

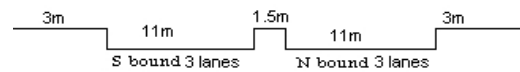
YEAR 2018

COVERAGE (B) STATION 4205

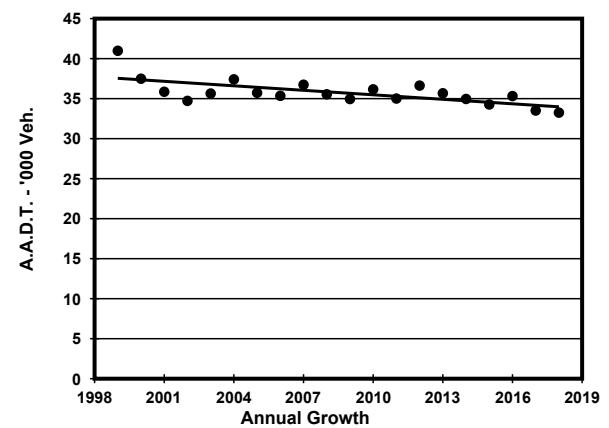
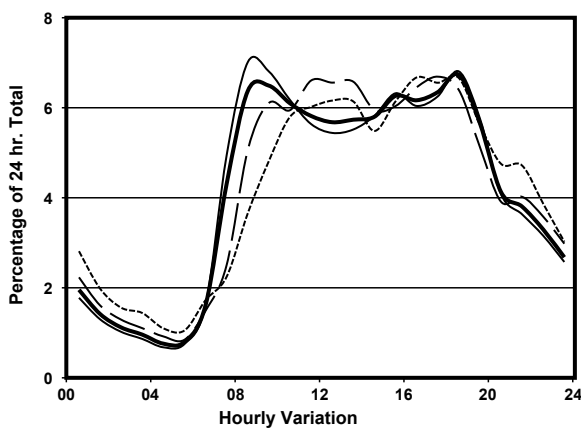
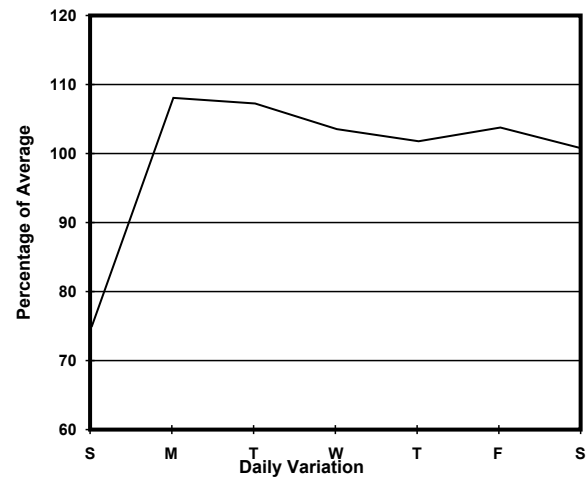
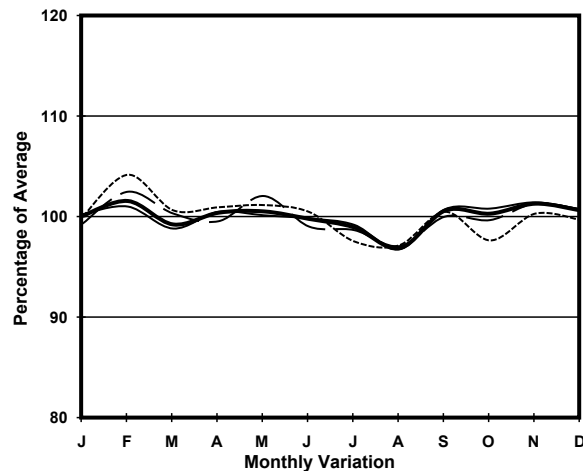
ROAD NETWORK MAJOR

