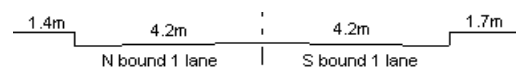
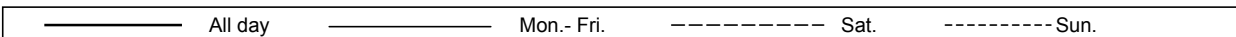
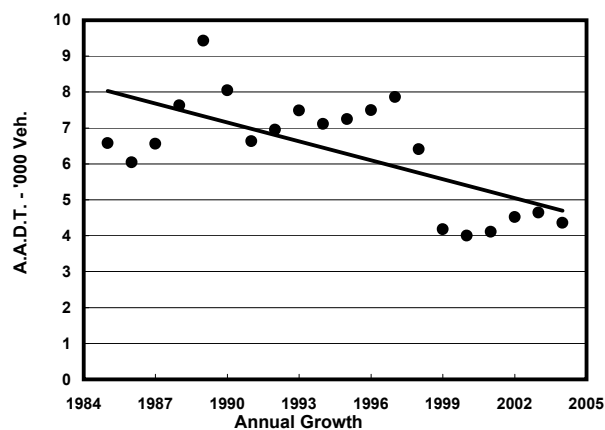
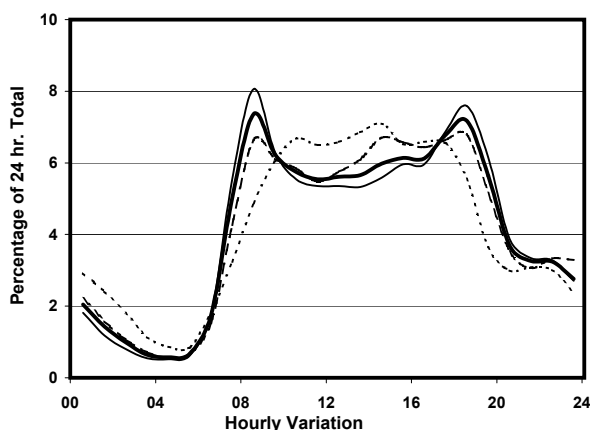
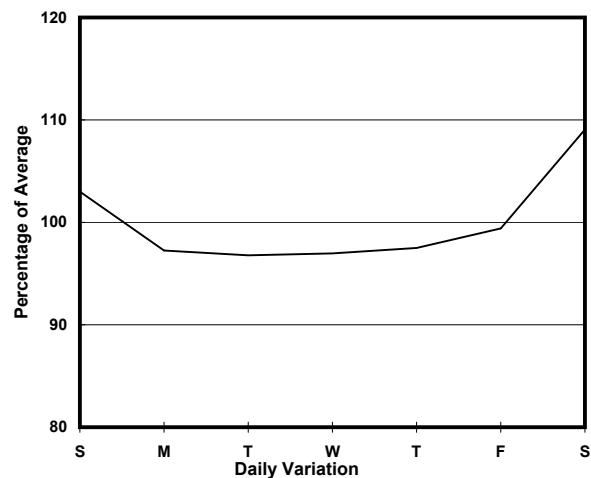
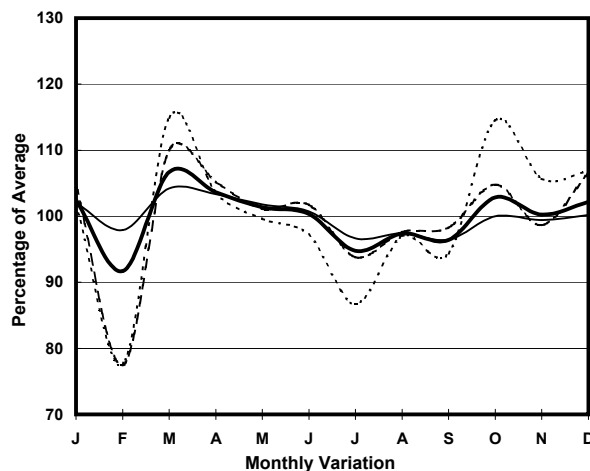


YEAR 2004  
CORE STATION 5014  
ROAD NETWORK MAJOR  
ROAD TYPE RURAL ROAD

LINK ROUTE TWISK (from CHUEN LUNG to CHEUNG PEI SHAN RA)



## 1. TRAFFIC FLOW VARIATION AND GROWTH



## 2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
<b>SOUTH BOUND</b>				
A.A.D.T.	2160	2130	2320	2190
R 12 / 24 - %	75.2	75.8	74.1	73.7
R 16 / 24 - %	89.5	90.4	89	86.3
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	190	210	180	120
T - % (AM)	-	6.1	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	160	160	180	170
T - % (PM)	-	7.7	-	-
Prop.of commercial vehicles - 16 hr.	-	6.9	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	2200	2110	2410	2310
R 12 / 24 - %	71.6	71.2	72.7	72.5
R 16 / 24 - %	88.9	89.8	88	85.4
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	140	130	150	160
T - % (AM)	-	9.2	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	150	160	160	150
T - % (PM)	-	1.5	-	-
Prop.of commercial vehicles - 16 hr.	-	6.1	-	-

