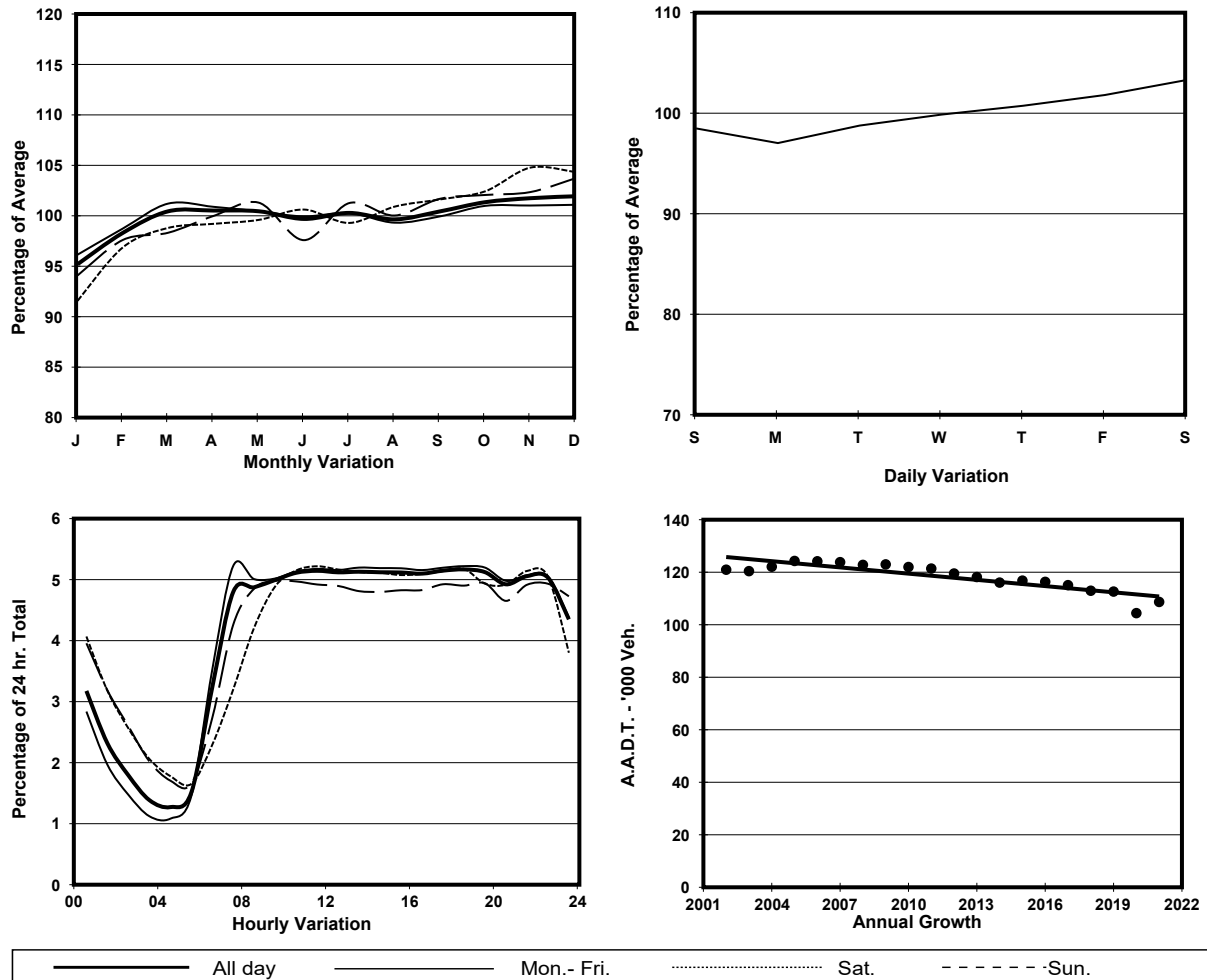


YEAR 2021
CORE STATION 1022
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD

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.	55430	55350	57180	54500
R 12 / 24 - %	60.9	61.8	58.3	59.5
R 16 / 24 - %	80.5	81.5	77.3	79.1
AM Peak Hour	0900-1000	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	2870	2950	2940	2780
T - % (AM)	-	11.4	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2830	2850	2790	2820
T - % (PM)	-	8.2	-	-
Prop.of commercial vehicles - 16 hr.	-	9.3	-	-
NORTH BOUND				
A.A.D.T.	53250	53100	55140	52480
R 12 / 24 - %	60.7	61.9	57.7	57.6
R 16 / 24 - %	81.4	82.9	77.6	78.1
AM Peak Hour	0900-1000	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	2560	2710	2660	2450
T - % (AM)	-	12.5	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1800-1900
One-way flow at PM peak hour	2830	2870	2770	2720
T - % (PM)	-	7.3	-	-
Prop.of commercial vehicles - 16 hr.	-	10.4	-	-

