

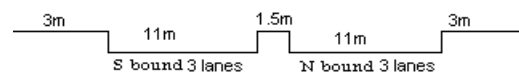
YEAR 2015

COVERAGE (B) STATION 4205

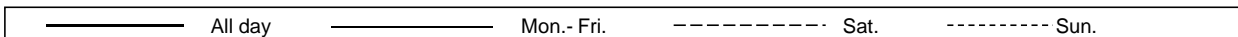
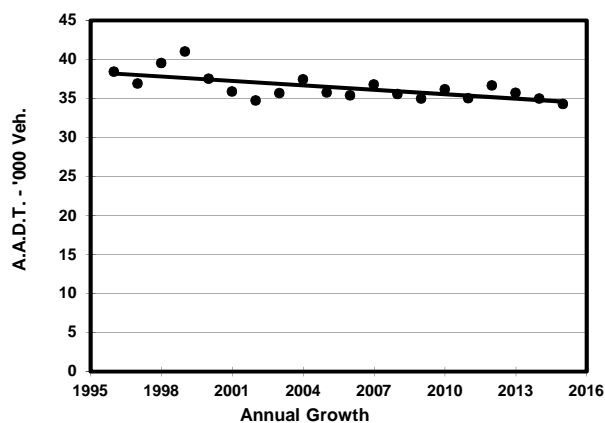
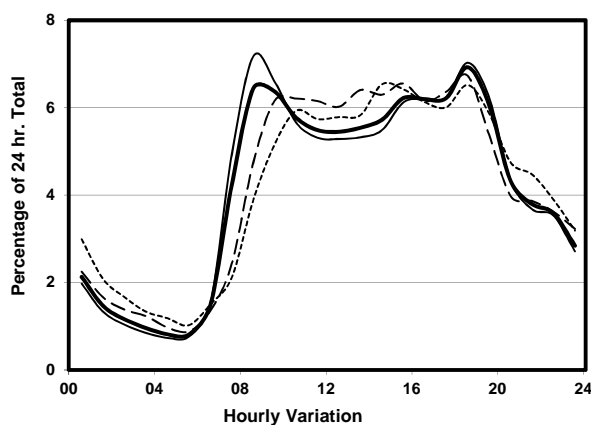
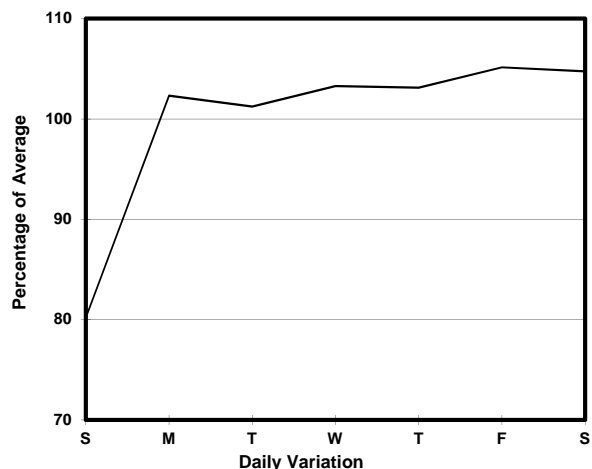
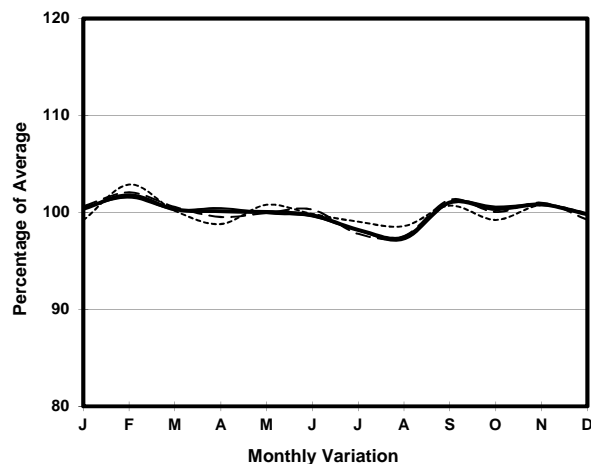
ROAD NETWORK MAJOR

ROAD TYPE PRIMARY DISTRIBUTOR

LINK WATERLOO RD (from YIM PO FONG ST to PUI CHING RD)



