

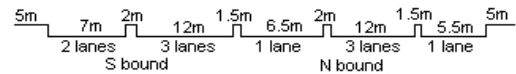
YEAR 2018

COVERAGE (B) STATION 4214

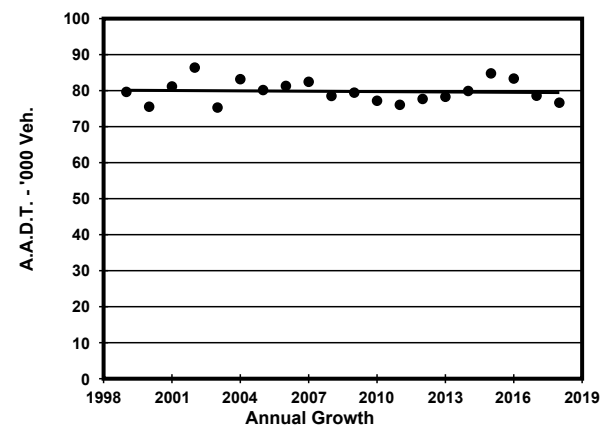
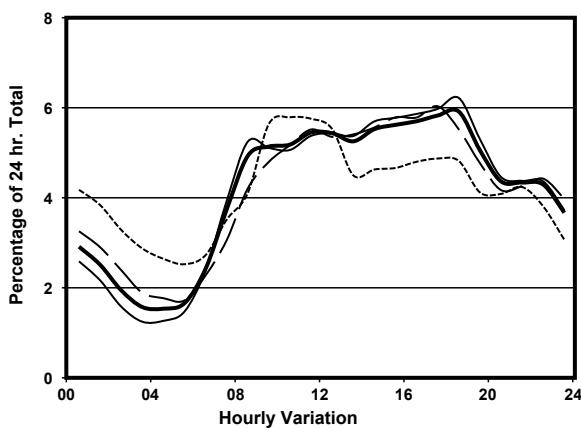
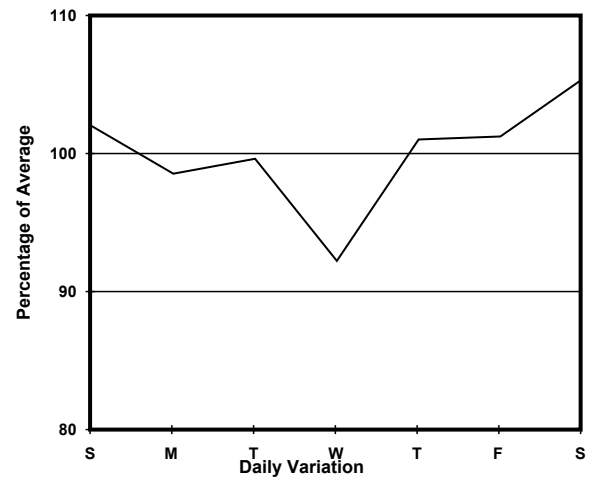
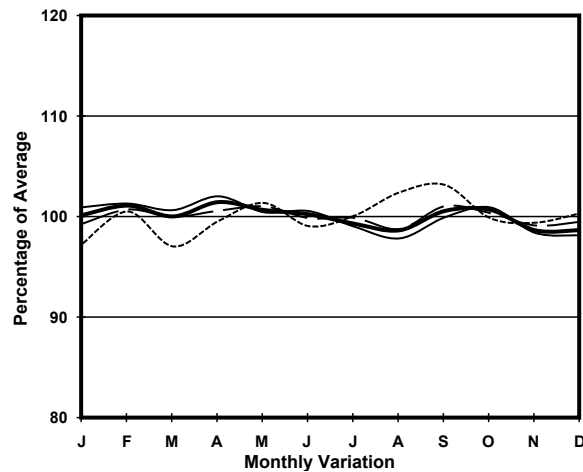
ROAD NETWORK MAJOR

ROAD TYPE PRIMARY DISTRIBUTOR

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



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.	41000	39690	42550	45760
R 12 / 24 - %	64.1	65.3	62.8	59.6
R 16 / 24 - %	80.9	83	79.5	73.1
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2220	2170	2190	3120
T - % (AM)	-	5.8	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	2270	2340	2410	1960
T - % (PM)	-	3.6	-	-
Prop.of commercial vehicles - 16 hr.	-	5.3	-	-
NORTH BOUND				
A.A.D.T.	35650	35730	38140	32350
R 12 / 24 - %	63.3	64.8	61.5	57.1
R 16 / 24 - %	82.7	84.2	80.2	77.3
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1720	1810	1690	1290
T - % (AM)	-	9.6	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	2260	2350	2460	1850
T - % (PM)	-	3.5	-	-
Prop.of commercial vehicles - 16 hr.	-	5.9	-	-

