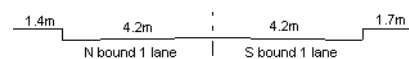
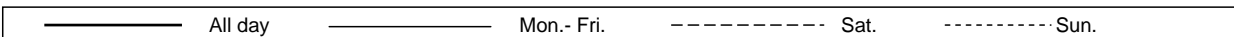
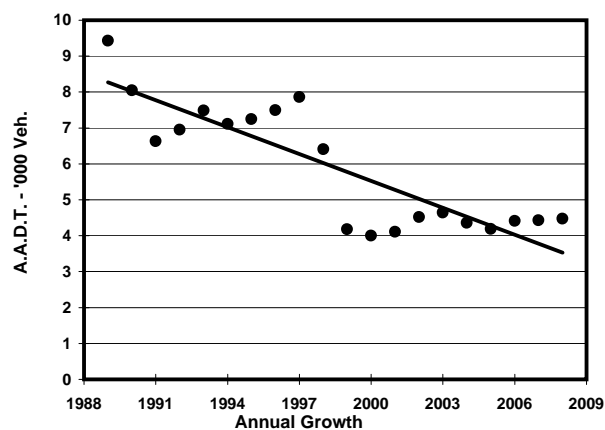
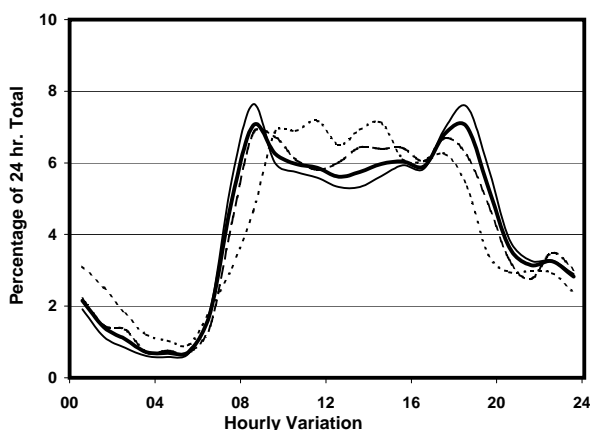
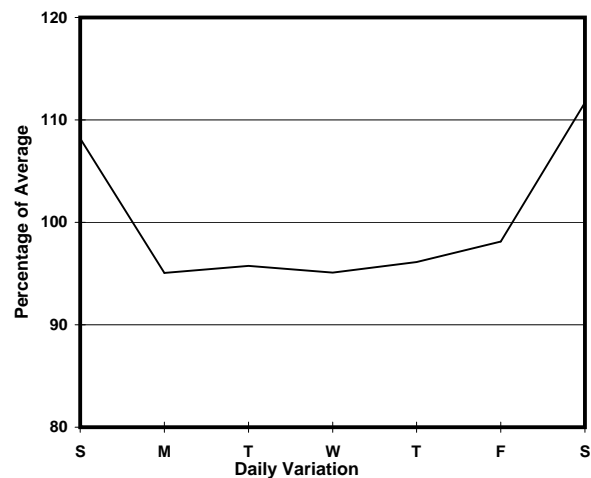
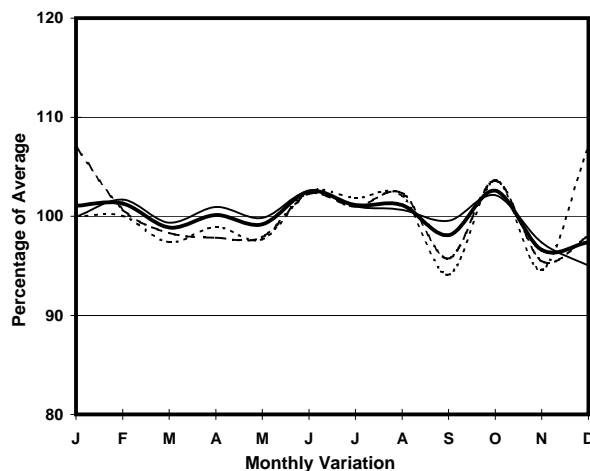


YEAR 2008
CORE STATION 5014
ROAD NETWORK MAJOR
ROAD TYPE RURAL ROAD

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.
SOUTH BOUND				
A.A.D.T.	2260	2160	2570	2390
R 12 / 24 - %	75	75.3	74.9	74
R 16 / 24 - %	88.7	89.3	88.8	85.7
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	180	190	200	150
T - % (AM)	-	6.3	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	170	170	180	190
T - % (PM)	-	2.2	-	-
Prop.of commercial vehicles - 16 hr.	-	8.4	-	-
NORTH BOUND				
A.A.D.T.	2210	2120	2400	2430
R 12 / 24 - %	71.4	71	73	71.8
R 16 / 24 - %	88.4	89.6	88	84.8
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	140	140	160	180
T - % (AM)	-	2.1	-	-
PM Peak Hour	1700-1800	1800-1900	1700-1800	1600-1700
One-way flow at PM peak hour	150	160	160	140
T - % (PM)	-	2.9	-	-
Prop.of commercial vehicles - 16 hr.	-	5.3	-	-

