

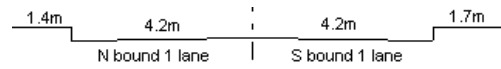
YEAR 2010

CORE STATION 5014

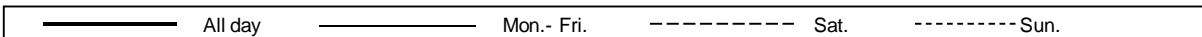
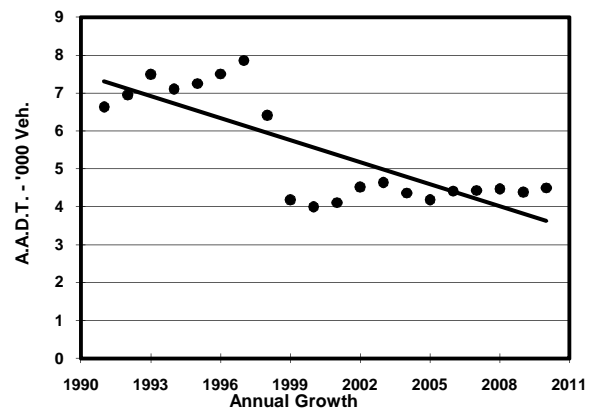
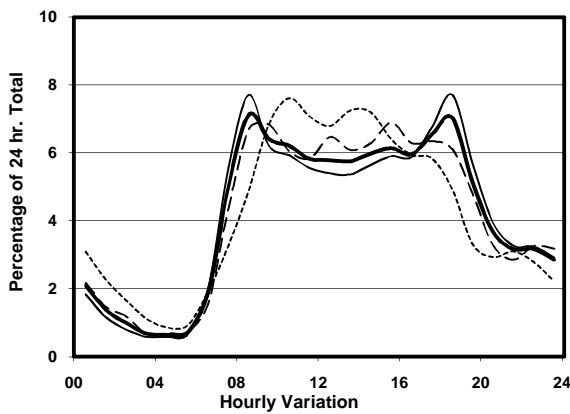
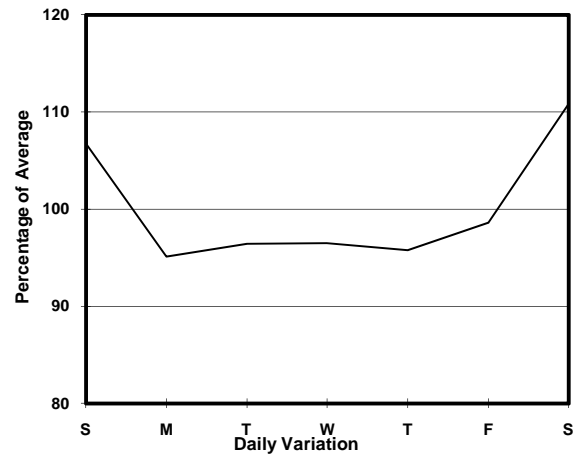
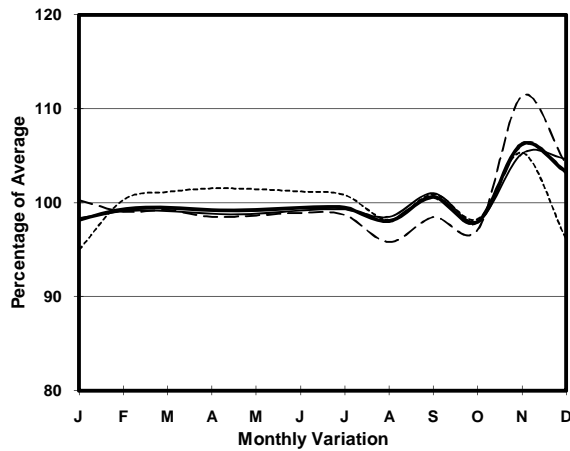
ROAD NETWORK MAJOR

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.	2260	2180	2500	2380
R 12 / 24 - %	76	76.2	75.4	75.7
R 16 / 24 - %	89.2	89.8	89	86.8
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	180	200	190	140
T - % (AM)	-	2.4	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	170	180	170	170
T - % (PM)	-	1.8	-	-
Prop.of commercial vehicles - 16 hr.	-	4.4	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	2240	2150	2460	2400
R 12 / 24 - %	71.4	70.8	73	72.2
R 16 / 24 - %	88.5	89.4	87.8	85.4
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	150	140	160	180
T - % (AM)	-	8.8	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	140	160	170	140
T - % (PM)	-	1.3	-	-
Prop.of commercial vehicles - 16 hr.	-	5.7	-	-

