

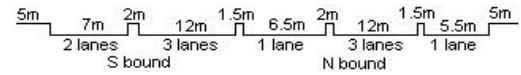
YEAR 2019

COVERAGE (B) STATION 4214

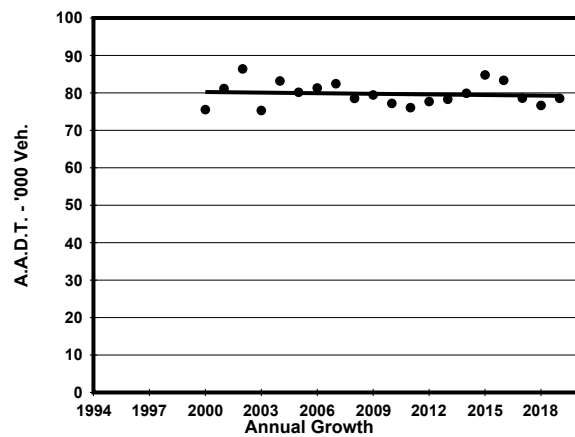
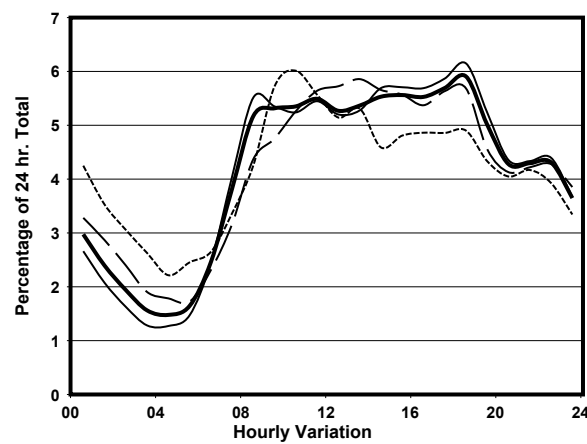
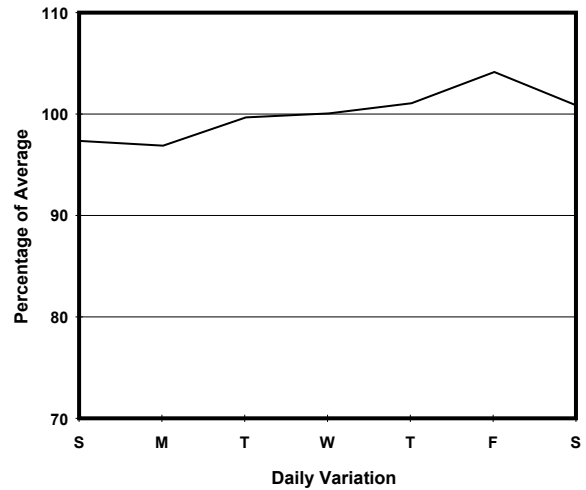
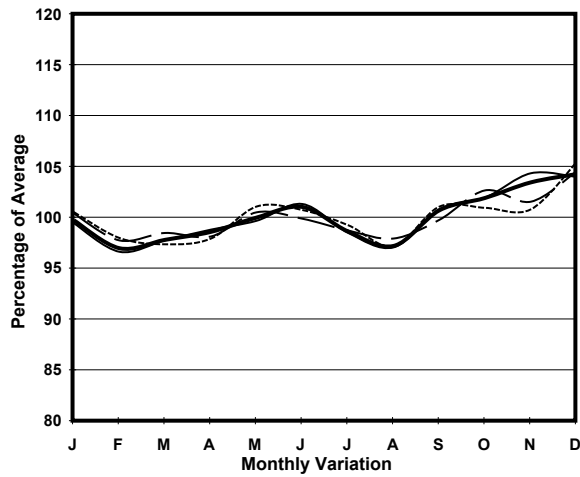
ROAD NETWORK MAJOR

