

YEAR 2014

CORE STATION 5037

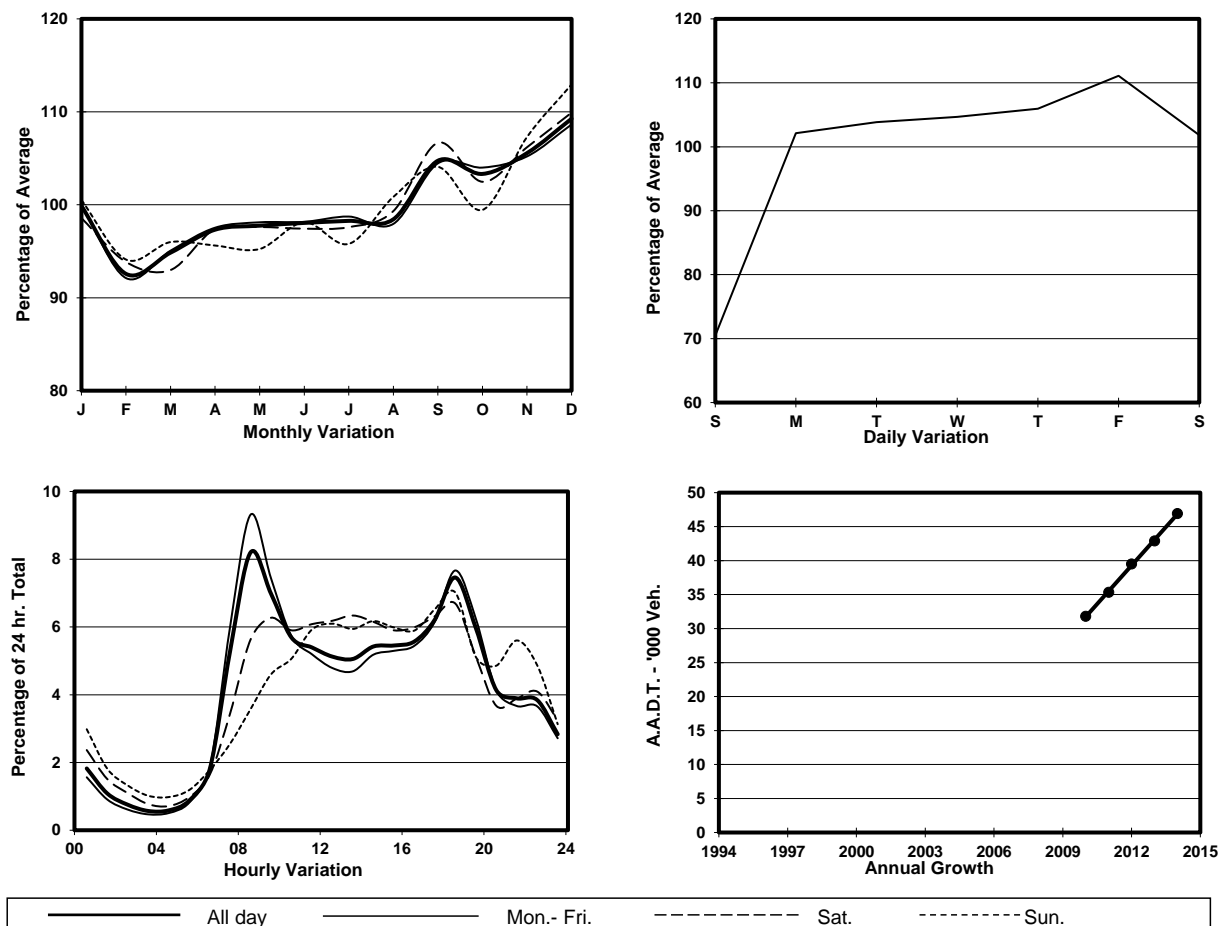
ROAD NETWORK MAJOR

ROAD TYPE EXPRESSWAY

LINK EAGLE'S NEST 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.	23000	24600	24000	16640
R 12 / 24 - %	77.6	79.1	74.9	70.3
R 16 / 24 - %	90.6	91.3	89	87.5
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2600	3210	1850	950
T - % (AM)	-	12.3	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	1370	1410	1490	1240
T - % (PM)	-	13.9	-	-
Prop.of commercial vehicles - 16 hr.	-	18.7	-	-
NORTH BOUND				
A.A.D.T.	23900	25700	24580	16880
R 12 / 24 - %	66.3	66.9	67	60.5
R 16 / 24 - %	88.8	89.9	86.4	84.1
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1300	1500	1200	590
T - % (AM)	-	33	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	2130	2450	1760	1130
T - % (PM)	-	11.9	-	-
Prop.of commercial vehicles - 16 hr.	-	20.4	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor	Private	Taxi	Private	PLB	Goods veh.		Non	Fr. Bus	
		Cycle	Car		LB		Light	M & H	Fr. Bus	SD	DD
0700-0800	Pro	2.6	33.6	25.3	1.5	0.0	12.6	17.0	4.4	0.1	3.1
	Ocp	1.1	1.4	2.0	9.1	0.0	1.5	1.1	10.9	1.0	20.2
0800-0900 Peak hour	Pro	1.8	51.0	16.6	0.5	0.0	13.7	12.2	2.9	0.0	1.2
	Ocp	1.1	1.4	1.3	3.3	0.0	1.6	1.3	20.5	0.0	46.7
0900-1000	Pro	0.9	41.7	19.5	0.1	0.0	17.2	17.1	2.3	0.1	1.3
	Ocp	1.0	1.4	2.0	2.0	0.0	1.5	1.2	12.1	1.0	15.2
1000-1100	Pro	0.6	34.9	16.2	0.1	0.0	23.6	21.9	1.5	0.1	1.2
	Ocp	1.3	1.5	2.1	1.0	0.0	1.5	1.2	13.0	1.0	8.1
