

YEAR

2022

LINK

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

COVERAGE (B) STATION

4205

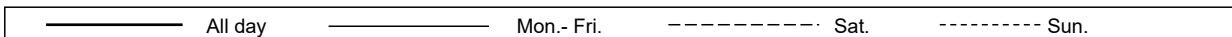
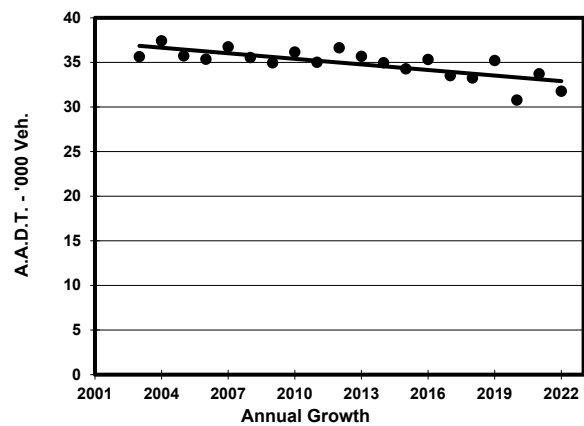
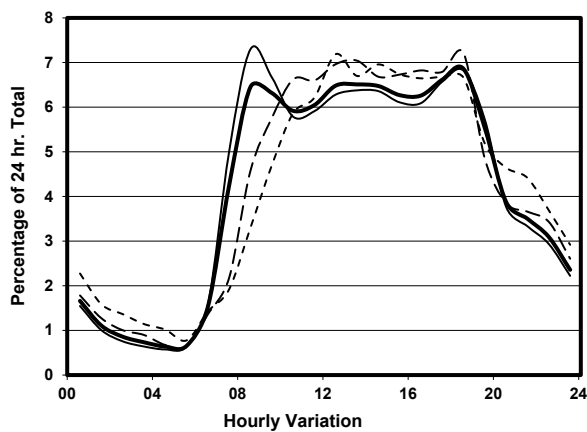
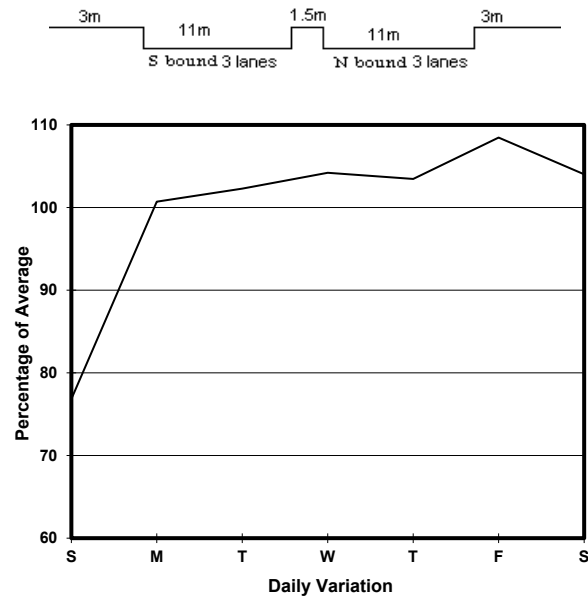
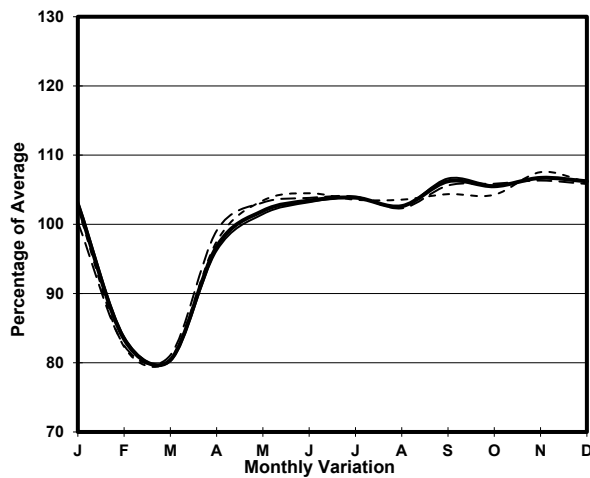
ROAD NETWORK

