

YEAR 2023

CORE STATION 5022

ROAD NETWORK MAJOR

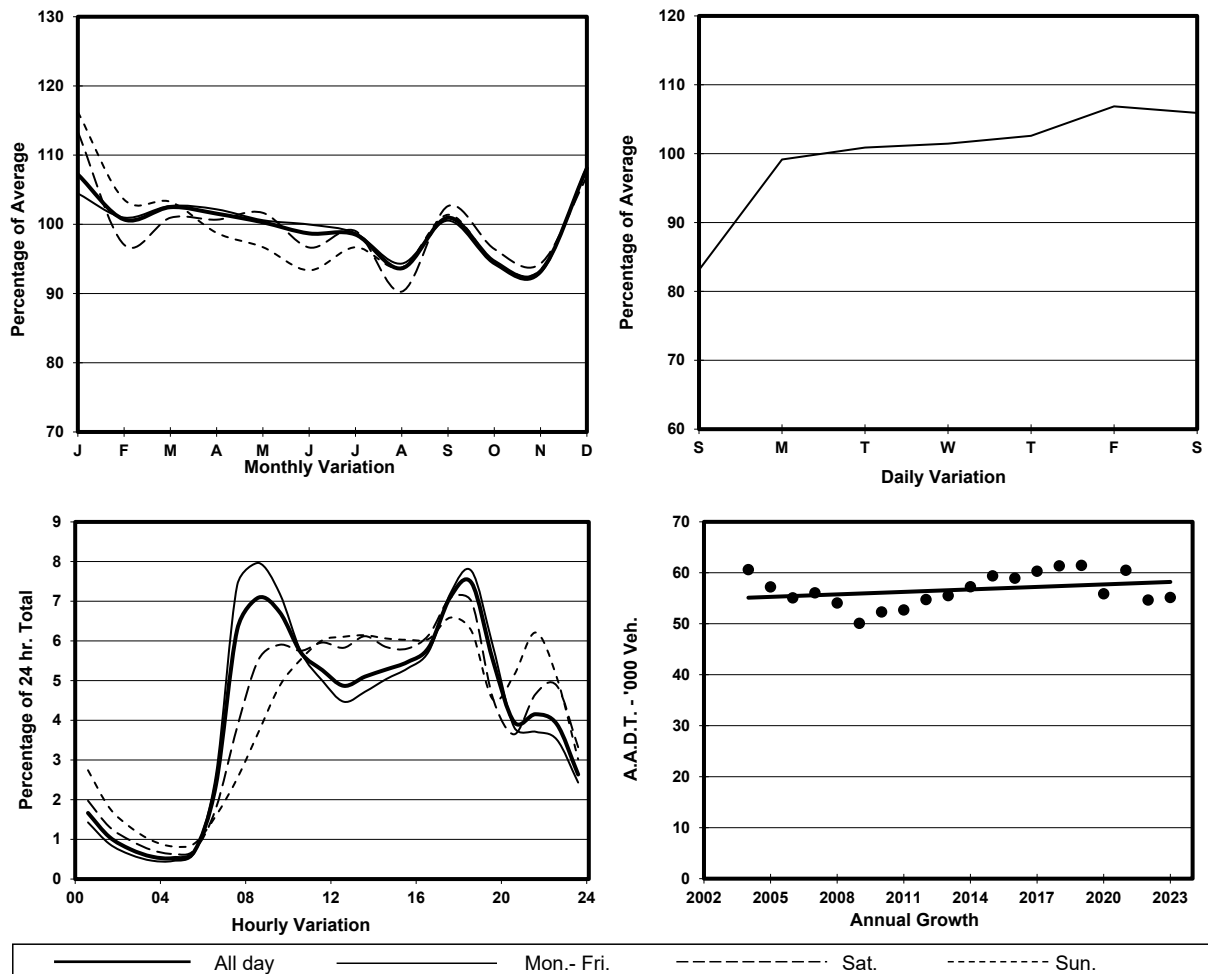
ROAD TYPE URBAN TRUNK ROAD

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

6.8m
N bound 2 lanes

6.8m
S bound 2 lanes

1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	26290	27050	28080	22400
R 12 / 24 - %	76.8	78.4	74.9	69.3
R 16 / 24 - %	90.5	91	90.2	88.3
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	2130	2610	1980	1260
T - % (AM)	-	8.6	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	1830	1920	1880	1520
T - % (PM)	-	10.7	-	-
Prop.of commercial vehicles - 16 hr.	-	11.4	-	-
NORTH BOUND				
A.A.D.T.	28850	29730	30920	24270
R 12 / 24 - %	68	69	67.1	62.8
R 16 / 24 - %	89	90	87	85.5
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1780	2070	1500	1020
T - % (AM)	-	12.2	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	2280	2490	2310	1560
T - % (PM)	-	7.2	-	-
Prop.of commercial vehicles - 16 hr.	-	10.5	-	-

