

YEAR

2005

LINK FERRY ST & FERRY ST <FO> (from WATERLOO RD to SHANTUNG ST)

COVERAGE (B) STATION

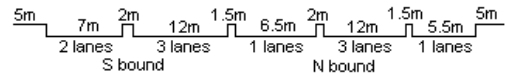
4214

ROAD NETWORK

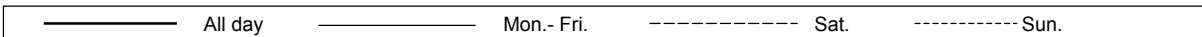
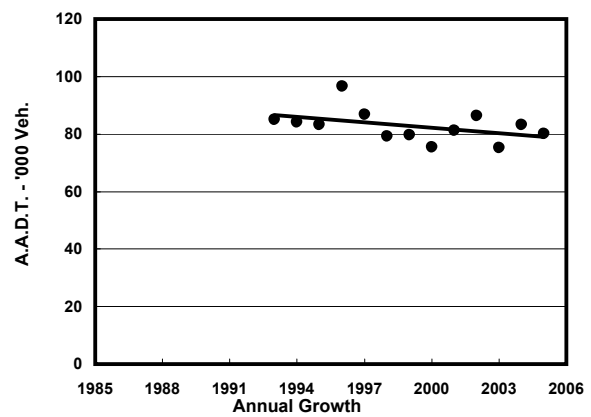
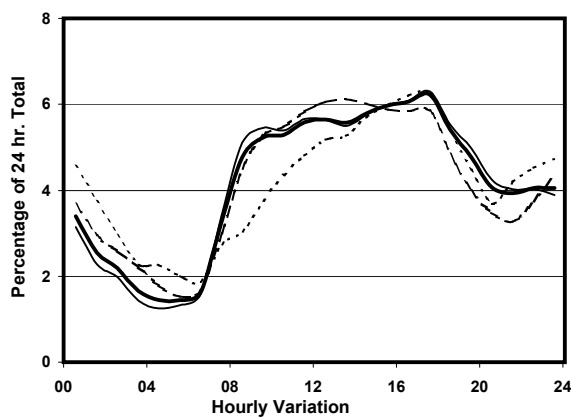
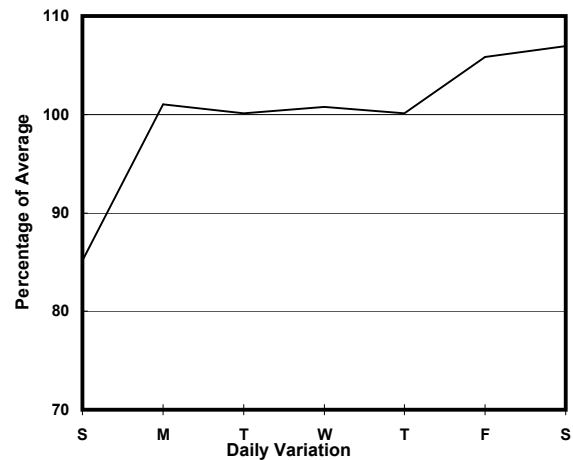
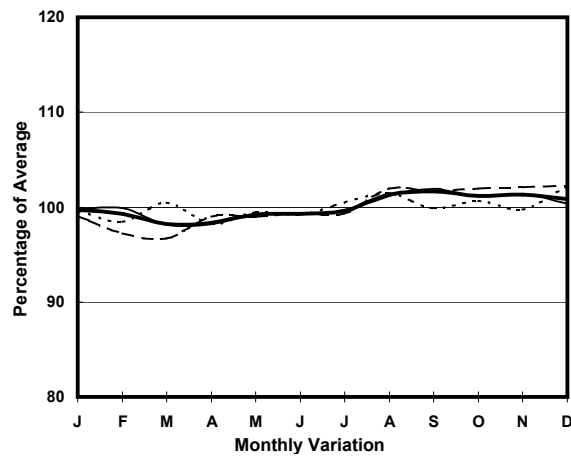
MAJOR

ROAD TYPE

PRIMARY DISTRIBUTOR



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	41090	42290	43540	34700
R 12 / 24 - %	68	68.5	69.1	64
R 16 / 24 - %	82	83.1	80.1	77
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	2320	2430	2580	1590
T - % (AM)	-	5.6	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1700-1800
One-way flow at PM peak hour	2630	2720	2710	2260
T - % (PM)	-	6.7	-	-
Prop.of commercial vehicles - 16 hr.	-	6.9	-	-

