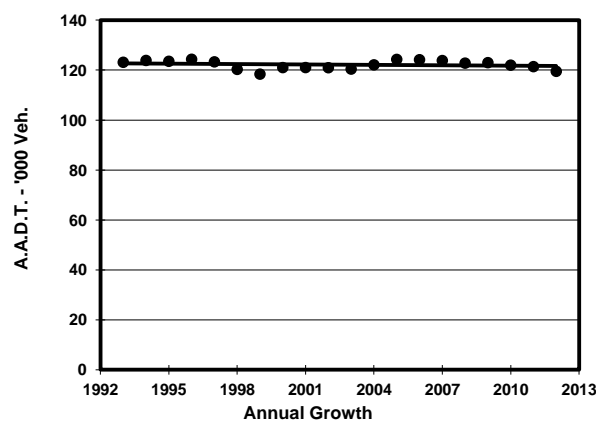
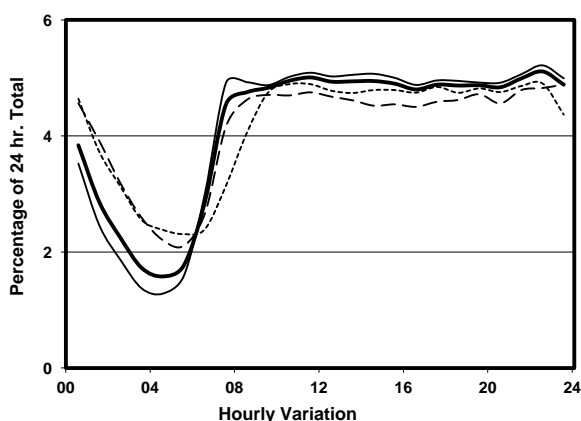
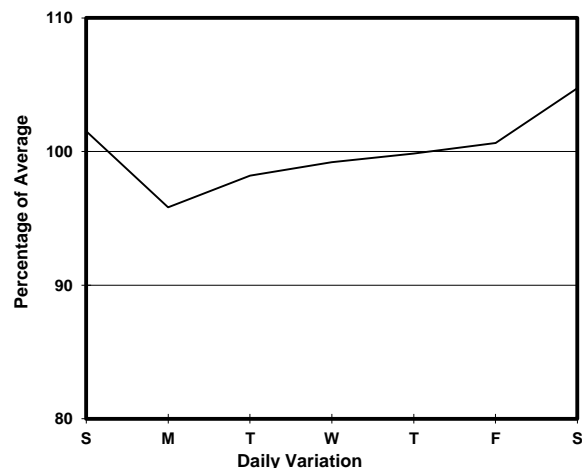
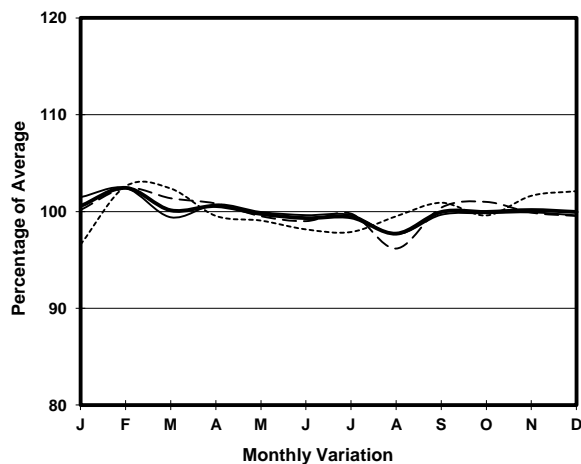


YEAR 2012
CORE STATION 1022
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD

