

YEAR 2005

CORE STATION 1025

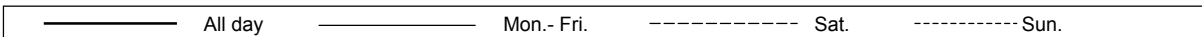
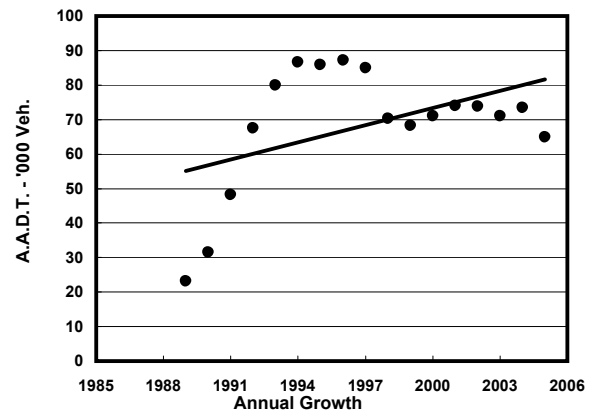
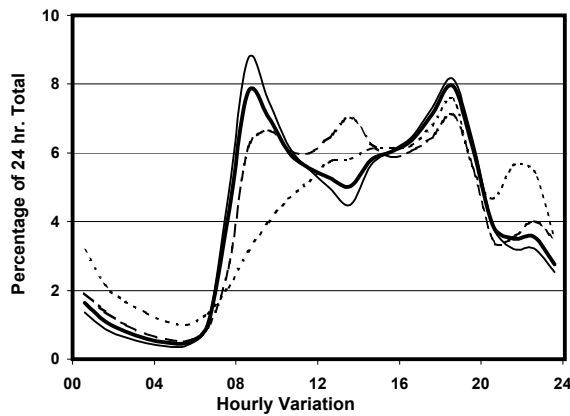
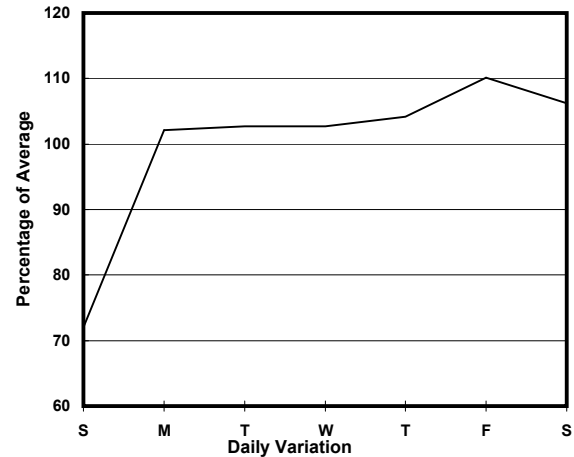
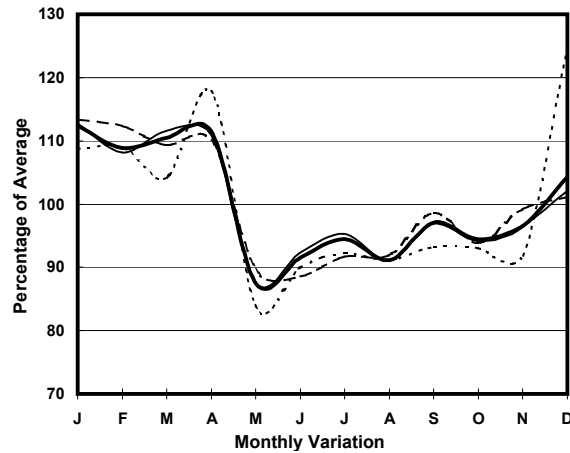
ROAD NETWORK MAJOR

ROAD TYPE URBAN TRUNK ROAD

LINK EASTERN HARBOUR CROSSING (from TOLL PLAZA to SOUTH PORTAL)



## 1. TRAFFIC FLOW VARIATION AND GROWTH



## 2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
<b>SOUTH BOUND</b>				
A.A.D.T.	31790	33700	34040	22950
R 12 / 24 - %	76.1	77.9	74.8	64.4
R 16 / 24 - %	92.1	93.3	90.9	85.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2680	3170	2630	1010
T - % (AM)	-	10.8	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2450	2650	2370	1780
T - % (PM)	-	6.6	-	-
Prop.of commercial vehicles - 16 hr.	-	8.7	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	33230	35070	35860	24550
R 12 / 24 - %	72.2	73.7	71.1	62.6
R 16 / 24 - %	90.2	91.5	88.1	84
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2370	2830	2030	880
T - % (AM)	-	6.2	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2710	2960	2610	1820
T - % (PM)	-	5.4	-	-
Prop.of commercial vehicles - 16 hr.	-	7.1	-	-

## 3. OTHER INFORMATION AND COMMENT

Toll schedule of Eastern Harbour Crossing was revised in May 2005.