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 Peak hour	Pro	8.3	49.4	7.9	2.6	0.5	19.4	4.0	2.3	0.0	5.5
	Ocp	1.1	1.3	2.0	8.2	13.6	1.3	1.1	11.3	0.0	44.0
0800-0900	Pro	8.1	57.5	3.2	0.5	0.5	19.0	3.4	1.4	0.0	6.5
	Ocp	1.1	1.2	2.0	2.6	13.0	1.4	1.3	7.0	0.0	48.8
0900-1000	Pro	5.7	48.2	5.8	0.7	0.2	21.6	4.5	3.5	0.0	10.0
	Ocp	1.0	1.3	2.0	1.8	9.0	1.3	1.2	1.3	0.0	25.2
1000-1100	Pro	5.0	39.9	7.7	0.7	0.0	35.2	4.5	1.5	0.1	5.5
	Ocp	1.0	1.3	1.8	2.0	0.0	1.3	1.3	1.9	3.0	24.8
1100-1200	Pro	4.1	43.6	6.4	1.2	0.2	33.5	4.7	1.2	0.1	5.0
	Ocp	1.1	1.3	1.7	1.6	1.0	1.3	1.3	2.2	4.0	28.9
1200-1300	Pro	4.3	44.7	8.4	1.1	0.1	32.9	3.3	1.4	0.0	3.9
	Ocp	1.1	1.3	1.9	3.4	1.0	1.4	1.2	5.5	0.0	31.2
1300-1400	Pro	4.5	46.5	8.5	1.5	0.1	29.6	3.9	1.9	0.1	3.5
	Ocp	1.1	1.4	2.0	4.3	1.0	1.4	1.2	9.0	1.0	38.5
1400-1500	Pro	5.3	46.7	8.0	0.9	0.1	28.6	4.5	1.9	0.0	4.0
	Ocp	1.1	1.4	1.8	1.5	1.0	1.4	1.3	5.5	0.0	37.5
1500-1600	Pro	4.9	46.0	8.4	0.7	0.1	30.5	3.7	1.3	0.1	4.4
	Ocp	1.1	1.4	2.1	2.7	1.0	1.4	1.2	5.7	3.0	35.0
1600-1700	Pro	6.0	49.6	8.7	0.9	0.2	25.7	2.7	0.9	0.1	5.2
	Ocp	1.1	1.3	1.8	2.3	6.3	1.3	1.2	3.2	1.0	36.2
1700-1800	Pro	10.3	53.2	6.2	0.9	0.4	20.2	1.5	1.5	0.0	5.9
	Ocp	1.1	1.3	2.0	1.4	11.2	1.5	1.1	2.3	0.0	43.3
1800-1900	Pro	12.3	58.3	7.0	0.3	0.3	12.8	1.3	1.3	0.0	6.4
	Ocp	1.0	1.4	2.0	1.8	14.0	1.3	1.2	11.8	0.0	60.8
1900-2000	Pro	7.1	60.4	11.9	0.1	0.5	11.0	1.1	2.0	0.0	6.0
	Ocp	1.1	1.4	2.0	1.0	8.1	1.4	1.1	3.1	0.0	44.1
2000-2100	Pro	5.6	56.3	21.8	0.0	0.8	8.3	1.2	1.0	0.0	5.1
	Ocp	1.1	1.4	1.8	0.0	9.4	1.2	1.3	7.9	0.0	33.8
2100-2200	Pro	7.2	49.6	27.9	0.2	0.5	8.0	1.5	0.4	0.1	4.7
	Ocp	1.2	1.4	1.9	1.0	8.6	1.4	1.4	5.8	1.0	37.9
2200-2300	Pro	6.7	54.9	25.7	0.2	0.9	5.5	1.6	0.1	0.0	4.5
	Ocp	1.2	1.4	2.0	1.3	9.9	1.3	1.3	1.0	0.0	37.6
16 hours	Pro	6.6	50.4	10.7	0.8	0.3	21.4	2.9	1.5	0.1	5.4
	Ocp	1.1	1.3	1.9	3.6	9.5	1.4	1.2	5.4	2.3	38.2

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