

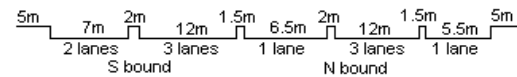
YEAR 2022

COVERAGE (B) STATION 4214

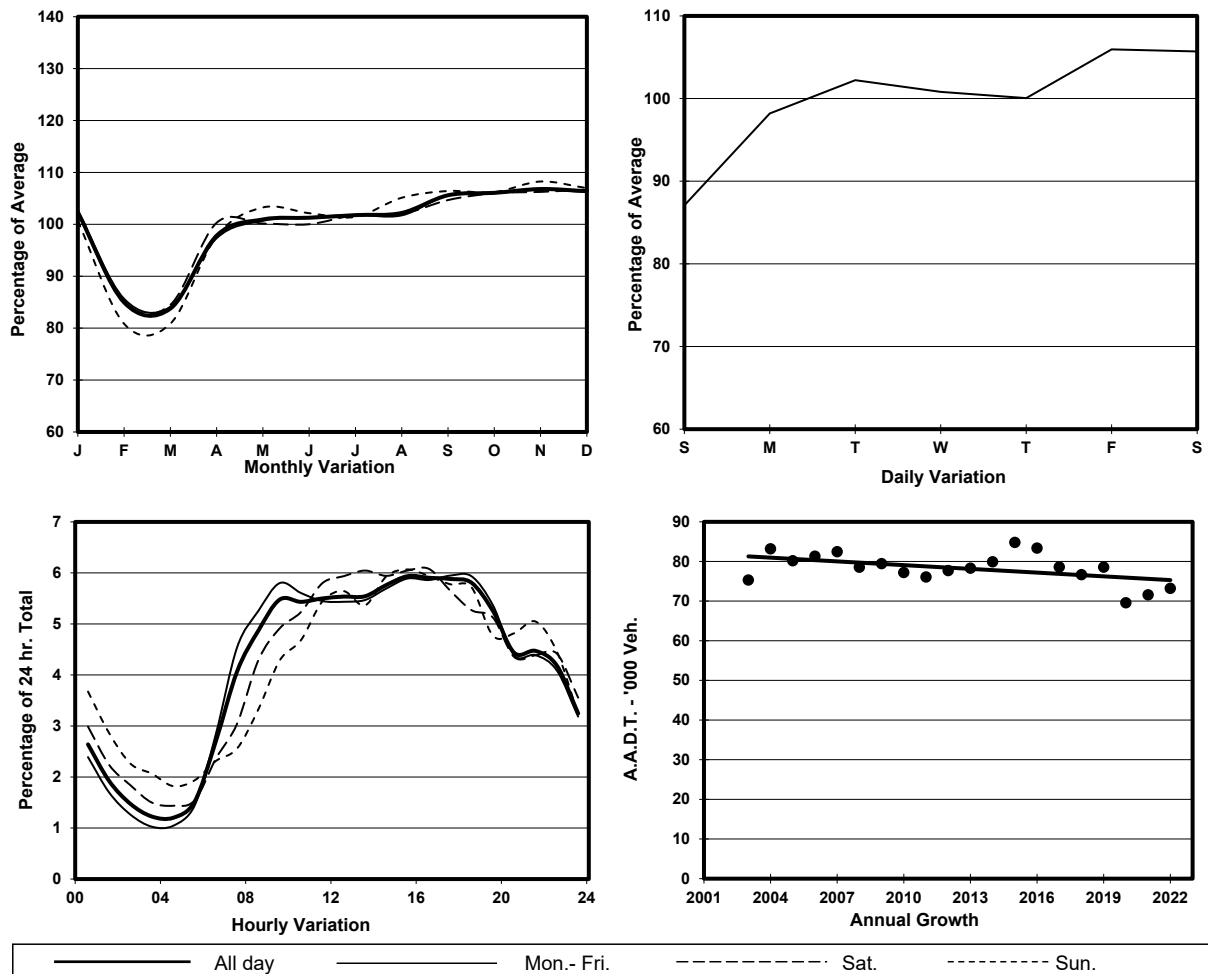
ROAD NETWORK MAJOR

ROAD TYPE PRIMARY DISTRIBUTOR

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



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	38940	39710	41670	34270
R 12 / 24 - %	65.9	67.1	64.3	60.7
R 16 / 24 - %	85.2	86.4	83.1	80.7
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1930	2080	1950	1360
T - % (AM)	-	4.7	-	-
PM Peak Hour	1600-1700	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	2400	2520	2570	2110
T - % (PM)	-	3.2	-	-
Prop.of commercial vehicles - 16 hr.	-	5.1	-	-
NORTH BOUND				
A.A.D.T.	34270	35050	36290	29960
R 12 / 24 - %	65.5	66.6	64.3	60.8
R 16 / 24 - %	82.8	83.7	81.9	78.8
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	2080	2280	1880	1400
T - % (AM)	-	9.4	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1700-1800
One-way flow at PM peak hour	1980	2060	2170	1730
T - % (PM)	-	4.2	-	-
Prop.of commercial vehicles - 16 hr.	-	6.3	-	-