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	14.5	33.9	4.8	0.0	12.1	26.7	0.0	4.8	3.0	0.0
	Ocp	1.0	1.3	1.0	0.0	11.0	1.5	0.0	2.0	22.4	0.0
0800-0900 Peak hour	Pro	5.9	56.5	1.5	4.5	5.9	20.8	3.0	0.0	1.9	0.0
	Ocp	1.0	1.4	1.0	6.7	7.0	1.6	1.5	0.0	20.6	0.0
0900-1000	Pro	4.5	40.9	13.6	0.0	9.1	22.7	2.3	4.5	2.3	0.0
	Ocp	1.0	1.3	1.8	0.0	4.8	1.4	1.0	1.0	12.5	0.0
1000-1100	Pro	0.0	51.2	12.2	7.3	9.8	7.3	7.3	2.4	2.4	0.0
	Ocp	0.0	1.3	2.2	8.3	4.8	1.3	1.0	9.0	4.3	0.0
1100-1200	Pro	0.0	48.8	2.3	0.0	7.0	27.9	7.0	4.7	2.3	0.0
	Ocp	0.0	1.0	1.0	0.0	3.3	1.2	1.0	1.0	2.5	0.0
1200-1300	Pro	6.0	28.0	6.0	2.0	8.0	36.0	4.0	8.0	2.0	0.0
	Ocp	1.0	1.2	1.0	2.0	5.8	1.7	1.0	7.0	4.8	0.0
1300-1400	Pro	2.7	51.7	2.7	0.0	5.4	32.7	2.7	0.0	2.0	0.0
	Ocp	1.0	1.2	2.0	0.0	6.0	1.3	2.0	0.0	3.3	0.0
1400-1500	Pro	0.0	40.0	2.2	6.7	6.7	35.6	4.4	2.2	2.2	0.0
	Ocp	0.0	1.3	1.0	1.3	3.7	1.5	1.5	1.0	4.8	0.0
1500-1600	Pro	0.0	47.6	4.8	2.4	9.5	31.0	2.4	0.0	2.4	0.0
	Ocp	0.0	1.4	1.5	1.0	6.5	1.3	1.0	0.0	4.3	0.0
1600-1700	Pro	4.7	39.5	2.3	0.0	7.0	39.5	0.0	4.7	2.3	0.0
	Ocp	1.0	1.1	1.0	0.0	5.0	1.3	0.0	1.0	3.0	0.0
1700-1800	Pro	1.5	55.2	1.5	1.5	7.7	27.6	3.1	0.0	1.9	0.0
	Ocp	1.0	1.4	2.0	1.0	5.2	1.4	1.0	0.0	10.4	0.0
1800-1900	Pro	2.1	64.2	2.1	4.1	10.4	14.5	0.0	0.0	2.6	0.0
	Ocp	1.0	1.4	1.0	1.0	5.6	1.3	0.0	0.0	12.6	0.0
1900-2000	Pro	3.6	64.0	7.1	0.0	7.1	16.0	0.0	0.0	2.2	0.0
	Ocp	1.0	1.2	1.8	0.0	4.5	1.3	0.0	0.0	6.4	0.0
2000-2100	Pro	11.1	48.1	7.4	0.0	18.5	11.1	0.0	0.0	3.7	0.0
	Ocp	1.0	1.5	1.0	0.0	3.6	1.3	0.0	0.0	5.8	0.0
2100-2200	Pro	3.1	52.7	12.4	3.1	12.4	12.4	0.0	0.0	3.9	0.0
	Ocp	1.0	1.3	1.3	1.0	4.8	1.0	0.0	0.0	3.0	0.0
2200-2300	Pro	0.0	56.7	11.9	0.0	9.0	17.9	0.0	0.0	4.5	0.0
	Ocp	0.0	1.2	1.3	0.0	4.0	1.7	0.0	0.0	1.8	0.0
16 hours	Pro	3.6	49.2	5.4	2.1	8.7	24.2	2.4	2.0	2.5	0.0
	Ocp	1.0	1.3	1.5	3.7	5.5	1.4	1.2	3.4	8.0	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