

YEAR

2016

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

COVERAGE (B) STATION

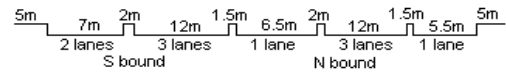
4214

ROAD NETWORK

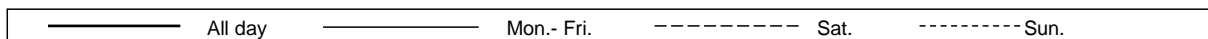
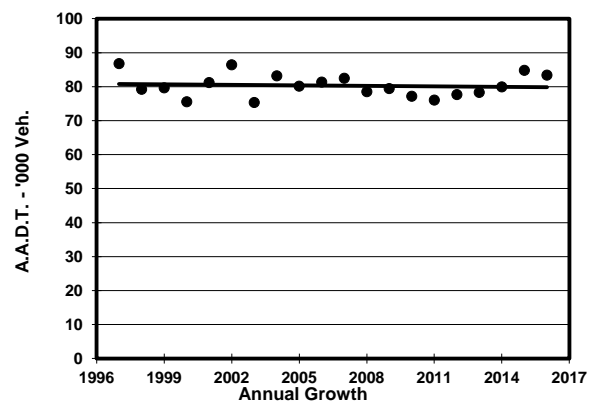
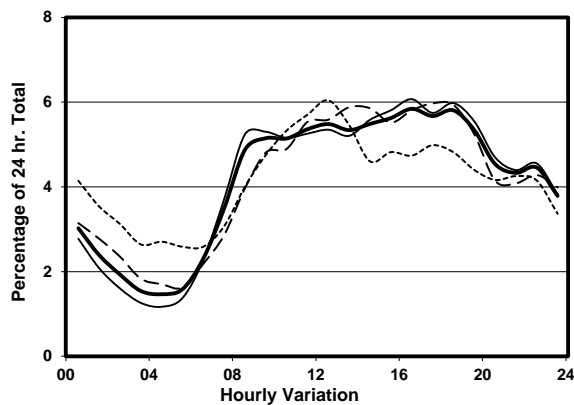
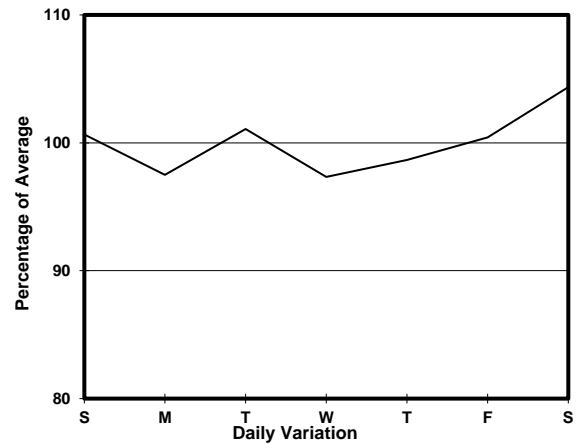
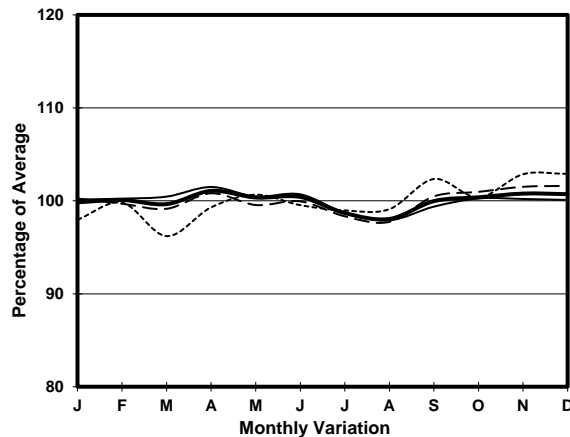
MAJOR

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.	44260	43340	45400	47720
R 12 / 24 - %	64.5	65.6	64.3	59.7
R 16 / 24 - %	81.3	83.1	81.2	72.9
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	2520	2490	2410	2750
T - % (AM)	-	6.3	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2460	2510	2630	2020
T - % (PM)	-	2.8	-	-
Prop.of commercial vehicles - 16 hr.	-	5.9	-	-
NORTH BOUND				
A.A.D.T.	39090	39160	41600	36050
R 12 / 24 - %	61.9	63.2	60.8	56.6
R 16 / 24 - %	82.7	84.2	79.5	78.4
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1780	1880	1780	1230
T - % (AM)	-	8.5	-	-
PM Peak Hour	1600-1700	1600-1700	1700-1800	1700-1800
One-way flow at PM peak hour	2520	2600	2680	2200
T - % (PM)	-	5	-	-
Prop.of commercial vehicles - 16 hr.	-	5.2	-	-