NORTH BOUND				
A.A.D.T.	39070	39710	42930	34040
R 12 / 24 - %	61.4	63	60.4	53.3
R 16 / 24 - %	81.3	83.2	78.4	74.2
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1870	2040	1990	1000
T - % (AM)	-	7.7	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	2360	2450	2390	2050
T - % (PM)	-	5.3	-	-
Prop.of commercial vehicles - 16 hr.	-	7.3	-	-

3. OTHER INFORMATION AND COMMENT

Coverage (B) Station 4214
Year 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	7.5	17.9	23.2	0.7	5.8	29.0	10.2	5.0	0.1	0.7
	Ocp	1.0	1.4	2.0	4.2	12.1	1.5	1.2	3.9	1.0	2.7
0800-0900	Pro	6.5	31.9	22.4	1.3	8.6	22.6	4.7	1.9	0.0	0.2
	Ocp	1.0	1.4	2.0	2.6	12.9	1.6	1.5	9.2	0.0	9.9
0900-1000	Pro	5.0	28.5	21.0	0.9	5.7	32.2	5.8	0.5	0.0	0.4
	Ocp	1.0	1.4	2.0	1.7	10.8	1.6	1.4	1.3	0.0	1.0
1000-1100	Pro	3.9	20.2	15.4	0.8	3.4	45.8	9.8	0.4	0.0	0.3
	Ocp	1.0	1.4	1.8	2.4	8.6	1.6	1.5	1.2	0.0	1.0
1100-1200	Pro	3.8	22.1	17.7	0.7	3.1	44.2	6.8	1.5	0.0	0.1
	Ocp	1.1	1.5	1.9	4.5	6.9	1.6	1.6	3.6	0.0	1.0
1200-1300	Pro	3.1	28.1	14.9	1.2	3.7	39.9	7.9	1.2	0.0	0.1
	Ocp	1.0	1.5	2.2	3.9	7.1	1.6	1.6	7.9	0.0	1.0
1300-1400	Pro	5.0	22.6	15.7	1.2	3.9	43.7	6.6	1.2	0.0	0.1
	Ocp	1.0	1.4	2.0	2.8	7.3	1.7	1.5	7.6	0.0	1.0
1400-1500	Pro	4.9	26.9	13.4	1.5	3.3	44.3	5.5	0.2	0.0	0.1
	Ocp	1.1	1.5	2.1	1.9	10.0	1.6	1.5	1.0	0.0	1.0
1500-1600	Pro	4.2	28.7	15.7	2.2	3.5	39.7	5.2	0.7	0.0	0.1
	Ocp	1.0	1.5	2.1	3.2	8.7	1.6	1.5	9.4	0.0	1.0
1600-1700	Pro	5.8	26.7	20.7	1.2	2.5	35.0	5.8	1.8	0.0	0.4
	Ocp	1.0	1.5	1.8	2.0	9.9	1.6	1.4	9.8	0.0	1.0
1700-1800 Peak hour	Pro	6.5	29.1	17.4	0.7	5.4	34.9	3.6	1.8	0.0	0.7
	Ocp	1.1	1.4	2.1	3.7	12.8	1.7	1.5	11.2	0.0	1.0
1800-1900	Pro	7.2	40.7	17.4	0.3	6.5	22.7	3.2	1.5	0.0	0.5
	Ocp	1.1	1.5	2.1	4.3	14.7	1.7	1.5	8.7	0.0	1.0
1900-2000	Pro	4.6	42.1	22.9	0.5	6.3	18.9	2.9	1.2	0.0	0.6
	Ocp	1.0	1.5	1.9	1.8	15.5	1.7	1.2	5.3	0.0	1.0
2000-2100	Pro	4.2	40.1	29.1	0.3	7.4	13.6	3.4	1.1	0.1	0.7
	Ocp	1.1	1.6	2.1	2.0	13.1	1.7	1.4	4.9	1.0	1.0
2100-2200	Pro	5.0	38.9	32.2	0.4	6.7	11.0	3.2	1.6	0.0	1.0
	Ocp	1.1	1.5	2.2	1.8	12.1	1.7	1.5	9.8	0.0	1.0
2200-2300	Pro	3.6	40.4	35.3	0.3	7.1	8.5	2.7	1.0	0.1	1.0
	Ocp	1.1	1.5	2.0	1.3	11.8	1.6	1.3	1.2	1.0	1.0
16 hours	Pro	5.0	30.5	20.5	0.9	5.1	30.9	5.4	1.3	0.1	0.4
	Ocp	1.1	1.5	2.0	2.8	11.6	1.6	1.5	6.8	1.0	1.5

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