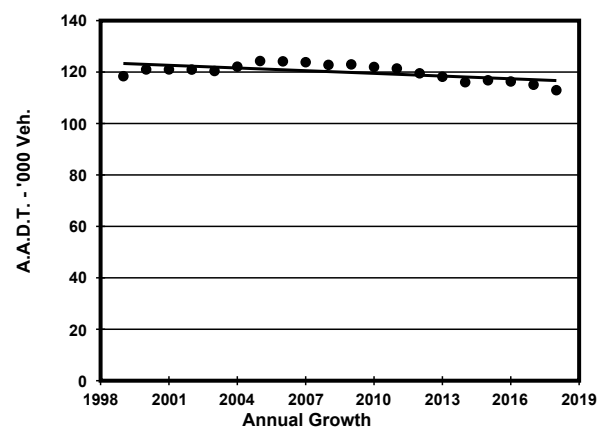
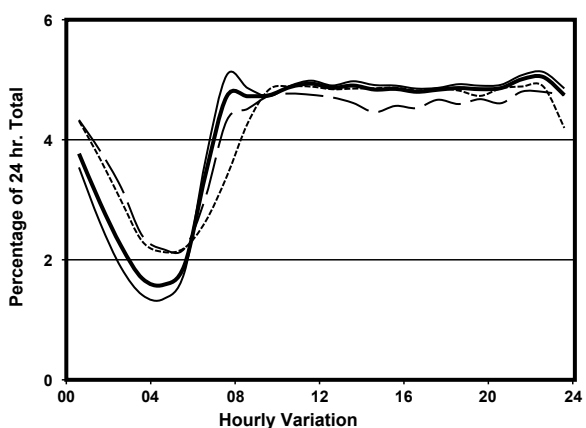
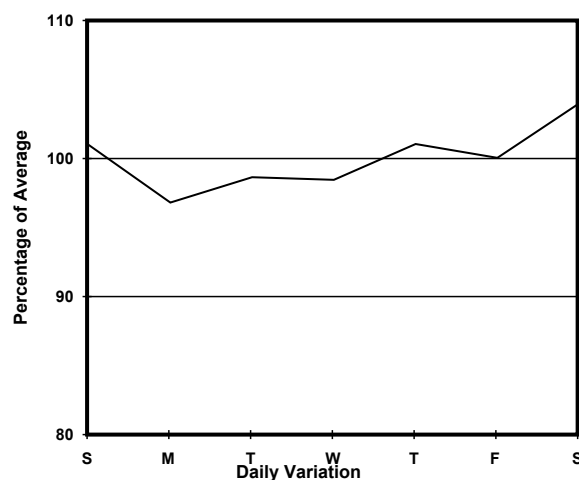
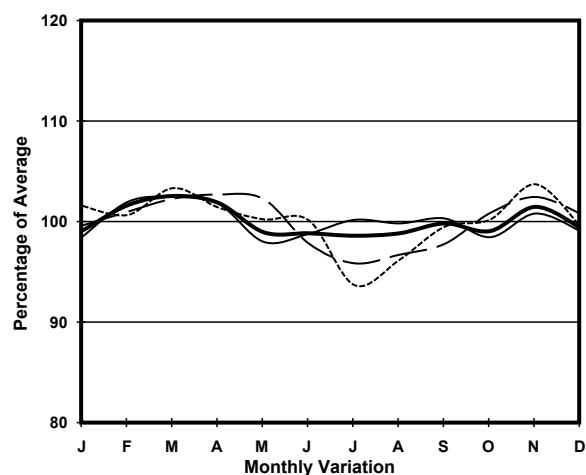


YEAR 2018
CORE STATION 1022
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD

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.
SOUTH BOUND				
A.A.D.T.	57290	56760	59110	57910
R 12 / 24 - %	58.2	59	55.3	57.3
R 16 / 24 - %	77.6	78.6	74.1	76.4
AM Peak Hour	0900-1000	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	2870	2940	2880	2960
T - % (AM)	-	14.4	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	2750	2760	2680	2810
T - % (PM)	-	9.1	-	-
Prop.of commercial vehicles - 16 hr.	-	11.8	-	-
NORTH BOUND				
A.A.D.T.	55660	55000	58190	56110
R 12 / 24 - %	57.7	58.8	55.1	55
R 16 / 24 - %	77.8	79.2	74.1	74.7
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	2540	2740	2670	2560
T - % (AM)	-	12.4	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1600-1700
One-way flow at PM peak hour	2780	2780	2800	2750
T - % (PM)	-	13.4	-	-
Prop.of commercial vehicles - 16 hr.	-	12.9	-	-