**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	6.6	38.5	24.0	0.9	1.6	15.3	4.2	2.6	0.0	6.3
	Ocp	1.1	1.4	1.9	3.3	15.3	1.6	1.4	19.8	0.0	43.8
0800-0900 Peak hour	Pro	5.0	58.0	15.2	0.5	1.1	11.5	3.1	2.2	0.0	3.4
	Ocp	1.1	1.3	2.1	1.6	15.2	1.7	1.7	35.8	0.0	71.2
0900-1000	Pro	1.9	51.8	16.5	1.3	0.8	20.3	4.6	0.4	0.0	2.4
	Ocp	1.1	1.3	1.9	3.7	15.9	1.9	1.7	41.7	0.0	41.2
1000-1100	Pro	2.7	43.1	16.4	0.9	0.6	28.5	4.7	0.3	0.0	2.7
	Ocp	1.0	1.4	1.8	2.5	11.1	1.8	1.5	7.8	0.0	28.2
1100-1200	Pro	1.3	44.9	14.3	1.7	0.8	27.1	7.0	0.6	0.0	2.2
	Ocp	1.1	1.4	2.0	1.7	8.2	1.7	1.4	11.3	0.0	28.4
1200-1300	Pro	1.7	45.8	15.9	1.5	0.5	25.7	5.4	0.7	0.0	2.7
	Ocp	1.1	1.5	1.8	3.0	9.8	1.7	1.6	15.7	0.0	22.5
1300-1400	Pro	2.1	44.3	12.9	1.9	0.8	28.5	5.8	0.5	0.0	3.2
	Ocp	1.2	1.4	1.8	2.3	8.3	1.7	1.5	22.8	0.0	24.9
1400-1500	Pro	2.5	38.3	13.4	2.5	1.0	32.3	6.8	0.4	0.0	2.8
	Ocp	1.0	1.5	2.0	2.8	7.2	1.9	1.6	8.5	0.0	24.0
1500-1600	Pro	2.3	49.5	12.5	2.1	0.9	24.9	5.1	0.3	0.0	2.6
	Ocp	1.0	1.4	1.7	4.2	9.0	1.6	1.5	25.3	0.0	21.4
1600-1700	Pro	1.8	45.6	13.3	2.5	0.7	27.7	4.8	1.0	0.0	2.5
	Ocp	1.0	1.4	1.6	2.3	9.5	1.6	1.4	15.2	0.0	27.4
1700-1800	Pro	4.5	48.9	13.3	1.1	0.9	23.3	3.6	0.9	0.0	3.4
	Ocp	1.1	1.5	1.6	2.8	14.0	1.8	1.5	9.7	0.0	35.2
1800-1900	Pro	6.1	60.2	10.8	1.4	1.5	14.0	2.3	1.0	0.0	2.7
	Ocp	1.1	1.4	2.0	3.4	15.4	1.7	1.6	8.4	0.0	53.1
1900-2000	Pro	3.7	72.9	10.0	0.5	0.9	6.7	1.3	0.8	0.0	3.3
	Ocp	1.1	1.4	2.0	2.5	14.2	1.7	1.4	11.0	0.0	45.6
2000-2100	Pro	3.5	71.2	12.0	0.8	1.5	5.9	0.6	0.1	0.0	4.5
	Ocp	1.2	1.3	2.2	2.5	15.9	1.7	1.2	5.0	0.0	32.9
2100-2200	Pro	4.2	63.0	16.1	0.8	2.7	7.1	1.1	0.2	0.0	4.9
	Ocp	1.1	1.5	2.2	1.0	11.6	1.6	1.7	1.0	0.0	32.8
2200-2300	Pro	3.2	68.6	20.2	0.2	1.6	1.9	0.6	0.0	0.0	3.7
	Ocp	1.3	1.4	2.4	3.0	12.9	1.8	1.3	0.0	0.0	40.3
16 hours	Pro	3.3	52.7	14.4	1.3	1.0	19.3	3.9	0.8	0.0	3.1
	Ocp	1.1	1.4	1.9	2.8	12.8	1.7	1.5	20.8	0.0	38.6

**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