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.	60150	59460	62620	60820
R 12 / 24 - %	58.7	59.8	55.4	56.3
R 16 / 24 - %	78.3	79.7	74.3	75.6
AM Peak Hour	0900-1000	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	3000	3030	3030	3080
T - % (AM)	-	19.4	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	2940	2960	2890	2970
T - % (PM)	-	9.8	-	-
Prop.of commercial vehicles - 16 hr.	-	13.7	-	-
NORTH BOUND				
A.A.D.T.	59360	58530	62450	60120
R 12 / 24 - %	58.2	59.7	54.6	54.1
R 16 / 24 - %	78.1	80.1	73.5	73.4
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2770	2800	2860	2670
T - % (AM)	-	17.7	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1700-1800
One-way flow at PM peak hour	2950	2970	2940	2890
T - % (PM)	-	18.2	-	-
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 Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	6.1	35.9	18.4	2.1	2.0	18.0	6.0	6.2	0.1	5.3
	Ocp	1.1	1.5	2.0	9.3	15.6	1.6	1.3	12.0	43.5	64.1
0800-0900	Pro	5.4	48.5	8.8	0.8	1.0	18.3	5.2	5.0	0.1	7.0
	Ocp	1.1	1.3	2.1	4.1	9.6	1.6	1.5	8.4	30.0	78.2
0900-1000	Pro	4.7	36.4	12.2	0.6	0.3	28.3	5.2	5.4	0.1	7.0
	Ocp	1.1	1.3	2.3	2.7	9.0	1.6	1.4	11.8	15.0	46.0
1000-1100	Pro	3.1	27.3	17.9	0.3	0.4	33.9	8.1	3.5	0.1	5.5
	Ocp	1.1	1.4	1.8	1.5	3.7	1.5	1.3	8.3	38.0	33.9
1100-1200	Pro	3.6	31.4	18.3	0.6	0.2	31.8	6.0	3.0	0.1	5.0
	Ocp	1.0	1.4	1.9	2.6	6.3	1.5	1.4	12.4	10.0	36.1
1200-1300	Pro	3.2	37.8	15.5	0.7	0.1	27.1	7.1	4.3	0.1	4.2
	Ocp	1.0	1.4	2.2	2.9	8.5	1.5	1.4	17.0	30.0	39.5
1300-1400	Pro	3.4	28.5	18.2	1.1	0.1	32.0	7.2	4.7	0.1	4.6
	Ocp	1.1	1.5	1.9	5.0	9.0	1.4	1.5	13.4	16.7	39.2
1400-1500	Pro	3.1	33.8	14.2	1.2	0.2	32.0	7.0	3.7	0.1	4.5
	Ocp	1.1	1.5	2.3	2.4	1.0	1.4	1.5	16.5	5.0	40.0
1500-1600	Pro	4.1	35.0	15.9	1.3	0.2	28.8	6.9	3.1	0.1	4.7
	Ocp	1.1	1.6	2.1	6.7	4.7	1.5	1.3	12.3	14.5	38.5
1600-1700	Pro	3.6	38.2	11.9	0.9	0.2	27.8	5.7	5.9	0.1	5.8
	Ocp	1.1	1.3	2.1	3.6	5.7	1.5	1.4	9.1	23.0	39.2
1700-1800	Pro	7.4	41.6	12.0	0.8	0.6	22.1	4.3	4.9	0.0	6.3
	Ocp	1.1	1.4	2.3	3.0	9.0	1.6	1.3	9.2	0.0	52.1
1800-1900	Pro	8.3	49.8	13.2	0.5	1.0	13.0	2.0	6.0	0.1	6.3
	Ocp	1.1	1.3	2.3	8.7	13.9	1.4	1.2	22.6	16.0	73.7
1900-2000	Pro	5.1	53.9	17.5	0.2	1.4	10.6	0.8	4.4	0.1	6.0
	Ocp	1.1	1.5	2.5	1.3	11.5	1.4	1.4	17.5	28.0	60.2
2000-2100	Pro	3.6	43.7	33.4	0.1	2.4	6.5	1.0	3.9	0.0	5.5
	Ocp	1.2	1.5	2.1	2.0	11.9	1.6	1.5	9.2	0.0	42.2
2100-2200	Pro	3.2	39.6	38.8	0.6	3.3	5.6	1.3	2.9	0.0	4.8
	Ocp	1.2	1.5	2.0	1.4	10.6	1.4	1.1	14.5	0.0	45.7
2200-2300 Peak hour	Pro	3.0	42.6	40.2	0.1	2.7	5.1	0.7	1.7	0.0	4.0
	Ocp	1.2	1.4	2.2	1.0	12.8	1.4	1.3	15.2	0.0	51.8
16 hours	Pro	4.4	39.0	19.3	0.7	1.0	21.3	4.6	4.2	0.1	5.4
	Ocp	1.1	1.4	2.1	4.8	11.4	1.5	1.4	13.1	21.6	49.9

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