

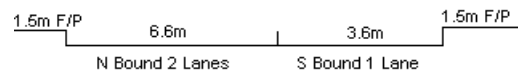
YEAR 2003

COVERAGE (B) STATION 6210

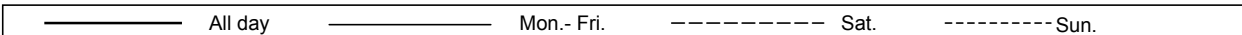
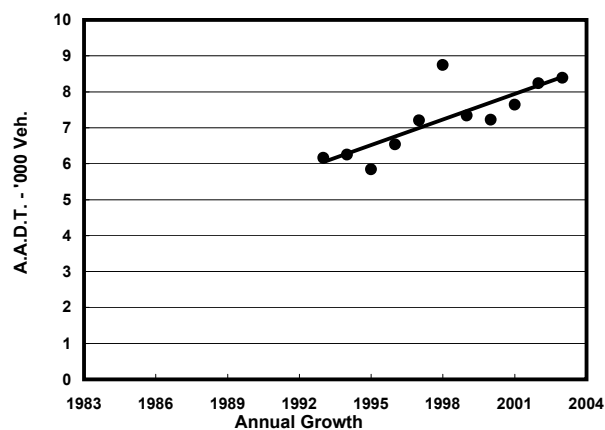
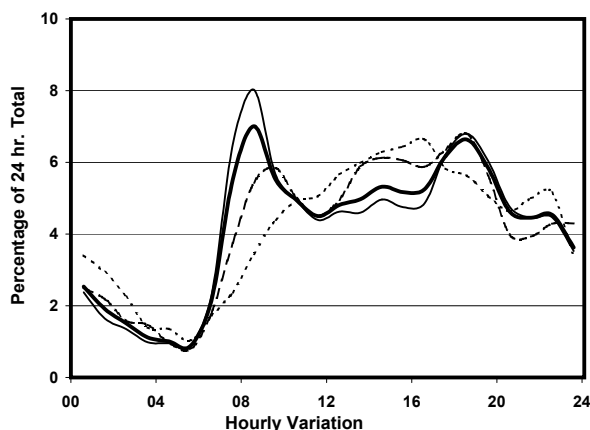
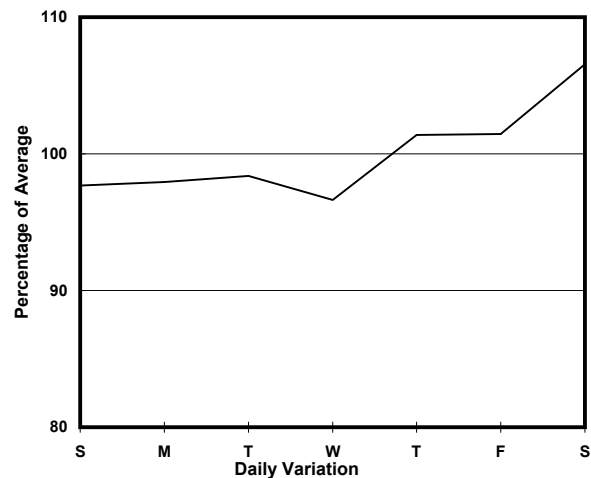
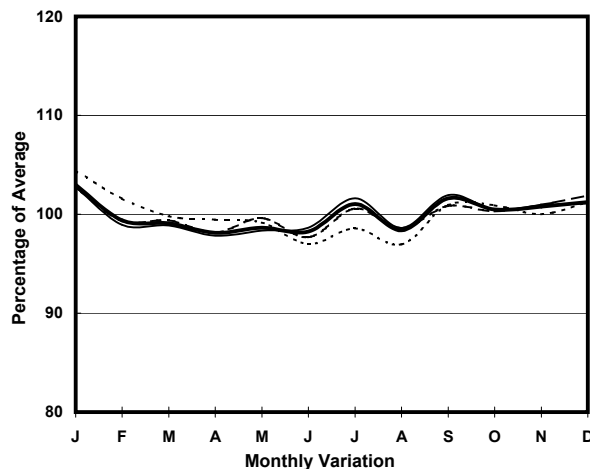
ROAD NETWORK MAJOR

