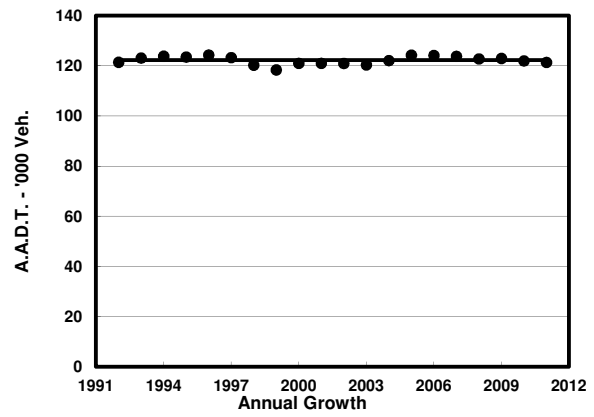
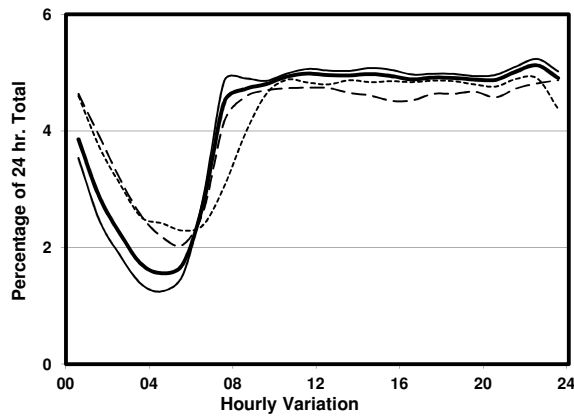
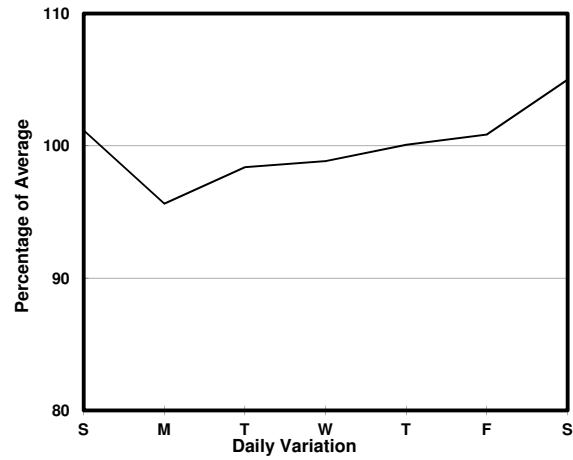
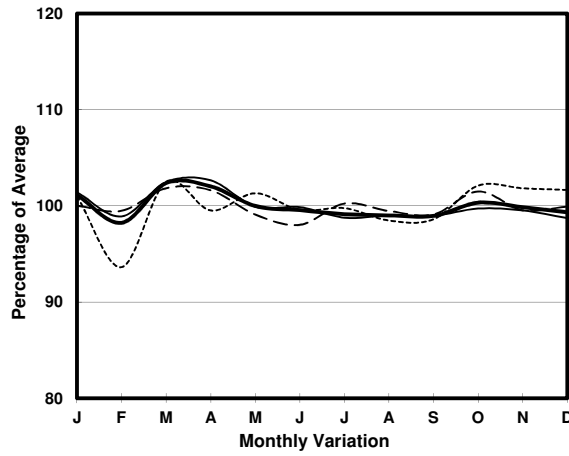


YEAR 2011  
 CORE STATION 1022  
 ROAD NETWORK MAJOR  
 ROAD TYPE URBAN TRUNK ROAD

LINK CROSS HARBOUR TUNNEL (from TOLL PLAZA to SOUTH PORTAL)



1. TRAFFIC FLOW VARIATION AND GROWTH



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

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
<b>SOUTH BOUND</b>				
A.A.D.T.	61070	60360	63790	61610
R 12 / 24 - %	58.8	60	55.7	56.5
R 16 / 24 - %	78.6	80	74.6	75.8
AM Peak Hour	0900-1000	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	3020	3080	3070	3040
T - % (AM)	-	16.6	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	3010	3010	2960	3030
T - % (PM)	-	10	-	-
Prop.of commercial vehicles - 16 hr.	-	13.6	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	60320	59470	63610	60930
R 12 / 24 - %	58.1	59.6	54.7	54
R 16 / 24 - %	78.2	80.1	73.5	73.4
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2810	2840	2910	2630
T - % (AM)	-	18.5	-	-
PM Peak Hour	1700-1800	1600-1700	1700-1800	1700-1800
One-way flow at PM peak hour	3010	3020	2970	2960
T - % (PM)	-	15.5	-	-
Prop.of commercial vehicles - 16 hr.	-	14.3	-	-

