.1	1.3	2.0	1.5	0.0	1.3	1.1	6.9	1.0	55.8
1800-1900	Pro	5.4	66.5	9.9	0.1	0.0	8.8	1.5	1.6	0.0	6.2
	Ocp	1.1	1.3	2.3	1.0	0.0	1.4	1.2	25.8	0.0	68.2
1900-2000	Pro	2.9	69.8	10.4	0.0	0.0	6.4	1.7	1.3	0.0	7.4
	Ocp	1.1	1.3	2.0	0.0	0.0	1.3	1.5	18.2	0.0	54.1
2000-2100	Pro	3.0	67.2	14.7	0.0	0.0	5.3	1.0	0.7	0.0	8.2
	Ocp	1.1	1.4	2.3	0.0	0.0	1.4	1.3	5.5	0.0	42.0
2100-2200	Pro	2.4	62.0	20.1	0.0	0.0	6.2	1.3	0.4	0.0	7.7
	Ocp	1.0	1.4	2.3	0.0	0.0	1.5	1.1	22.0	0.0	44.6
2200-2300	Pro	4.4	64.6	18.4	0.2	0.0	4.0	0.7	0.5	0.0	7.1
	Ocp	1.2	1.5	2.3	1.0	0.0	1.4	1.3	6.3	0.0	45.1
16 hours	Pro	3.2	57.9	12.1	0.4	0.0	14.6	4.7	1.2	0.1	5.9
	Ocp	1.1	1.3	2.1	5.1	0.0	1.5	1.3	20.8	0.7	47.8

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