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.	3760	3720	4060	3650
R 12 / 24 - %	71.1	72.2	70.8	66.4
R 16 / 24 - %	86.1	86.6	86	83.6
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	380	430	330	190
T - % (AM)	-	6.9	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1600-1700
One-way flow at PM peak hour	210	200	280	250
T - % (PM)	-	8.4	-	-
Prop.of commercial vehicles - 16 hr.	-	11.1	-	-
NORTH BOUND				
A.A.D.T.	4630	4610	4900	4560
R 12 / 24 - %	61.6	61.6	63.1	59.7
R 16 / 24 - %	84.7	85.6	83.1	81.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	210	240	220	170
T - % (AM)	-	5	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1600-1700
One-way flow at PM peak hour	360	380	330	300
T - % (PM)	-	5.9	-	-
Prop.of commercial vehicles - 16 hr.	-	12.1	-	-

3. OTHER INFORMATION AND COMMENT

Coverage (B) Station 6210
Year 2003

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	0.0	58.2	17.8	0.9	3.8	6.6	0.0	6.6	0.0	6.1
	Ocp	0.0	1.6	1.4	13.0	12.8	2.1	0.0	6.9	0.0	29.3
0800-0900 Peak hour	Pro	2.7	67.4	10.6	1.1	4.2	8.0	1.1	1.6	0.0	3.4
	Ocp	1.2	1.4	1.3	1.5	11.1	1.6	1.5	11.7	0.0	21.3
0900-1000	Pro	0.8	64.0	11.2	1.6	2.4	12.0	1.6	0.8	0.0	5.6
	Ocp	1.0	1.4	1.4	2.0	11.0	1.3	1.0	1.0	0.0	14.6
1000-1100	Pro	4.7	63.5	6.6	0.0	3.8	11.4	2.8	0.0	0.0	7.1
	Ocp	1.0	1.4	1.0	0.0	9.3	1.9	1.7	0.0	0.0	9.5
1100-1200	Pro	6.3	50.3	6.3	3.8	2.5	18.9	2.5	2.5	0.0	6.9
	Ocp	1.0	1.6	1.4	2.0	8.5	1.5	1.5	1.5	0.0	12.2
1200-1300	Pro	4.6	41.7	18.5	4.6	6.2	9.3	0.0	4.6	0.0	10.4
	Ocp	1.3	1.7	1.3	5.0	6.0	2.0	0.0	11.0	0.0	13.1
1300-1400	Pro	0.0	50.7	14.6	1.1	3.4	14.6	1.1	5.6	0.0	8.7
	Ocp	0.0	1.8	1.2	6.0	9.7	1.5	3.0	13.0	0.0	15.3
1400-1500	Pro	1.1	41.9	7.7	2.2	4.4	20.9	2.2	11.0	0.0	8.5
	Ocp	1.0	1.6	1.0	3.0	11.8	1.5	1.0	5.1	0.0	8.4
1500-1600	Pro	1.9	25.1	8.4	6.5	5.6	17.6	1.9	24.1	0.0	9.0
	Ocp	1.0	1.7	1.4	4.0	9.7	1.8	1.0	24.6	0.0	7.8
1600-1700	Pro	0.9	45.2	14.7	2.8	4.6	14.7	0.9	7.4	0.0	8.8
	Ocp	1.0	1.5	1.2	10.3	9.2	1.3	1.0	15.3	0.0	18.7
1700-1800	Pro	3.7	53.9	13.5	2.2	6.7	11.2	1.5	1.5	0.0	5.6
	Ocp	1.0	1.6	1.3	4.0	10.1	1.6	1.0	2.0	0.0	17.5
1800-1900	Pro	1.4	61.3	10.0	2.9	7.8	10.7	0.0	2.1	0.0	3.7
	Ocp	1.0	1.5	1.1	5.5	12.0	1.9	0.0	4.0	0.0	19.7
1900-2000	Pro	0.9	70.2	4.6	0.0	14.6	3.6	0.0	0.0	0.0	6.2
	Ocp	1.0	1.6	2.0	0.0	11.8	2.0	0.0	0.0	0.0	16.1
2000-2100	Pro	3.2	53.8	12.7	0.0	12.7	11.6	0.0	0.0	0.0	6.1
	Ocp	1.0	1.6	1.5	0.0	10.3	1.5	0.0	0.0	0.0	14.5
2100-2200	Pro	1.2	57.7	12.0	0.0	14.4	7.2	0.0	0.0	0.0	7.5
	Ocp	1.0	1.4	1.4	0.0	8.8	2.0	0.0	0.0	0.0	13.6
2200-2300	Pro	1.1	60.1	11.8	0.0	18.2	1.1	1.1	0.0	0.0	6.7
	Ocp	1.0	1.8	1.5	0.0	10.1	1.0	2.0	0.0	0.0	12.8
16 hours	Pro	2.1	55.3	11.2	1.8	7.0	11.0	1.0	4.1	0.0	6.5
	Ocp	1.1	1.6	1.3	4.7	10.4	1.6	1.4	14.5	0.0	15.0

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