ROAD TYPE PRIMARY DISTRIBUTOR

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



1. TRAFFIC FLOW VARIATION AND GROWTH



— All day - - - - - Mon.- Fri. Sat. - - - - - Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	14370	15390	14560	10440
R 12 / 24 - %	76.7	77.5	75.9	71.8
R 16 / 24 - %	91.9	92.4	91	89.3
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1010	1140	920	530
T - % (AM)	-	7.1	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1600-1700
One-way flow at PM peak hour	1050	1160	1130	760
T - % (PM)	-	3.1	-	-
Prop.of commercial vehicles - 16 hr.	-	6.4	-	-
NORTH BOUND				
A.A.D.T.	18880	19950	19400	14850
R 12 / 24 - %	68.1	69.1	67.1	62.5
R 16 / 24 - %	86.3	87.1	84.9	82.5
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1180	1380	1150	690
T - % (AM)	-	4.5	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	1190	1250	1210	1010
T - % (PM)	-	5.8	-	-
Prop.of commercial vehicles - 16 hr.	-	5.3	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	3.4	27.6	40.1	5.7	3.7	9.1	2.7	3.7	0.5	3.5
	Ocp	1.5	1.5	2.2	6.9	7.6	1.3	1.3	9.1	15.0	26.7
0800-0900 Peak hour	Pro	1.5	50.7	32.4	1.3	3.3	5.8	1.5	1.3	0.2	1.9
	Ocp	1.2	1.4	2.1	4.0	12.4	1.5	1.6	10.9	23.8	36.6
0900-1000	Pro	0.8	41.3	36.3	1.8	3.2	11.1	2.1	1.0	0.3	2.2
	Ocp	1.0	1.4	2.1	2.6	10.5	1.7	1.6	4.7	17.6	24.2
1000-1100	Pro	2.0	36.4	35.3	1.7	2.2	16.6	2.2	0.9	0.3	2.4
	Ocp	1.1	1.4	1.9	2.7	7.5	1.5	1.8	3.0	17.3	22.3
1100-1200	Pro	3.7	34.1	35.0	2.1	2.1	18.2	1.2	0.5	0.4	2.7
	Ocp	1.1	1.4	2.1	1.7	8.6	1.5	1.0	3.5	18.8	27.5
1200-1300	Pro	1.2	39.6	35.4	2.6	4.2	10.1	1.9	1.9	0.4	2.9
	Ocp	1.0	1.4	2.0	5.5	7.8	1.4	1.8	10.8	15.3	27.7
1300-1400	Pro	2.5	30.6	41.2	1.9	3.9	14.4	1.4	0.7	0.4	3.0
	Ocp	1.1	1.5	1.9	3.1	10.2	1.5	1.3	9.7	19.7	29.8
1400-1500	Pro	2.1	40.2	30.7	2.4	2.4	16.4	2.2	0.9	0.3	2.3
	Ocp	1.0	1.6	2.0	2.4	10.5	1.5	1.2	5.0	14.2	29.3
1500-1600	Pro	2.8	43.2	29.8	2.6	2.1	14.2	1.1	1.3	0.3	2.5
	Ocp	1.2	1.4	2.0	6.3	11.1	1.5	1.3	11.1	16.5	30.4
1600-1700	Pro	2.2	41.4	30.7	3.1	2.0	13.7	2.5	0.9	0.4	3.1
	Ocp	1.1	1.5	2.1	3.9	12.3	1.5	1.8	3.8	15.7	33.7
1700-1800	Pro	2.5	48.4	28.3	3.2	3.2	9.8	0.6	0.9	0.3	2.8
	Ocp	1.0	1.4	2.1	2.8	10.2	1.5	1.7	20.4	16.2	40.6
1800-1900	Pro	3.9	56.8	22.8	0.9	3.6	7.7	0.2	1.7	0.3	2.3
	Ocp	1.0	1.4	2.1	3.4	14.4	1.5	1.0	13.4	24.7	55.6
1900-2000	Pro	1.8	55.6	27.4	0.0	3.8	6.4	0.4	1.6	0.3	2.8
	Ocp	1.2	1.4	2.1	0.0	11.9	1.4	1.5	15.3	20.8	39.3
2000-2100	Pro	4.7	42.2	39.3	0.3	5.3	2.6	0.6	0.6	0.3	4.2
	Ocp	1.0	1.5	1.9	1.0	13.0	1.4	1.0	15.0	15.8	38.1
2100-2200	Pro	3.2	45.9	32.5	0.4	4.9	4.9	0.4	2.1	0.4	5.2
	Ocp	1.3	1.3	2.1	6.0	14.0	1.7	2.0	16.0	9.4	37.3
2200-2300	Pro	0.7	43.7	40.0	0.4	5.6	2.2	0.7	0.4	0.4	5.8
	Ocp	1.0	1.6	2.0	2.0	11.1	1.3	1.5	1.0	9.5	35.2
16 hours	Pro	2.4	43.3	32.8	1.9	3.3	10.6	1.4	1.2	0.3	2.9
	Ocp	1.1	1.4	2.0	3.9	11.1	1.5	1.5	10.6	17.2	33.8

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