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	8.0	44.8	12.7	2.2	0.9	17.9	5.4	2.8	0.0	5.2
	Ocp	1.0	1.3	2.3	4.2	12.1	1.3	1.1	10.1	0.0	61.6
0800-0900	Pro	8.3	51.6	5.4	1.1	0.5	17.8	6.3	2.7	0.0	6.2
	Ocp	1.0	1.3	2.3	3.6	3.0	1.4	1.4	14.0	0.0	70.0
0900-1000	Pro	5.2	35.1	7.4	0.3	0.3	37.2	4.8	3.1	0.0	6.7
	Ocp	1.1	1.3	2.5	2.8	4.2	1.4	1.2	9.3	0.0	38.0
1000-1100	Pro	4.8	40.6	9.8	0.5	0.3	30.6	5.7	2.7	0.0	5.0
	Ocp	1.0	1.3	2.1	1.9	9.0	1.4	1.1	14.5	0.0	34.2
1100-1200	Pro	3.7	36.5	12.3	0.4	0.0	33.0	5.9	3.8	0.0	4.5
	Ocp	1.1	1.4	2.3	1.3	0.0	1.4	1.2	17.1	0.0	36.3
1200-1300	Pro	3.2	39.4	10.0	0.8	0.4	33.7	5.4	3.0	0.1	4.0
	Ocp	1.1	1.4	2.2	1.6	1.0	1.4	1.2	17.5	1.0	38.3
1300-1400	Pro	4.0	37.7	11.6	1.3	0.2	29.8	7.1	4.1	0.0	4.1
	Ocp	1.1	1.3	2.3	5.4	1.0	1.4	1.3	14.2	0.0	43.4
1400-1500	Pro	5.1	36.4	11.4	0.9	0.1	33.5	5.0	3.2	0.0	4.2
	Ocp	1.0	1.5	2.5	1.7	1.0	1.4	1.2	11.0	0.0	44.4
1500-1600	Pro	4.5	44.6	8.8	1.6	0.1	28.6	4.9	2.6	0.0	4.3
	Ocp	1.1	1.4	2.2	6.2	1.0	1.5	1.2	14.6	0.0	46.7
1600-1700	Pro	4.8	39.5	10.5	1.0	0.2	30.7	4.9	3.2	0.0	5.2
	Ocp	1.1	1.4	2.4	2.3	6.0	1.4	1.1	5.7	0.0	46.7
1700-1800	Pro	6.8	52.0	5.6	0.7	0.4	20.4	2.1	6.0	0.0	5.9
	Ocp	1.0	1.3	2.1	1.5	7.2	1.4	1.2	20.2	0.0	58.5
1800-1900	Pro	12.2	52.9	7.3	0.6	0.5	14.4	1.7	4.7	0.0	5.7
	Ocp	1.1	1.4	2.3	2.6	9.4	1.4	1.2	16.7	0.0	85.8
1900-2000	Pro	6.2	57.6	10.4	0.2	0.9	11.8	2.0	5.3	0.0	5.5
	Ocp	1.0	1.3	2.3	1.3	10.8	1.3	1.3	11.9	0.0	56.5
2000-2100	Pro	3.5	50.8	26.4	0.0	1.9	8.9	1.3	2.3	0.0	4.9
	Ocp	1.1	1.4	2.3	0.0	9.6	1.4	1.4	10.3	0.0	44.8
2100-2200	Pro	3.8	49.6	29.5	0.1	2.0	6.8	1.6	1.9	0.0	4.6
	Ocp	1.1	1.4	2.1	2.5	7.0	1.4	1.2	11.2	0.0	49.5
2200-2300	Pro	4.1	53.7	28.1	0.1	2.0	5.2	1.3	1.3	0.0	4.2
	Ocp	1.1	1.5	2.3	3.0	10.5	1.5	1.3	10.4	0.0	50.0
16 hours	Pro	5.5	45.2	12.9	0.7	0.7	22.6	4.1	3.3	0.1	5.0
	Ocp	1.1	1.4	2.3	3.4	8.3	1.4	1.2	13.7	1.0	51.1

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 except for one way traffic