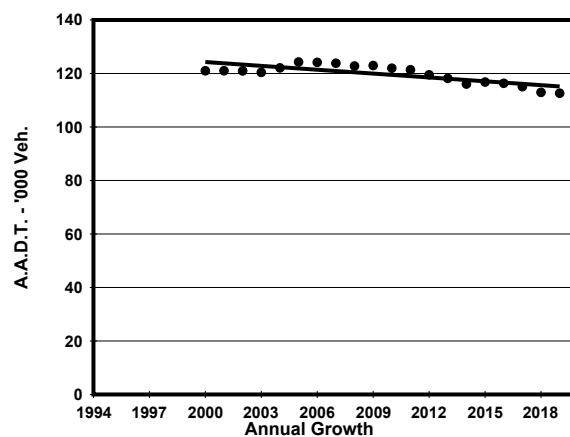
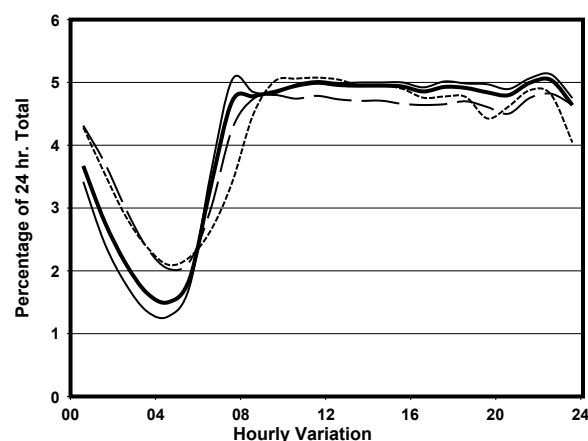
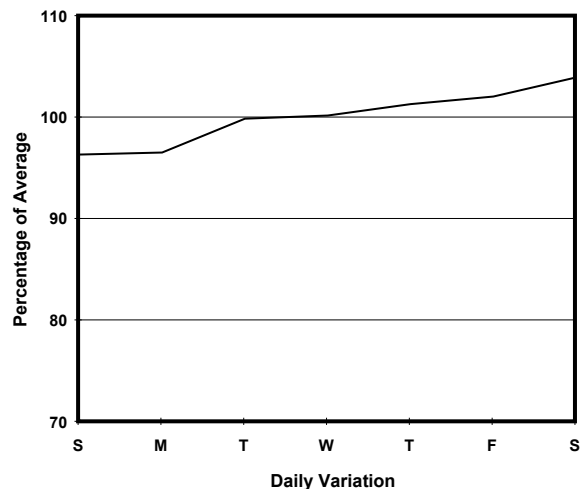
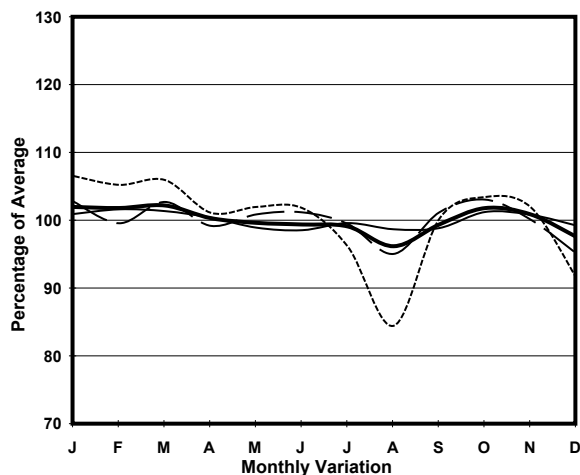


YEAR 2019  
CORE STATION 1022  
ROAD NETWORK MAJOR  
ROAD TYPE URBAN TRUNK ROAD

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.	57140	57300	59290	54900
R 12 / 24 - %	59	59.7	56.6	58.3
R 16 / 24 - %	78.2	79.2	75	76.5
AM Peak Hour	0900-1000	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	2890	2960	2930	2910
T - % (AM)	-	12.7	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1600-1700
One-way flow at PM peak hour	2760	2810	2740	2600
T - % (PM)	-	8.4	-	-
Prop.of commercial vehicles - 16 hr.	-	11.7	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	55490	55460	57880	54000
R 12 / 24 - %	58.5	59.5	55.6	56.1
R 16 / 24 - %	78.6	80.1	74.6	75.3
AM Peak Hour	0900-1000	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	2570	2730	2700	2550
T - % (AM)	-	15.7	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1700-1800
One-way flow at PM peak hour	2810	2870	2760	2630
T - % (PM)	-	14.5	-	-
Prop.of commercial vehicles - 16 hr.	-	14.2	-	-