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	14060	14790	15000	10560
R 12 / 24 - %	75.7	76.4	76.1	70.8
R 16 / 24 - %	91.5	92.1	91	88.8
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	990	1130	990	590
T - % (AM)	-	6.2	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	1010	1090	1040	690
T - % (PM)	-	2.9	-	-
Prop.of commercial vehicles - 16 hr.	-	6.5	-	-
NORTH BOUND				
A.A.D.T.	20210	20890	21280	17240
R 12 / 24 - %	67	67.8	66.1	63.1
R 16 / 24 - %	86.1	87	84.3	82.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1230	1430	1250	840
T - % (AM)	-	3.6	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	1360	1420	1410	1130
T - % (PM)	-	3.5	-	-
Prop.of commercial vehicles - 16 hr.	-	4.5	-	-

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	1.9	35.4	39.2	3.5	3.8	7.0	0.3	5.4	0.3	3.1
	Ocp	1.1	1.4	1.9	7.7	8.9	1.6	1.0	21.8	13.8	33.4
0800-0900 Peak hour	Pro	1.2	47.0	31.2	1.5	5.4	8.9	1.4	1.1	0.2	2.0
	Ocp	1.2	1.4	1.9	6.7	14.5	1.8	1.5	23.4	18.3	35.2
0900-1000	Pro	0.8	46.0	28.3	0.7	3.9	14.5	2.0	1.0	0.3	2.5
	Ocp	1.0	1.5	2.0	3.5	9.6	1.6	1.2	2.3	15.6	29.9
1000-1100	Pro	1.2	37.0	34.6	1.4	2.2	17.9	1.4	1.2	0.4	2.6
	Ocp	1.0	1.5	1.8	4.3	8.9	1.7	2.0	16.0	14.4	31.1
1100-1200	Pro	2.6	31.7	41.7	2.3	2.3	14.5	1.1	1.1	0.4	2.4
	Ocp	1.1	1.4	1.9	3.3	8.7	1.6	1.4	3.2	15.3	29.3
1200-1300	Pro	1.8	33.7	39.6	4.0	4.0	11.7	0.9	1.1	0.5	2.6
	Ocp	1.1	1.6	1.9	6.3	4.1	1.6	1.8	18.4	10.7	25.5
1300-1400	Pro	1.7	32.7	38.0	1.9	3.1	14.9	2.7	1.9	0.3	2.8
	Ocp	1.3	1.4	2.1	3.1	8.9	1.5	1.5	8.8	13.6	31.0
1400-1500	Pro	0.8	41.9	32.8	2.6	2.6	14.7	0.8	1.2	0.3	2.4
	Ocp	1.3	1.6	2.2	2.3	11.9	1.6	1.0	12.5	14.7	30.8
1500-1600	Pro	1.9	40.6	32.8	2.1	2.5	14.3	1.3	1.7	0.4	2.4
	Ocp	1.1	1.5	2.2	5.5	12.4	1.5	1.0	9.2	9.5	34.6
1600-1700	Pro	2.5	46.2	28.6	3.4	2.3	11.4	1.4	1.2	0.4	2.6
	Ocp	1.1	1.5	2.0	7.2	11.0	1.6	1.4	10.6	20.3	39.6
1700-1800	Pro	2.5	46.5	31.7	1.9	3.4	7.7	1.5	1.5	0.4	2.9
	Ocp	1.2	1.6	2.1	2.2	10.3	1.6	2.1	7.5	17.9	46.5
1800-1900	Pro	3.6	49.4	33.1	0.8	4.4	5.6	0.3	0.6	0.2	2.1
	Ocp	1.0	1.5	2.1	3.6	13.7	1.7	2.0	7.3	23.2	49.6
1900-2000	Pro	1.0	55.6	32.4	0.5	2.7	3.5	0.3	0.8	0.3	2.8
	Ocp	1.0	1.6	2.0	2.0	13.7	1.6	2.0	22.6	12.1	40.3
2000-2100	Pro	1.8	49.4	35.2	0.3	5.1	3.3	0.3	0.8	0.3	3.6
	Ocp	1.1	1.5	1.8	2.0	14.0	2.0	3.0	12.0	9.8	32.7
2100-2200	Pro	2.1	52.3	33.1	0.2	3.9	3.4	0.5	1.1	0.2	3.3
	Ocp	1.0	1.5	2.2	2.0	12.9	1.5	2.5	1.8	10.3	37.8
2200-2300	Pro	1.4	44.7	38.5	0.0	5.1	3.9	0.6	1.1	0.4	4.3
	Ocp	1.2	1.6	2.2	0.0	13.7	1.8	1.0	3.5	7.6	40.4
16 hours	Pro	1.8	43.7	33.9	1.7	3.5	10.0	1.1	1.3	0.3	2.7
	Ocp	1.1	1.5	2.0	4.9	11.5	1.6	1.5	12.8	14.3	35.9

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 except for one way traffic