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	5.9	25.7	19.7	1.4	4.6	28.8	7.7	5.5	0.0	0.8
	Ocp	1.0	1.2	1.9	3.0	12.9	1.5	1.2	6.7	0.0	1.0
0800-0900	Pro	5.9	36.8	19.3	1.1	4.8	25.1	3.9	2.8	0.0	0.3
	Ocp	1.1	1.3	2.0	3.4	10.4	1.5	1.3	13.9	0.0	17.3
0900-1000	Pro	3.3	33.1	19.3	0.6	3.1	33.2	5.1	1.7	0.1	0.6
	Ocp	1.1	1.3	1.9	1.4	8.0	1.5	1.4	8.4	1.0	1.0
1000-1100	Pro	2.7	25.2	19.8	1.1	2.6	42.7	4.3	1.4	0.0	0.3
	Ocp	1.0	1.3	2.0	2.5	6.5	1.5	1.5	16.1	0.0	1.0
1100-1200	Pro	2.9	29.4	19.7	0.5	2.3	38.9	4.7	1.3	0.0	0.3
	Ocp	1.0	1.4	2.0	4.2	5.0	1.3	1.3	15.9	0.0	1.0
1200-1300	Pro	3.9	29.2	19.8	1.1	2.4	37.9	4.0	1.5	0.0	0.3
	Ocp	1.0	1.4	2.2	4.9	6.7	1.5	1.5	11.9	0.0	1.0
1300-1400	Pro	4.4	32.9	18.8	0.8	1.6	36.8	3.7	0.9	0.0	0.1
	Ocp	1.0	1.5	2.1	5.0	6.7	1.5	1.3	11.6	0.0	1.0
1400-1500	Pro	4.6	32.7	16.0	0.9	2.1	38.7	4.0	0.8	0.0	0.2
	Ocp	1.0	1.5	2.1	2.2	6.1	1.5	1.2	8.3	0.0	1.0
1500-1600	Pro	4.1	36.3	18.1	1.1	1.9	34.1	3.2	1.0	0.0	0.3
	Ocp	1.0	1.5	2.0	5.5	10.5	1.5	1.3	9.3	0.0	1.0
1600-1700 Peak hour	Pro	3.4	40.6	18.7	0.6	2.3	28.8	3.4	1.8	0.0	0.4
	Ocp	1.1	1.4	2.0	3.4	10.3	1.6	1.3	13.4	0.0	1.0
1700-1800	Pro	4.6	38.0	20.6	0.7	3.3	27.9	2.0	2.3	0.0	0.6
	Ocp	1.1	1.3	1.9	2.8	11.9	1.5	1.1	6.0	0.0	1.0
1800-1900	Pro	5.3	48.5	22.1	0.2	3.6	17.1	1.3	1.6	0.0	0.2
	Ocp	1.1	1.3	2.0	2.0	15.1	1.5	1.3	11.4	0.0	1.0
1900-2000	Pro	4.3	54.3	21.0	0.1	4.0	12.6	1.7	1.8	0.0	0.3
	Ocp	1.0	1.5	2.2	3.0	10.6	1.5	1.3	9.3	0.0	1.0
2000-2100	Pro	4.0	44.3	29.5	0.1	5.2	11.7	2.8	1.6	0.1	0.8
	Ocp	1.1	1.4	2.0	1.0	8.5	1.5	1.2	5.2	1.0	1.0
2100-2200	Pro	4.1	42.8	32.2	0.0	5.8	10.9	2.5	1.0	0.1	0.7
	Ocp	1.1	1.6	2.1	0.0	8.9	1.5	1.4	4.1	1.0	1.0
2200-2300	Pro	3.7	43.8	32.8	0.1	5.5	9.5	2.5	1.1	0.0	1.0
	Ocp	1.1	1.4	2.1	1.0	8.0	1.2	1.1	9.1	0.0	1.0
16 hours	Pro	4.2	37.3	21.4	0.7	3.4	27.5	3.5	1.7	0.1	0.4
	Ocp	1.1	1.4	2.0	3.5	9.5	1.5	1.3	10.1	1.0	1.9

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