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	6.7	38.8	18.7	2.1	2.0	15.6	6.5	4.4	0.1	5.2
	Ocp	1.0	1.3	2.0	11.1	13.1	1.4	1.4	13.1	23.5	58.4
0800-0900	Pro	6.5	45.8	8.4	0.6	1.0	18.8	5.4	6.1	0.1	7.2
	Ocp	1.1	1.2	2.2	2.9	10.5	1.6	1.5	9.0	37.0	74.3
0900-1000	Pro	4.5	35.4	11.4	0.5	0.3	29.8	6.0	4.7	0.1	7.4
	Ocp	1.1	1.4	1.9	1.8	13.2	1.6	1.5	9.1	16.3	42.7
1000-1100	Pro	2.9	28.6	17.5	0.9	0.2	35.4	6.0	3.4	0.1	5.0
	Ocp	1.0	1.5	1.8	2.1	6.3	1.5	1.6	14.3	16.0	31.0
1100-1200	Pro	3.9	26.8	16.4	1.0	0.1	36.4	7.1	3.4	0.1	4.8
	Ocp	1.1	1.4	1.6	2.7	13.0	1.5	1.4	15.8	20.0	34.3
1200-1300	Pro	4.1	30.1	17.1	1.3	0.1	32.6	6.2	3.9	0.1	4.5
	Ocp	1.0	1.4	2.1	4.2	9.0	1.6	1.4	17.3	13.3	37.0
1300-1400	Pro	3.9	30.3	16.0	0.9	0.4	32.4	6.9	4.7	0.1	4.5
	Ocp	1.0	1.5	2.0	3.9	2.8	1.5	1.4	11.3	20.0	38.5
1400-1500	Pro	4.6	33.2	15.3	0.9	0.2	31.7	6.7	3.3	0.1	4.0
	Ocp	1.1	1.5	2.2	1.6	8.7	1.6	1.4	13.0	32.0	37.9
1500-1600	Pro	3.9	34.9	13.4	0.9	0.5	31.1	6.4	4.4	0.1	4.4
	Ocp	1.1	1.5	1.9	5.9	4.7	1.6	1.5	18.2	28.0	36.9
1600-1700	Pro	4.3	36.4	13.7	1.4	0.4	28.8	4.0	5.5	0.1	5.4
	Ocp	1.1	1.4	1.9	4.1	6.3	1.5	1.4	12.2	28.0	37.3
1700-1800	Pro	7.2	38.5	15.8	0.7	0.6	22.6	3.3	5.6	0.1	5.6
	Ocp	1.1	1.5	1.8	4.6	11.0	1.6	1.4	17.2	39.0	53.2
1800-1900	Pro	13.3	44.4	13.7	0.3	1.2	14.6	1.6	4.6	0.1	6.3
	Ocp	1.1	1.3	2.5	10.5	13.8	1.6	1.3	21.2	40.0	81.3
1900-2000	Pro	6.3	51.4	17.8	0.2	1.5	11.0	1.3	4.1	0.1	6.3
	Ocp	1.1	1.4	2.1	5.3	13.5	1.5	1.4	13.5	25.8	57.1
2000-2100	Pro	3.9	42.9	33.8	0.3	3.0	6.8	0.9	3.1	0.1	5.2
	Ocp	1.2	1.5	2.2	4.4	10.5	1.4	1.1	13.0	14.0	40.9
2100-2200	Pro	3.1	40.1	39.5	0.1	3.1	5.5	0.8	3.0	0.0	4.8
	Ocp	1.2	1.5	2.0	1.5	12.1	1.4	1.1	12.6	0.0	42.5
2200-2300 Peak hour	Pro	5.0	38.1	39.3	0.1	3.9	4.9	1.4	2.5	0.0	4.7
	Ocp	1.2	1.6	2.0	2.0	10.0	1.8	1.3	12.1	0.0	45.6
16 hours	Pro	5.2	37.1	19.2	0.8	1.1	22.6	4.4	4.2	0.1	5.3
	Ocp	1.1	1.4	2.0	4.9	10.9	1.5	1.4	13.8	23.0	48.0

**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