## 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	18.6	35.6	3.4	1.7	10.2	27.1	1.7	0.0	1.7	0.0
	Ocp	1.0	1.5	1.0	1.0	4.3	1.9	1.0	0.0	24.3	0.0
0800-0900 Peak hour	Pro	16.5	49.5	2.2	0.0	7.7	18.7	0.0	4.4	1.1	0.0
	Ocp	1.1	1.4	2.5	0.0	6.7	1.2	0.0	5.0	28.3	0.0
0900-1000	Pro	5.0	46.5	1.7	0.0	3.3	36.5	3.3	1.7	2.1	0.0
	Ocp	1.0	1.4	1.0	0.0	4.5	1.5	1.5	1.0	23.6	0.0
1000-1100	Pro	11.0	47.7	1.8	1.8	5.5	27.5	1.8	1.8	0.9	0.0
	Ocp	1.0	1.5	3.0	4.0	3.3	1.6	1.0	1.0	11.0	0.0
1100-1200	Pro	2.8	49.3	4.2	1.4	7.0	29.6	4.2	0.0	1.4	0.0
	Ocp	1.0	1.5	1.3	4.0	5.4	1.7	1.3	0.0	4.0	0.0
1200-1300	Pro	7.7	42.5	3.9	0.0	7.7	30.9	3.9	1.9	1.5	0.0
	Ocp	1.0	1.5	1.0	0.0	9.5	1.7	1.0	1.0	8.3	0.0
1300-1400	Pro	3.8	36.5	3.8	0.0	5.8	42.3	3.8	1.9	1.9	0.0
	Ocp	1.0	1.7	1.0	0.0	4.3	1.6	1.0	1.0	4.8	0.0
1400-1500	Pro	10.0	40.0	8.0	2.0	4.0	26.0	2.0	6.0	2.0	0.0
	Ocp	1.0	1.4	2.0	1.0	5.5	1.7	6.0	1.0	7.3	0.0
1500-1600	Pro	0.0	56.6	4.0	0.0	4.0	30.3	4.0	0.0	1.0	0.0
	Ocp	0.0	1.5	1.0	0.0	5.0	1.5	1.0	0.0	8.5	0.0
1600-1700	Pro	20.7	36.2	1.7	0.0	5.2	25.9	6.9	1.7	1.7	0.0
	Ocp	1.1	1.5	1.0	0.0	4.7	1.5	1.3	7.0	4.3	0.0
1700-1800	Pro	6.5	47.2	3.3	0.0	8.1	32.5	0.0	1.6	0.8	0.0
	Ocp	1.0	1.4	1.0	0.0	7.8	1.8	0.0	1.0	4.5	0.0
1800-1900	Pro	15.8	48.6	4.9	0.0	8.5	20.7	0.0	0.0	1.5	0.0
	Ocp	1.2	1.4	1.0	0.0	5.6	1.4	0.0	0.0	11.2	0.0
1900-2000	Pro	9.9	53.5	0.0	0.0	11.9	23.8	0.0	0.0	1.0	0.0
	Ocp	1.0	1.6	0.0	0.0	4.7	1.4	0.0	0.0	4.0	0.0
2000-2100	Pro	8.0	52.0	6.0	0.0	14.0	16.0	2.0	0.0	2.0	0.0
	Ocp	1.0	1.5	1.7	0.0	4.4	1.4	1.0	0.0	7.5	0.0
2100-2200	Pro	6.6	61.2	10.9	0.0	4.4	15.3	0.0	0.0	1.6	0.0
	Ocp	1.3	1.6	1.4	0.0	5.0	1.4	0.0	0.0	2.3	0.0
2200-2300	Pro	16.2	59.5	13.5	0.0	5.4	2.7	0.0	0.0	2.7	0.0
	Ocp	1.0	1.6	1.6	0.0	3.5	2.0	0.0	0.0	3.8	0.0
16 hours	Pro	10.3	47.3	4.2	0.4	7.1	25.7	2.1	1.4	1.5	0.0
	Ocp	1.1	1.5	1.4	2.5	5.4	1.6	1.4	2.7	10.7	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