## 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	5.2	48.0	10.3	2.2	1.1	19.0	4.0	4.4	0.0	5.8
	Ocp	1.0	1.3	2.1	7.9	10.1	1.4	1.2	15.5	0.0	52.7
0800-0900	Pro	5.2	56.6	5.0	1.0	0.7	15.1	5.3	3.8	0.0	7.2
	Ocp	1.0	1.3	2.1	2.8	6.3	1.4	1.4	10.0	0.0	69.1
0900-1000	Pro	3.5	47.7	5.1	0.5	0.3	26.3	6.0	3.3	0.0	7.4
	Ocp	1.1	1.3	2.0	1.7	6.3	1.4	1.4	8.3	0.0	39.7
1000-1100	Pro	3.8	39.8	8.4	0.4	0.4	33.2	5.6	2.8	0.0	5.7
	Ocp	1.0	1.3	2.3	3.7	4.2	1.4	1.4	11.2	0.0	31.7
1100-1200	Pro	2.2	39.9	9.1	0.6	0.1	35.9	4.6	3.1	0.0	4.6
	Ocp	1.0	1.4	2.0	2.5	1.0	1.4	1.1	14.2	0.0	36.1
1200-1300	Pro	1.4	43.5	10.9	0.9	0.1	29.4	6.2	3.3	0.0	4.3
	Ocp	1.1	1.4	2.0	3.8	1.0	1.3	1.2	19.0	0.0	42.9
1300-1400	Pro	2.0	40.8	12.4	1.3	0.0	28.6	6.4	4.2	0.1	4.2
	Ocp	1.1	1.4	2.0	2.9	0.0	1.3	1.3	10.6	2.0	46.1
1400-1500	Pro	1.9	42.9	9.6	1.0	0.1	30.7	5.2	4.4	0.0	4.3
	Ocp	1.1	1.4	2.4	3.6	1.0	1.4	1.2	18.0	0.0	46.2
1500-1600	Pro	3.3	43.4	8.5	0.6	0.1	31.8	4.3	3.0	0.0	5.0
	Ocp	1.1	1.4	2.1	7.9	1.0	1.3	1.3	16.8	0.0	39.3
1600-1700	Pro	2.8	43.3	7.6	1.3	0.1	29.7	3.6	5.3	0.0	6.2
	Ocp	1.1	1.5	2.2	3.9	15.0	1.4	1.2	12.3	0.0	40.2
1700-1800	Pro	5.9	51.7	5.5	1.0	0.3	22.6	1.3	5.6	0.0	6.0
	Ocp	1.1	1.3	2.1	2.0	1.0	1.2	1.1	14.4	0.0	54.8
1800-1900	Pro	12.8	54.3	5.8	0.6	0.5	14.3	0.7	4.6	0.0	6.4
	Ocp	1.0	1.4	2.4	2.3	13.3	1.2	1.0	16.5	0.0	74.1
1900-2000	Pro	3.2	62.7	9.3	0.0	1.3	10.3	2.3	4.8	0.0	6.2
	Ocp	1.1	1.3	2.3	0.0	6.2	1.4	1.4	14.1	0.0	55.4
2000-2100	Pro	2.8	49.8	23.4	0.2	1.1	10.5	1.9	4.8	0.0	5.5
	Ocp	1.1	1.4	2.2	2.5	12.7	1.3	1.3	13.0	0.0	46.3
2100-2200	Pro	1.7	56.4	26.3	0.2	1.4	6.9	1.4	1.1	0.0	4.7
	Ocp	1.1	1.4	2.3	2.5	9.2	1.5	1.2	9.3	0.0	45.2
2200-2300	Pro	2.4	53.3	29.6	0.0	1.4	6.0	1.9	0.9	0.0	4.6
Peak hour	Ocp	1.0	1.4	2.3	0.0	8.6	1.3	1.3	16.0	0.0	43.1
16 hours	Pro	3.8	48.4	11.7	0.7	0.6	21.8	3.8	3.7	0.1	5.5
	Ocp	1.0	1.4	2.2	4.1	8.3	1.4	1.3	13.8	2.0	48.6

**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