## 3. OTHER INFORMATION AND COMMENT

**4. Vehicle classification and occupancy - Monday to Friday**

Time		Class of vehicle									
		Motor	Private	Taxi	Private	PLB	Goods veh.		Non	Fr. Bus	
		Cycle	Car		LB		Light	M & H	Fr. Bus	SD	DD
0700-0800	Pro	15.0	26.2	5.6	0.0	11.2	37.4	1.9	0.0	2.8	0.0
	Ocp	1.1	1.5	1.0	0.0	11.3	1.9	1.0	0.0	16.3	0.0
0800-0900 Peak hour	Pro	7.9	52.2	1.0	2.0	5.9	23.6	4.9	1.0	1.5	0.0
	Ocp	1.0	1.6	1.0	4.0	6.3	1.7	1.4	1.0	24.2	0.0
0900-1000	Pro	4.6	48.9	1.5	3.1	12.2	22.9	4.6	0.0	2.3	0.0
	Ocp	1.0	1.4	1.0	1.5	6.1	1.4	1.3	0.0	11.2	0.0
1000-1100	Pro	3.4	39.5	5.2	6.9	6.9	24.0	8.6	3.4	2.1	0.0
	Ocp	1.0	1.6	1.3	1.5	5.3	1.2	1.4	1.0	7.4	0.0
1100-1200	Pro	4.8	36.4	7.3	0.0	9.7	38.8	0.0	0.0	3.0	0.0
	Ocp	1.0	1.5	1.3	0.0	3.0	1.6	0.0	0.0	7.6	0.0
1200-1300	Pro	12.2	42.9	4.1	4.1	8.2	22.4	4.1	0.0	2.0	0.0
	Ocp	1.0	1.6	1.0	1.0	6.0	1.9	1.5	0.0	6.8	0.0
1300-1400	Pro	3.1	42.0	7.8	6.2	6.2	31.1	0.0	1.6	1.9	0.0
	Ocp	1.0	1.6	1.4	1.5	3.3	1.6	0.0	36.0	6.6	0.0
1400-1500	Pro	1.6	46.0	11.1	0.0	9.5	20.6	3.2	6.4	1.6	0.0
	Ocp	1.0	2.0	1.4	0.0	2.2	1.8	1.0	3.0	8.5	0.0
1500-1600	Pro	4.1	43.2	2.7	1.4	4.1	32.4	9.5	1.4	1.4	0.0
	Ocp	1.0	1.3	1.5	2.0	6.3	1.4	1.3	6.0	4.8	0.0
1600-1700	Pro	7.5	46.3	3.0	4.5	6.0	29.9	1.5	0.0	1.5	0.0
	Ocp	1.0	1.4	2.0	5.0	6.3	1.7	1.0	0.0	6.0	0.0
1700-1800	Pro	9.5	45.2	3.6	3.6	7.1	27.4	1.2	1.2	1.2	0.0
	Ocp	1.0	1.8	1.0	2.0	3.7	1.6	1.0	1.0	10.5	0.0
1800-1900	Pro	16.1	38.1	2.9	0.0	8.8	29.3	2.9	0.0	1.8	0.0
	Ocp	1.0	1.1	1.0	0.0	5.0	1.8	1.0	0.0	10.8	0.0
1900-2000	Pro	2.8	59.8	1.4	0.0	8.5	18.5	4.3	2.8	1.8	0.0
	Ocp	1.0	1.5	1.0	0.0	3.0	1.7	1.3	1.5	6.0	0.0
2000-2100	Pro	7.5	62.5	5.0	5.0	7.5	7.5	2.5	0.0	2.5	0.0
	Ocp	1.3	1.4	1.0	1.0	5.0	1.3	1.0	0.0	4.0	0.0
2100-2200	Pro	8.8	58.8	2.9	2.9	8.8	14.7	0.0	0.0	2.9	0.0
	Ocp	1.0	1.4	1.0	2.0	4.3	1.6	0.0	0.0	1.5	0.0
2200-2300	Pro	20.2	50.5	8.1	0.0	6.1	12.1	0.0	0.0	3.0	0.0
	Ocp	1.1	1.5	2.3	0.0	5.7	1.5	0.0	0.0	1.7	0.0
16 hours	Pro	7.8	46.1	4.3	2.4	7.7	25.1	3.4	1.2	2.0	0.0
	Ocp	1.0	1.5	1.4	2.2	5.2	1.6	1.3	5.1	8.8	0.0

**Legend**

- Pro.** Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)
- Ocp.** Average occupancy of vehicles
- M&H** Medium and Heavy