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	6.4	27.4	19.0	2.6	4.3	25.4	8.3	6.0	0.0	0.6
	Ocp	1.1	1.3	2.0	3.7	11.1	1.4	1.3	12.2	0.0	1.0
0800-0900	Pro	7.8	38.5	19.3	0.4	3.5	24.1	2.7	3.1	0.0	0.5
	Ocp	1.0	1.3	1.7	3.0	10.3	1.5	1.6	15.4	0.0	12.9
0900-1000	Pro	6.7	39.6	19.6	0.7	3.2	22.7	3.5	3.0	0.0	1.2
	Ocp	1.1	1.3	2.0	2.2	8.3	1.7	1.5	12.8	0.0	1.0
1000-1100	Pro	3.5	27.6	20.3	0.2	2.5	39.0	4.0	2.3	0.0	0.6
	Ocp	1.0	1.4	2.0	5.0	6.8	1.5	1.4	17.3	0.0	1.0
1100-1200	Pro	4.4	30.5	18.9	0.7	2.3	37.2	4.4	1.1	0.0	0.5
	Ocp	1.0	1.4	2.0	1.9	6.0	1.4	1.5	23.9	0.0	1.0
1200-1300	Pro	4.9	33.1	19.1	1.3	1.9	32.6	4.3	2.7	0.0	0.3
	Ocp	1.1	1.3	2.0	7.5	5.5	1.5	1.4	15.4	0.0	1.0
1300-1400	Pro	4.4	34.8	17.0	1.0	1.7	35.6	3.7	1.5	0.0	0.3
	Ocp	1.0	1.4	2.0	2.3	6.4	1.5	1.5	9.3	0.0	1.0
1400-1500	Pro	4.2	33.7	15.1	0.4	2.1	40.2	3.1	1.0	0.0	0.2
	Ocp	1.0	1.4	2.2	1.8	6.7	1.6	1.3	9.5	0.0	1.0
1500-1600	Pro	5.3	38.0	16.8	0.9	1.6	32.6	3.1	1.3	0.0	0.3
	Ocp	1.1	1.4	2.1	5.4	7.3	1.5	1.3	9.3	0.0	1.0
1600-1700	Pro	4.8	40.1	17.0	0.8	1.8	30.1	3.3	1.9	0.0	0.3
	Ocp	1.1	1.5	1.7	4.2	8.4	1.5	1.2	8.0	0.0	1.0
1700-1800	Pro	8.6	38.9	18.4	0.9	2.2	26.2	2.3	1.9	0.0	0.6
	Ocp	1.0	1.4	2.1	2.6	13.1	1.4	1.3	3.7	0.0	1.0
1800-1900 Peak hour	Pro	9.1	50.9	18.3	0.1	2.6	15.5	1.4	1.9	0.0	0.3
	Ocp	1.1	1.3	2.1	2.0	15.4	1.5	1.4	6.3	0.0	1.0
1900-2000	Pro	7.0	52.6	20.5	0.4	4.1	11.1	1.2	2.6	0.0	0.4
	Ocp	1.1	1.4	2.1	2.3	9.0	1.4	1.0	13.6	0.0	1.0
2000-2100	Pro	4.3	52.1	24.9	0.1	4.6	10.0	1.8	1.5	0.0	0.7
	Ocp	1.1	1.4	2.0	1.0	8.0	1.5	1.1	6.2	0.0	1.0
2100-2200	Pro	5.5	44.3	33.8	0.2	2.7	9.1	1.7	2.0	0.0	0.6
	Ocp	1.2	1.6	1.8	1.0	9.2	1.2	1.4	5.1	0.0	1.0
2200-2300	Pro	5.7	48.0	33.0	0.3	4.7	5.1	1.5	1.1	0.0	0.6
	Ocp	1.1	1.4	2.0	1.0	7.9	1.3	1.3	8.8	0.0	1.0
16 hours	Pro	5.8	39.4	20.2	0.7	2.8	25.4	3.1	2.1	0.0	0.5
	Ocp	1.1	1.4	2.0	3.6	8.9	1.5	1.4	11.5	0.0	1.8

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