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.	42810	42440	42470	45380
R 12 / 24 - %	64.5	65.7	63.5	59.8
R 16 / 24 - %	81.1	83	79.8	73.4
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2450	2520	2130	3160
T - % (AM)	-	5.2	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2400	2490	2390	1970
T - % (PM)	-	3.6	-	-
Prop.of commercial vehicles - 16 hr.	-	5.1	-	-
NORTH BOUND				
A.A.D.T.	35740	36510	36820	31240
R 12 / 24 - %	63.4	64.6	61.8	58.8
R 16 / 24 - %	82.9	84.1	80	79.4
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1730	1850	1640	1230
T - % (AM)	-	8.3	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1700-1800
One-way flow at PM peak hour	2240	2360	2150	1840
T - % (PM)	-	3.6	-	-
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 Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	8.5	33.1	15.5	2.7	2.4	26.5	5.3	4.9	0.0	1.0
	Ocp	1.0	1.4	1.9	3.7	9.9	1.4	1.2	10.1	0.0	2.9
0800-0900	Pro	7.9	44.0	15.1	1.1	3.1	24.0	2.1	2.1	0.0	0.7
	Ocp	1.0	1.3	2.0	3.4	9.2	1.6	1.3	11.8	0.0	11.2
0900-1000	Pro	5.0	33.7	19.7	0.3	2.1	32.9	3.8	1.3	0.0	1.3
	Ocp	1.0	1.2	2.0	3.3	7.6	1.5	1.3	2.8	0.0	1.0
1000-1100	Pro	5.0	29.8	17.8	0.7	1.5	39.8	3.9	0.8	0.0	0.7
	Ocp	1.0	1.3	2.0	2.4	6.4	1.5	1.3	7.1	0.0	1.0
1100-1200	Pro	3.6	32.1	16.4	0.6	1.7	38.7	4.3	1.9	0.0	0.6
	Ocp	1.0	1.3	2.1	5.3	6.1	1.4	1.4	12.5	0.0	1.0
1200-1300	Pro	4.8	35.4	16.0	0.6	1.0	35.7	4.4	1.8	0.0	0.3
	Ocp	1.0	1.3	2.1	4.4	4.2	1.5	1.5	8.5	0.0	1.0
1300-1400	Pro	5.0	35.5	17.1	0.4	1.7	34.1	4.6	1.3	0.0	0.3
	Ocp	1.0	1.2	2.1	1.8	6.4	1.4	1.5	5.8	0.0	1.0
1400-1500	Pro	5.4	36.9	15.3	0.5	1.0	37.5	1.8	1.5	0.0	0.2
	Ocp	1.1	1.3	2.1	2.0	8.4	1.4	1.8	5.5	0.0	1.0
1500-1600	Pro	4.9	39.0	16.7	1.5	1.2	32.7	2.5	1.1	0.0	0.4
	Ocp	1.1	1.4	1.9	3.8	6.5	1.4	1.2	11.5	0.0	1.0
1600-1700	Pro	5.4	40.5	20.1	0.9	1.4	27.3	2.0	1.8	0.0	0.6
	Ocp	1.0	1.4	1.9	2.4	11.2	1.5	1.5	3.6	0.0	1.0
1700-1800	Pro	9.5	45.5	17.7	0.7	1.9	20.7	1.7	1.7	0.0	0.7
	Ocp	1.1	1.4	2.0	6.6	12.0	1.4	1.3	5.6	0.0	1.0
1800-1900 Peak hour	Pro	9.0	53.0	16.2	0.2	2.2	15.8	1.5	1.8	0.0	0.4
	Ocp	1.1	1.4	2.1	1.5	14.7	1.4	1.2	10.3	0.0	1.0
1900-2000	Pro	5.7	55.9	20.5	0.2	2.9	10.8	1.1	2.4	0.0	0.5
	Ocp	1.1	1.3	2.1	3.0	10.8	1.5	1.4	10.0	0.0	1.0
2000-2100	Pro	4.9	50.9	26.3	0.0	4.0	9.4	1.3	2.5	0.0	0.8
	Ocp	1.1	1.5	2.1	0.0	7.1	1.2	1.1	9.2	0.0	1.0
2100-2200	Pro	4.5	45.4	32.6	0.1	3.9	8.3	1.7	2.2	0.0	1.2
	Ocp	1.1	1.4	2.0	1.0	8.5	1.3	1.4	6.0	0.0	1.0
2200-2300	Pro	4.2	47.6	31.9	0.0	4.2	8.8	1.9	0.7	0.0	0.7
	Ocp	1.1	1.5	2.0	0.0	8.6	1.3	1.3	2.8	0.0	1.0
16 hours	Pro	5.9	41.3	19.3	0.6	2.2	25.5	2.7	1.8	0.0	0.6
	Ocp	1.1	1.4	2.0	3.6	8.9	1.4	1.4	8.3	0.0	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