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.	14920	15790	16060	10780
R 12 / 24 - %	79.3	79.9	80.2	74
R 16 / 24 - %	93.3	93.6	93.4	90.1
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1070	1290	910	530
T - % (AM)	-	4.6	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1700-1800
One-way flow at PM peak hour	1020	1050	1240	800
T - % (PM)	-	4.6	-	-
Prop.of commercial vehicles - 16 hr.	-	6.2	-	-
NORTH BOUND				
A.A.D.T.	16840	17600	17360	13940
R 12 / 24 - %	70.1	71.2	68.2	66.1
R 16 / 24 - %	88	88.7	86.4	85.4
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	980	1150	1010	630
T - % (AM)	-	3.5	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	1160	1220	1170	920
T - % (PM)	-	3	-	-
Prop.of commercial vehicles - 16 hr.	-	5.1	-	-

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	3.0	37.7	36.5	4.8	2.1	7.9	2.4	1.2	0.5	3.8
	Ocp	1.0	1.5	2.0	6.6	10.4	1.5	1.3	8.3	9.6	23.6
0800-0900 Peak hour	Pro	2.4	48.9	31.0	1.6	2.6	9.5	0.5	1.2	0.3	2.0
	Ocp	1.1	1.3	2.0	5.1	12.4	1.7	2.0	5.7	22.3	28.6
0900-1000	Pro	2.3	45.4	30.5	1.0	1.7	13.6	1.5	0.8	0.3	2.9
	Ocp	1.0	1.4	2.0	6.0	7.0	1.6	1.5	5.0	13.8	21.6
1000-1100	Pro	2.1	32.9	39.1	2.8	1.7	16.6	1.1	0.6	0.4	2.7
	Ocp	1.2	1.4	1.9	2.2	7.3	1.6	1.0	8.0	15.3	19.5
1100-1200	Pro	5.6	38.0	36.1	1.9	2.1	11.4	0.9	0.9	0.4	2.7
	Ocp	1.0	1.5	1.9	2.9	7.2	1.6	1.0	1.5	17.4	24.6
1200-1300	Pro	2.5	43.7	29.0	3.8	2.3	12.8	1.7	1.5	0.4	2.4
	Ocp	1.0	1.5	1.8	4.5	6.6	1.6	1.6	4.7	14.0	25.8
1300-1400	Pro	5.0	38.0	32.9	3.3	2.7	11.2	1.7	2.1	0.3	2.6
	Ocp	1.1	1.6	2.2	5.4	10.8	1.7	1.4	8.7	15.7	25.0
1400-1500	Pro	3.6	44.6	30.9	0.4	0.9	13.9	1.5	0.6	0.5	3.0
	Ocp	1.0	1.7	2.1	4.5	12.0	1.5	1.1	1.0	13.2	22.8
1500-1600	Pro	3.2	38.6	33.8	1.7	1.9	12.6	3.4	0.5	0.4	3.9
	Ocp	1.1	1.7	2.1	2.6	7.8	1.6	1.2	1.0	14.3	23.9
1600-1700	Pro	2.4	49.1	25.6	1.8	1.3	13.6	2.0	0.7	0.3	3.2
	Ocp	1.2	1.5	1.9	2.5	9.7	1.6	1.3	3.0	14.8	28.2
1700-1800	Pro	4.7	49.6	24.1	1.3	2.8	12.8	1.1	0.6	0.4	2.6
	Ocp	1.1	1.5	2.1	3.1	13.7	1.6	1.0	1.7	15.1	38.9
1800-1900	Pro	4.0	58.1	24.9	0.5	2.3	6.8	0.2	0.3	0.3	2.6
	Ocp	1.0	1.5	2.0	1.3	13.5	1.5	2.0	23.5	23.1	45.0
1900-2000	Pro	6.2	58.2	25.9	0.2	3.8	1.3	0.2	0.4	0.4	3.3
	Ocp	1.1	1.5	1.9	3.0	15.1	2.0	1.0	1.5	14.0	32.0
2000-2100	Pro	7.2	44.8	36.7	0.0	2.4	3.0	0.9	0.3	0.4	4.4
	Ocp	1.1	1.5	1.7	0.0	15.3	1.5	2.0	15.0	10.4	26.5
2100-2200	Pro	7.0	45.6	33.9	0.4	3.1	3.1	1.2	0.4	0.5	4.8
	Ocp	1.1	1.5	2.2	2.0	13.6	1.1	2.0	24.0	4.4	36.1
2200-2300	Pro	2.9	51.7	32.2	0.0	3.3	2.1	1.2	0.4	0.4	5.8
	Ocp	1.1	1.7	2.1	0.0	11.1	1.8	1.7	8.0	6.5	26.9
16 hours	Pro	3.9	45.5	31.0	1.6	2.3	10.1	1.3	0.8	0.4	3.1
	Ocp	1.1	1.5	2.0	4.2	11.2	1.6	1.4	6.3	14.5	28.2

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