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	9.0	36.1	17.1	2.2	2.2	24.1	7.0	1.3	0.0	0.9
	Ocp	1.0	1.3	1.9	5.0	9.2	1.3	1.2	2.4	0.0	1.0
0800-0900	Pro	6.4	42.9	15.0	0.7	1.9	26.3	3.9	1.4	0.0	1.4
	Ocp	1.1	1.2	1.9	3.5	7.9	1.4	1.5	8.4	0.0	1.0
0900-1000	Pro	4.7	39.1	15.5	0.8	1.3	31.5	4.4	0.6	0.0	2.2
	Ocp	1.0	1.3	1.9	1.6	3.5	1.4	1.5	1.7	0.0	1.0
1000-1100	Pro	3.5	32.7	15.7	0.6	0.7	39.1	5.9	0.9	0.0	0.8
	Ocp	1.1	1.3	1.8	1.7	5.3	1.3	1.3	2.0	0.0	1.0
1100-1200	Pro	3.0	32.2	20.0	1.2	0.7	36.0	5.5	0.7	0.0	0.8
	Ocp	1.1	1.4	1.8	2.2	2.7	1.4	1.3	1.1	0.0	1.0
1200-1300	Pro	3.0	35.6	17.6	1.2	1.0	33.6	6.3	1.3	0.0	0.5
	Ocp	1.1	1.3	1.9	3.7	3.4	1.3	1.4	4.5	0.0	1.0
1300-1400	Pro	4.3	35.8	18.5	1.1	1.0	31.3	5.8	2.0	0.0	0.2
	Ocp	1.1	1.3	1.9	6.7	4.4	1.3	1.2	6.6	0.0	1.0
1400-1500	Pro	5.3	40.4	17.7	0.7	0.6	30.4	4.1	0.6	0.0	0.3
	Ocp	1.0	1.3	1.9	2.1	2.1	1.4	1.3	3.1	0.0	1.1
1500-1600	Pro	4.9	40.2	17.0	0.8	1.1	30.8	4.4	0.5	0.0	0.4
	Ocp	1.1	1.4	1.9	1.6	2.3	1.4	1.2	1.0	0.0	1.0
1600-1700	Pro	4.5	41.6	17.6	0.8	0.8	28.8	4.3	1.0	0.0	0.7
	Ocp	1.1	1.4	1.8	3.1	3.6	1.3	1.3	2.1	0.0	1.0
1700-1800 Peak hour	Pro	8.9	44.0	18.5	0.8	0.4	23.4	2.5	0.8	0.0	0.9
	Ocp	1.1	1.3	1.9	1.5	10.8	1.5	1.3	1.1	0.0	1.0
1800-1900	Pro	9.6	54.9	16.8	0.0	1.2	14.3	1.9	0.7	0.0	0.6
	Ocp	1.1	1.4	2.0	0.0	10.9	1.4	1.2	19.1	0.0	1.0
1900-2000	Pro	5.6	52.4	23.8	0.2	1.8	13.6	1.2	0.7	0.0	0.7
	Ocp	1.1	1.3	2.0	1.5	10.7	1.4	1.2	1.0	0.0	1.0
2000-2100	Pro	7.0	49.5	28.3	0.0	1.9	10.2	1.1	1.0	0.0	1.0
	Ocp	1.1	1.3	1.9	0.0	5.2	1.2	1.2	1.8	0.0	1.0
2100-2200	Pro	6.0	47.5	30.2	0.4	1.8	10.0	2.2	1.2	0.0	0.8
	Ocp	1.1	1.4	1.9	2.3	4.0	1.2	1.2	2.2	0.0	1.0
2200-2300	Pro	6.5	48.0	30.7	0.0	0.7	10.4	2.4	0.8	0.0	0.6
	Ocp	1.2	1.3	1.9	0.0	5.7	1.3	1.2	1.7	0.0	1.0
16 hours	Pro	5.7	42.0	19.6	0.7	1.2	25.2	3.9	0.9	0.0	0.8
	Ocp	1.1	1.3	1.9	3.2	6.1	1.4	1.3	4.2	0.0	1.0

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