

YEAR 2008

COVERAGE (B) STATION 6210

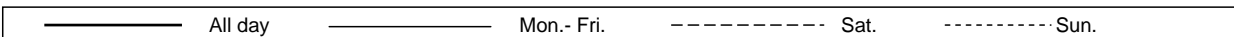
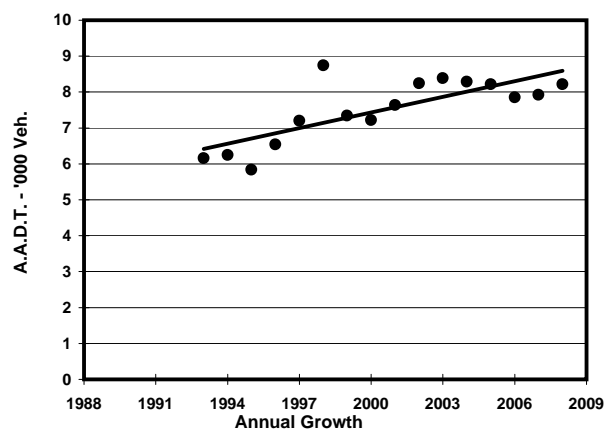
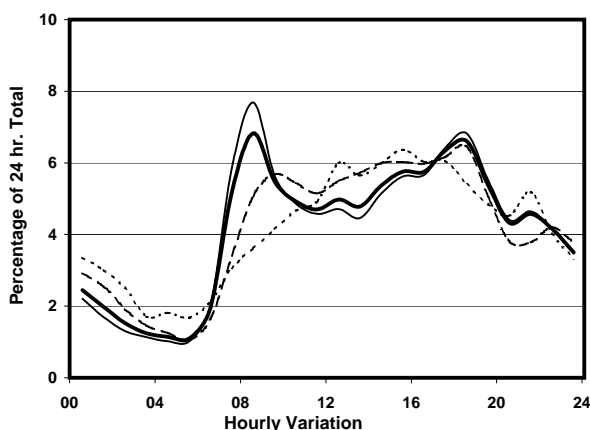
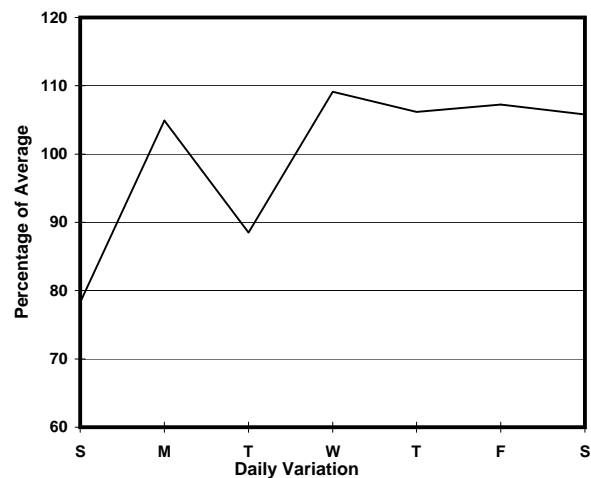
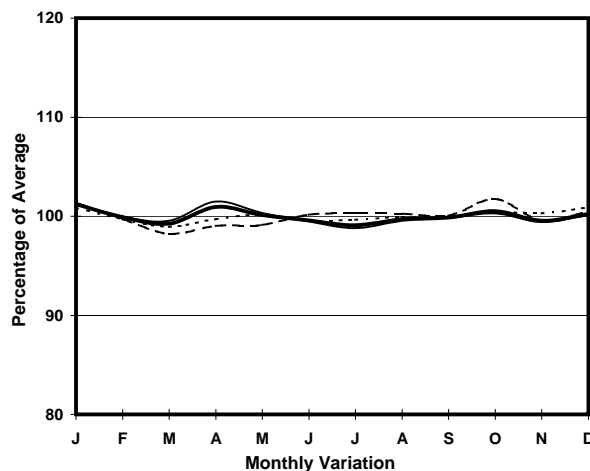
ROAD NETWORK MAJOR

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



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	3900	4070	4170	3050
R 12 / 24 - %	72.1	73.2	71.1	66.9
R 16 / 24 - %	86.2	87.1	84.9	82.5
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	340	400	310	150
T - % (AM)	-	7.3	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1700-1800
One-way flow at PM peak hour	240	250	270	210
T - % (PM)	-	10.6	-	-
Prop.of commercial vehicles - 16 hr.	-	10.1	-	-
NORTH BOUND				
A.A.D.T.	4320	4510	4620	3460
R 12 / 24 - %	61.8	62.3	62.5	57.5
R 16 / 24 - %	84.2	85.4	82.1	78.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	220	260	190	120
T - % (AM)	-	7.2	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1600-1700
One-way flow at PM peak hour	310	340	310	220
T - % (PM)	-	10.1	-	-
Prop.of commercial vehicles - 16 hr.	-	10.8	-	-

