

YEAR 2014

CORE STATION 1022

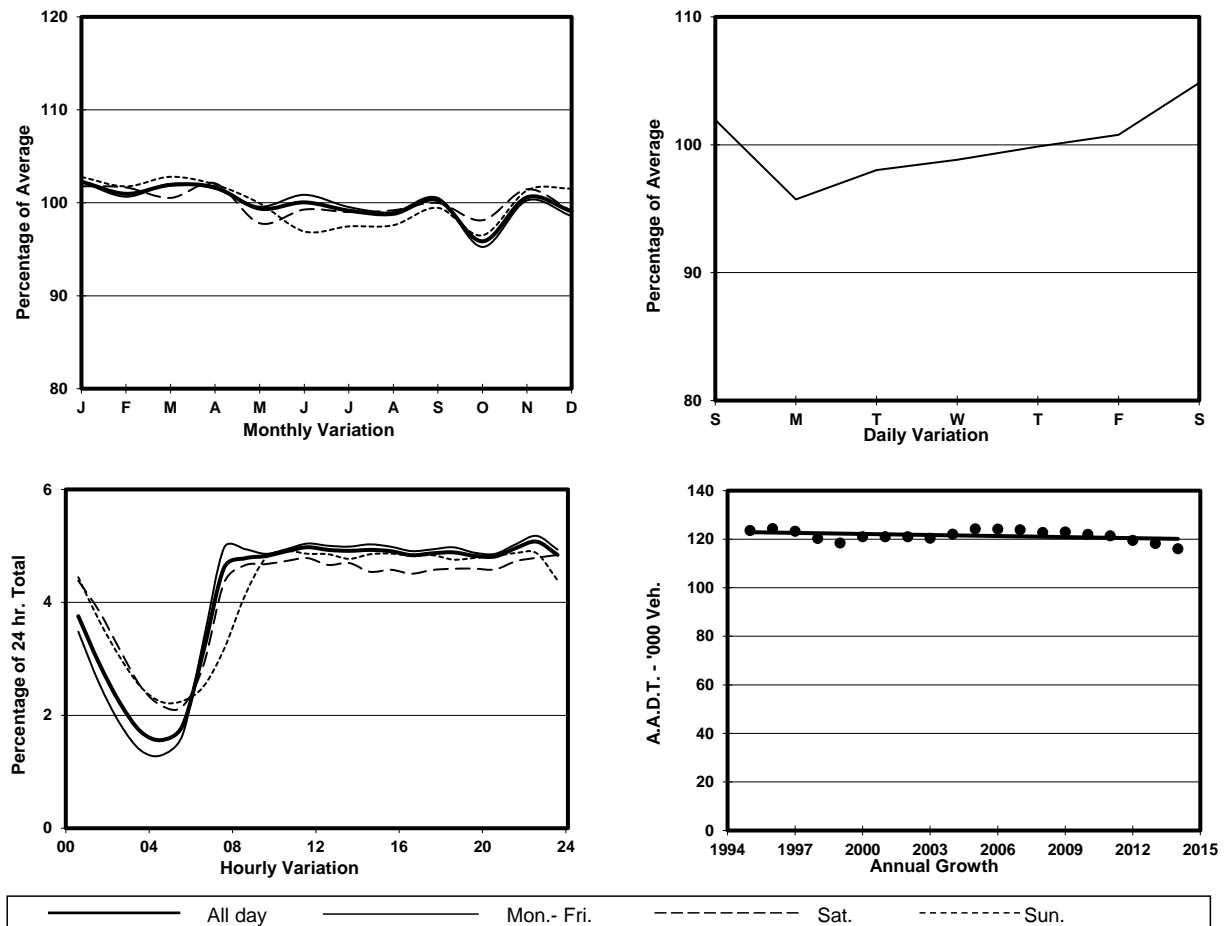
ROAD NETWORK MAJOR

ROAD TYPE URBAN TRUNK ROAD

LINK CROSS HARBOUR 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.	58720	57900	61200	59930
R 12 / 24 - %	58.6	59.6	55.7	56.8
R 16 / 24 - %	78	79.2	74.3	75.9
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2940	2960	2990	3030
T - % (AM)	-	15.9	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2870	2860	2790	2950
T - % (PM)	-	10.4	-	-
Prop.of commercial vehicles - 16 hr.	-	13.5	-	-
NORTH BOUND				
A.A.D.T.	57330	56470	60180	58340
R 12 / 24 - %	58.1	59.6	55	54.4
R 16 / 24 - %	78.1	79.8	73.8	74
AM Peak Hour	0900-1000	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	2650	2730	2690	2630
T - % (AM)	-	15.8	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1600-1700
One-way flow at PM peak hour	2870	2890	2830	2810
T - % (PM)	-	14.3	-	-
Prop.of commercial vehicles - 16 hr.	-	14.9	-	-