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	3.5	63.1	10.6	1.2	0.0	11.8	2.8	1.9	0.0	5.1
	Ocp	1.1	1.4	2.0	12.0	0.0	1.4	1.2	22.8	0.0	63.4
0800-0900 Peak hour	Pro	2.7	57.1	10.9	0.3	0.0	15.3	5.4	2.7	0.0	5.5
	Ocp	1.1	1.3	2.1	5.5	0.0	1.8	1.5	21.3	0.0	61.7
0900-1000	Pro	1.4	40.4	31.3	0.5	0.0	16.4	5.0	1.4	0.0	3.6
	Ocp	1.1	1.3	1.9	3.1	0.0	1.5	1.3	16.3	0.0	37.3
1000-1100	Pro	1.9	52.8	11.7	0.6	0.0	20.3	6.6	1.0	0.1	5.0
	Ocp	1.1	1.3	2.0	2.4	0.0	1.5	1.2	13.1	1.0	31.4
1100-1200	Pro	1.7	51.8	12.0	0.5	0.0	23.1	4.8	1.1	0.0	4.9
	Ocp	1.1	1.5	2.2	1.8	0.0	1.5	1.3	11.0	0.0	30.2
1200-1300	Pro	2.5	52.7	12.1	0.3	0.0	20.9	6.1	0.6	0.0	4.9
	Ocp	1.1	1.4	2.0	2.0	0.0	1.4	1.3	12.0	0.0	30.6
1300-1400	Pro	1.7	44.6	11.8	0.9	0.0	24.9	9.5	0.9	0.0	5.7
	Ocp	1.0	1.4	2.1	2.2	0.0	1.6	1.4	6.3	0.0	33.2
1400-1500	Pro	2.7	50.7	12.4	0.3	0.0	21.2	5.7	1.4	0.1	5.6
	Ocp	1.2	1.5	2.2	4.5	0.0	1.5	1.3	3.5	1.0	31.5
1500-1600	Pro	2.6	49.4	10.7	1.7	0.0	23.1	4.9	1.8	0.1	5.8
	Ocp	1.1	1.4	2.2	7.3	0.0	1.5	1.3	6.8	1.0	35.4
1600-1700	Pro	3.4	52.3	10.1	1.2	0.0	19.7	5.1	3.2	0.0	5.0
	Ocp	1.0	1.5	2.0	4.7	0.0	1.8	1.3	14.6	0.0	41.2
1700-1800	Pro	5.7	58.3	8.6	0.7	0.0	18.6	1.4	1.8	0.0	4.9
	Ocp	1.1	1.3	2.0	1.9	0.0	1.5	1.2	10.6	0.0	60.7
1800-1900	Pro	5.2	67.1	7.4	0.1	0.0	11.6	1.7	1.9	0.0	5.0
	Ocp	1.2	1.3	2.3	1.0	0.0	1.4	1.4	23.7	0.0	70.9
1900-2000	Pro	1.8	69.4	11.8	0.0	0.0	7.4	1.7	0.8	0.0	7.0
	Ocp	1.2	1.3	2.2	0.0	0.0	1.4	1.3	16.4	0.0	52.7
2000-2100	Pro	2.8	69.9	13.1	0.1	0.0	6.5	0.4	0.6	0.0	6.4
	Ocp	1.1	1.3	2.2	1.0	0.0	1.3	1.7	7.3	0.0	40.8
2100-2200	Pro	2.7	61.4	17.4	0.0	0.0	8.7	1.5	1.4	0.0	6.9
	Ocp	1.3	1.3	2.2	0.0	0.0	1.3	1.0	22.9	0.0	41.8
2200-2300	Pro	2.8	65.7	17.4	0.0	0.0	6.2	0.8	0.4	0.0	6.7
	Ocp	1.0	1.3	2.2	0.0	0.0	1.4	1.3	23.5	0.0	40.6
16 hours	Pro	2.9	56.3	13.5	0.5	0.0	16.0	4.0	1.5	0.1	5.3
	Ocp	1.1	1.3	2.1	5.3	0.0	1.5	1.3	16.1	1.0	46.4

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