


YEAR 2006

COVERAGE (B) STATION 6210

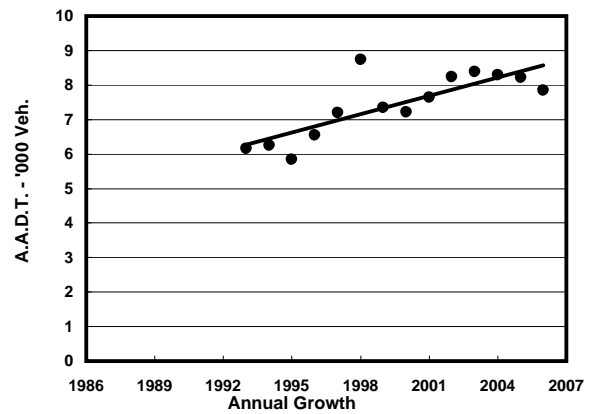
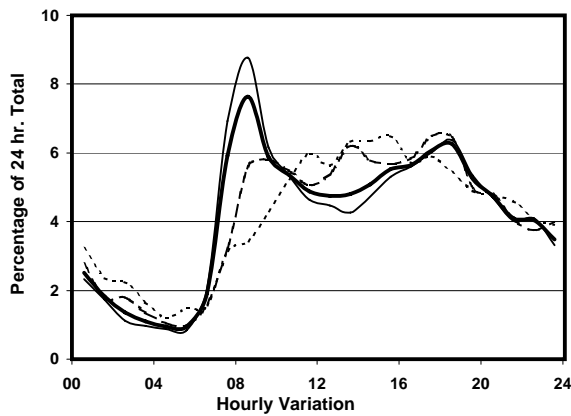
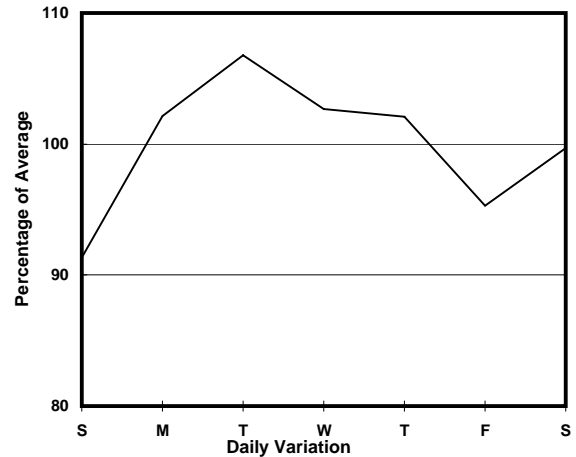
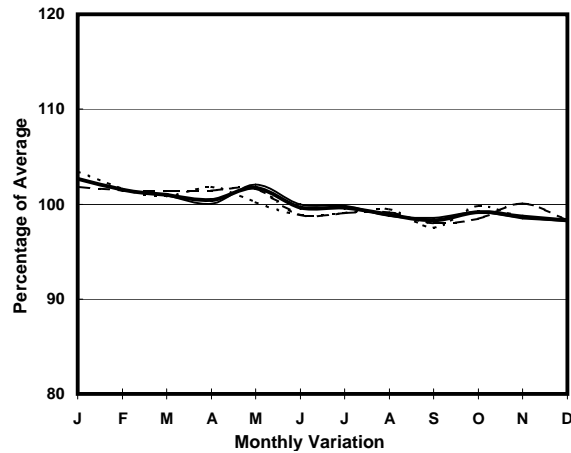
ROAD NETWORK MAJOR

ROAD TYPE RURAL ROAD

LINK TAI PO RD - MA LIU SHUI (from ENTRANCE TO CHUNG CHI COLLEGE, CUHK to YUEN CHAU TSAI INT)



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.	3770	3830	3770	3560
R 12 / 24 - %	72	73	70.8	68.3
R 16 / 24 - %	86.3	87.1	85.5	83.5
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	380	440	290	190
T - % (AM)	-	10	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1700-1800
One-way flow at PM peak hour	200	190	240	210
T - % (PM)	-	12.3	-	-
Prop.of commercial vehicles - 16 hr.	-	9.9	-	-
NORTH BOUND				
A.A.D.T.	4080	4190	4080	3660
R 12 / 24 - %	63.9	64.6	63.6	59.8
R 16 / 24 - %	85.6	86.5	83.9	81.2
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	220	260	170	130
T - % (AM)	-	8.8	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1600-1700
One-way flow at PM peak hour	290	320	280	230
T - % (PM)	-	5.3	-	-
Prop.of commercial vehicles - 16 hr.	-	8.9	-	-