1100-1200	Pro	0.5	37.4	14.0	0.3	0.0	21.3	23.6	1.9	0.0	1.0
	Ocp	1.3	1.4	2.1	3.5	0.0	1.4	1.3	34.5	0.0	11.4
1200-1300	Pro	0.2	40.9	14.6	0.4	0.0	21.3	20.6	1.3	0.0	0.8
	Ocp	1.0	1.5	2.1	5.5	0.0	1.6	1.3	15.6	0.0	15.6
1300-1400	Pro	1.3	32.4	13.3	0.2	0.0	26.7	22.9	2.3	0.0	0.9
	Ocp	1.3	1.5	2.1	2.0	0.0	1.5	1.2	24.5	0.0	17.2
1400-1500	Pro	1.5	35.4	11.5	0.3	0.0	25.9	22.8	1.8	0.0	0.9
	Ocp	1.0	1.4	2.1	4.0	0.0	1.4	1.2	24.3	0.0	16.9
1500-1600	Pro	0.2	31.7	14.1	0.2	0.0	27.1	24.9	1.0	0.0	0.9
	Ocp	1.0	1.4	2.0	1.0	0.0	1.4	1.2	37.8	0.0	24.2
1600-1700	Pro	1.4	41.1	17.1	1.2	0.0	22.2	14.2	1.8	0.1	1.0
	Ocp	1.2	1.3	2.0	2.5	0.0	1.6	1.3	13.0	1.0	19.0
1700-1800	Pro	0.7	48.2	13.0	0.4	0.0	20.7	12.4	2.7	0.0	1.9
	Ocp	1.4	1.5	2.1	9.3	0.0	1.6	1.2	8.9	0.0	18.7
1800-1900	Pro	1.3	60.4	12.0	0.1	0.0	13.5	9.6	1.5	0.0	1.5
	Ocp	1.1	1.5	2.2	3.0	0.0	1.3	1.1	22.2	0.0	25.6
1900-2000	Pro	1.0	65.8	13.4	0.2	0.0	6.5	9.7	1.8	0.0	1.6
	Ocp	1.1	1.4	2.3	1.0	0.0	1.2	1.0	10.7	0.0	30.9
2000-2100	Pro	0.7	56.2	18.0	0.0	0.0	7.5	13.0	2.0	0.0	2.5
	Ocp	1.0	1.4	2.2	0.0	0.0	1.3	1.0	10.8	0.0	10.9
2100-2200	Pro	0.9	45.4	30.7	0.4	0.0	5.6	12.5	2.7	0.0	1.7
	Ocp	1.3	1.5	2.3	1.0	0.0	1.5	1.0	6.6	0.0	12.7
2200-2300	Pro	0.9	55.7	30.4	0.0	0.0	3.9	6.7	1.2	0.0	1.3
	Ocp	1.5	1.7	2.3	0.0	0.0	1.4	1.1	14.0	0.0	16.0
16 hours	Pro	1.1	45.2	16.9	0.4	0.0	16.9	16.0	2.1	0.1	1.4
	Ocp	1.1	1.5	2.0	4.6	0.0	1.5	1.2	16.4	1.0	21.0

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