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	1.9	57.6	20.1	3.8	5.8	1.0	1.0	2.9	0.2	5.8
	Ocp	1.0	1.6	1.6	14.3	13.3	2.0	1.0	14.0	1.0	25.4
0800-0900 Peak hour	Pro	0.5	70.5	13.3	2.0	3.5	3.0	1.5	2.0	0.0	3.8
	Ocp	1.0	1.6	1.5	9.5	12.9	1.3	2.3	5.8	0.0	26.5
0900-1000	Pro	0.7	62.9	14.1	0.0	3.5	12.0	0.7	0.7	0.0	5.3
	Ocp	1.0	1.2	1.4	0.0	8.6	1.5	1.0	8.0	0.0	13.2
1000-1100	Pro	1.7	46.9	13.9	0.0	6.9	20.8	2.6	1.7	0.0	5.4
	Ocp	1.0	1.4	1.3	0.0	5.9	1.6	1.3	1.0	0.0	11.8
1100-1200	Pro	4.5	46.9	13.4	0.0	5.6	21.2	1.1	1.1	0.0	6.1
	Ocp	1.0	1.4	2.2	0.0	7.4	1.9	2.0	1.0	0.0	10.7
1200-1300	Pro	1.0	46.2	8.0	4.0	9.0	10.1	3.0	13.1	0.0	5.5
	Ocp	2.0	1.6	1.6	2.5	6.6	2.0	2.0	2.7	0.0	12.5
1300-1400	Pro	2.2	49.2	16.4	1.1	6.6	13.1	2.2	2.2	0.0	7.1
	Ocp	1.0	1.4	1.1	6.0	5.2	1.6	2.5	4.0	0.0	13.8
1400-1500	Pro	2.7	50.7	18.1	0.0	5.4	11.8	1.8	3.6	0.0	5.9
	Ocp	1.0	1.4	1.5	0.0	6.2	1.8	1.5	1.8	0.0	12.8
1500-1600	Pro	0.9	46.9	20.0	4.3	6.9	5.2	3.5	6.9	0.0	5.4
	Ocp	1.0	1.5	1.8	6.0	6.5	1.2	1.8	11.5	0.0	10.6
1600-1700	Pro	1.8	41.3	18.8	1.8	7.2	10.8	1.8	9.9	0.0	6.7
	Ocp	1.0	1.6	1.5	1.5	7.9	1.6	1.0	11.1	0.0	14.6
1700-1800	Pro	4.8	50.6	12.4	1.9	9.5	10.5	1.0	2.9	0.0	6.4
	Ocp	1.0	1.5	1.4	1.5	11.0	2.4	1.0	10.7	0.0	20.9
1800-1900	Pro	2.9	67.6	7.4	0.0	8.8	3.7	0.7	3.7	0.0	5.1
	Ocp	1.0	1.5	1.8	0.0	12.3	1.4	1.0	6.6	0.0	25.1
1900-2000	Pro	0.0	42.9	20.5	8.8	17.6	2.9	0.0	0.0	0.0	7.3
	Ocp	0.0	1.5	1.0	7.2	7.6	1.3	0.0	0.0	0.0	18.0
2000-2100	Pro	2.5	57.1	3.7	0.0	23.6	6.2	0.0	0.0	0.0	6.8
	Ocp	1.0	1.7	1.7	0.0	9.9	1.4	0.0	0.0	0.0	13.6
2100-2200	Pro	5.0	59.9	12.0	0.0	15.0	2.0	0.0	0.0	0.0	6.2
	Ocp	1.0	1.4	1.8	0.0	8.2	2.0	0.0	0.0	0.0	10.9
2200-2300	Pro	3.0	46.6	18.0	0.0	24.1	0.0	0.0	0.0	0.0	8.3
	Ocp	1.5	1.5	1.1	0.0	12.3	0.0	0.0	0.0	0.0	13.3
16 hours	Pro	2.1	54.2	14.3	1.8	8.9	8.2	1.4	3.2	0.1	5.9
	Ocp	1.1	1.5	1.5	6.8	9.1	1.7	1.7	7.1	1.0	16.2

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