3. OTHER INFORMATION AND COMMENT

Coverage (B) Station 6210
Year 2006

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	2.1	46.1	19.9	3.1	7.3	8.4	1.0	5.2	0.0	6.8
	Ocp	1.0	1.4	1.3	4.7	12.7	2.0	1.0	5.0	0.0	26.9
0800-0900 Peak hour	Pro	2.6	60.6	13.7	1.3	7.2	5.2	0.7	3.9	0.0	4.9
	Ocp	1.0	1.5	1.3	6.0	10.9	1.6	1.0	3.7	0.0	25.1
0900-1000	Pro	0.9	64.5	12.4	1.8	7.1	5.3	1.8	0.0	0.0	6.4
	Ocp	1.0	1.4	1.3	1.5	8.5	1.5	1.0	0.0	0.0	12.3
1000-1100	Pro	0.0	44.2	16.3	0.0	8.1	19.8	3.5	0.0	0.0	8.1
	Ocp	0.0	1.4	1.3	0.0	7.1	1.5	1.3	0.0	0.0	9.2
1100-1200	Pro	0.0	43.6	10.3	3.8	9.0	24.4	0.0	1.3	0.0	7.7
	Ocp	0.0	1.4	1.3	4.3	6.7	1.6	0.0	13.0	0.0	13.9
1200-1300	Pro	0.0	48.0	15.6	3.4	10.1	10.1	2.2	3.4	0.0	7.3
	Ocp	0.0	1.3	1.3	3.0	5.9	1.7	1.5	22.7	0.0	12.8
1300-1400	Pro	1.2	46.3	8.3	2.4	8.3	16.6	1.2	8.3	0.0	7.4
	Ocp	1.0	1.9	1.0	2.0	6.4	1.6	1.0	10.6	0.0	18.0
1400-1500	Pro	2.2	46.2	8.6	5.4	7.5	18.3	2.2	2.2	0.0	7.5
	Ocp	1.0	1.5	1.4	3.4	5.1	2.2	2.0	5.5	0.0	11.8
1500-1600	Pro	2.4	57.1	7.3	0.0	13.4	12.2	0.0	0.0	0.0	7.6
	Ocp	1.0	1.5	1.3	0.0	5.6	1.9	0.0	0.0	0.0	11.7
1600-1700	Pro	1.0	50.0	11.2	1.0	11.2	17.3	0.0	1.0	0.0	7.1
	Ocp	1.0	1.7	1.4	6.0	8.4	1.4	0.0	2.0	0.0	14.9
1700-1800	Pro	2.3	58.5	7.7	0.8	8.5	12.3	1.5	3.1	0.0	5.4
	Ocp	1.0	1.5	1.3	2.0	11.8	2.1	1.5	13.0	0.0	18.8
1800-1900	Pro	3.0	50.4	17.0	1.5	11.1	10.4	0.7	0.7	0.0	5.2
	Ocp	1.0	1.5	1.5	3.5	13.2	1.6	2.0	2.0	0.0	35.4
1900-2000	Pro	1.9	57.3	11.7	0.0	17.5	3.9	1.0	0.0	0.0	6.8
	Ocp	1.5	1.4	1.2	0.0	11.1	1.3	1.0	0.0	0.0	22.2
2000-2100	Pro	0.0	61.0	5.9	0.0	23.5	3.5	0.0	0.0	0.0	6.2
	Ocp	0.0	1.6	1.8	0.0	12.1	1.3	0.0	0.0	0.0	17.3
2100-2200	Pro	3.4	41.9	18.1	0.0	27.2	2.3	0.0	0.0	0.0	7.1
	Ocp	1.0	1.7	2.1	0.0	8.5	1.0	0.0	0.0	0.0	14.1
2200-2300	Pro	0.0	58.4	13.0	0.0	19.5	3.2	0.0	0.0	0.0	5.9
	Ocp	0.0	1.5	1.9	0.0	7.6	1.7	0.0	0.0	0.0	13.0
16 hours	Pro	1.6	52.8	12.4	1.5	11.9	10.4	1.0	1.9	0.0	6.5
	Ocp	1.0	1.5	1.4	3.6	9.3	1.7	1.4	9.0	0.0	17.5

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