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	5.8	42.7	14.0	2.7	1.5	16.7	5.3	5.8	0.1	5.5
	Ocp	1.0	1.3	2.2	8.0	13.1	1.4	1.2	11.3	19.2	56.5
0800-0900	Pro	5.6	47.4	6.8	0.6	0.9	22.0	5.0	4.5	0.1	7.1
	Ocp	1.1	1.2	2.2	5.0	9.3	1.5	1.3	6.7	29.5	72.4
0900-1000	Pro	4.4	40.7	7.7	0.4	0.4	28.1	5.3	5.5	0.1	7.6
	Ocp	1.1	1.3	2.2	2.8	7.4	1.5	1.3	6.9	18.4	39.7
1000-1100	Pro	3.3	31.8	15.7	0.4	0.3	31.7	7.2	3.3	0.1	6.3
	Ocp	1.1	1.3	1.9	2.0	5.0	1.4	1.3	5.8	13.0	28.8
1100-1200	Pro	1.5	34.0	14.7	0.7	0.1	34.0	6.8	2.7	0.1	5.4
	Ocp	1.2	1.3	2.0	1.7	16.0	1.4	1.4	15.0	17.5	30.0
1200-1300	Pro	4.1	37.9	13.8	1.4	0.1	28.2	5.3	4.5	0.1	4.7
	Ocp	1.0	1.4	2.0	5.3	1.0	1.5	1.4	17.6	13.0	31.6
1300-1400	Pro	2.5	31.8	14.2	1.0	0.0	34.2	7.6	4.2	0.0	4.6
	Ocp	1.1	1.4	2.1	2.3	0.0	1.4	1.3	16.8	0.0	35.9
1400-1500	Pro	4.2	36.5	13.7	0.8	0.2	29.7	5.8	3.8	0.1	5.1
	Ocp	1.1	1.5	2.3	4.0	6.3	1.4	1.5	11.3	16.2	34.6
1500-1600	Pro	3.5	36.1	12.4	1.0	0.2	32.4	6.0	2.9	0.1	5.5
	Ocp	1.1	1.4	2.3	6.6	4.0	1.3	1.3	19.8	20.0	31.2
1600-1700	Pro	4.6	42.4	9.0	0.9	0.4	27.5	4.5	5.2	0.1	5.6
	Ocp	1.0	1.5	2.4	2.0	1.6	1.3	1.2	8.1	9.5	35.0
1700-1800	Pro	7.8	44.5	9.6	1.2	0.6	22.3	2.7	5.0	0.1	6.1
	Ocp	1.1	1.3	2.4	2.8	10.5	1.4	1.3	10.4	25.8	51.7
1800-1900	Pro	6.8	54.6	9.7	0.9	0.6	14.6	1.6	5.0	0.0	6.2
	Ocp	1.1	1.4	2.3	8.5	12.9	1.3	1.2	21.5	0.0	77.0
1900-2000	Pro	5.4	56.7	12.7	0.1	1.2	10.4	1.4	5.5	0.1	6.5
	Ocp	1.1	1.3	2.3	5.0	10.8	1.5	1.5	13.4	24.0	61.4
2000-2100	Pro	3.3	46.6	29.5	0.1	1.5	7.5	1.1	4.7	0.1	5.7
	Ocp	1.1	1.4	2.2	2.0	9.4	1.6	1.4	12.4	19.0	38.6
2100-2200	Pro	3.4	43.1	35.9	0.1	2.5	6.4	1.2	2.2	0.0	5.3
	Ocp	1.1	1.3	2.5	1.0	9.5	1.5	1.1	19.3	0.0	39.3
2200-2300	Pro	3.2	46.5	36.4	0.0	2.6	3.7	0.9	2.0	0.0	4.7
	Ocp	1.1	1.4	2.3	0.0	11.0	1.4	1.2	17.9	0.0	49.2
16 hours	Pro	4.3	42.1	16.1	0.7	0.8	21.8	4.2	4.2	0.1	5.7
	Ocp	1.1	1.3	2.2	4.9	10.0	1.4	1.3	12.8	19.0	45.5

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