

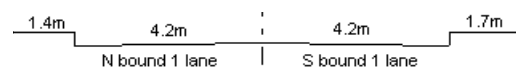
YEAR 2009

CORE STATION 5014

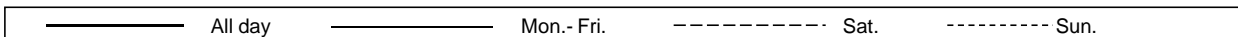
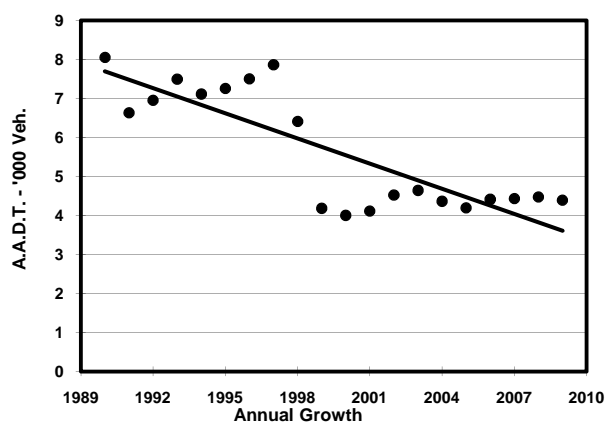
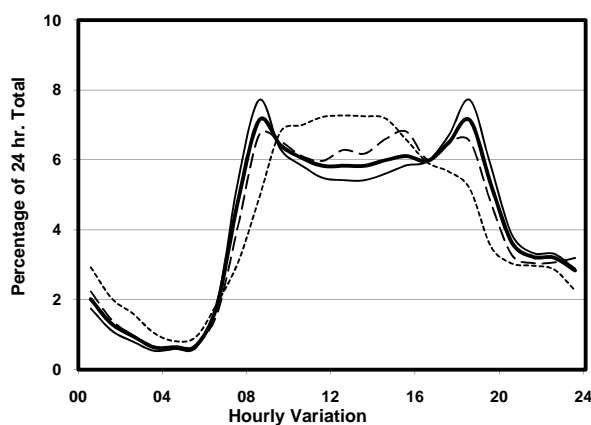
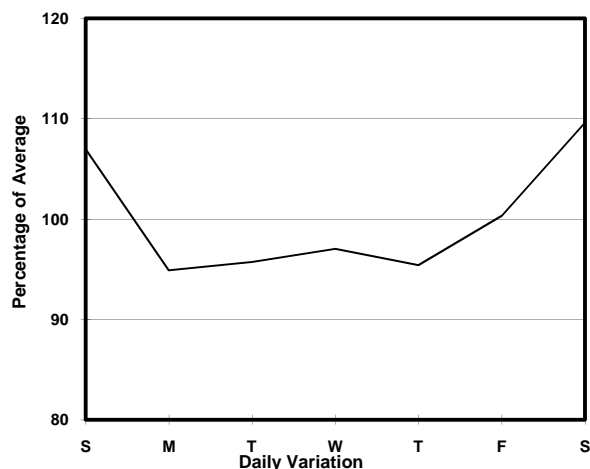
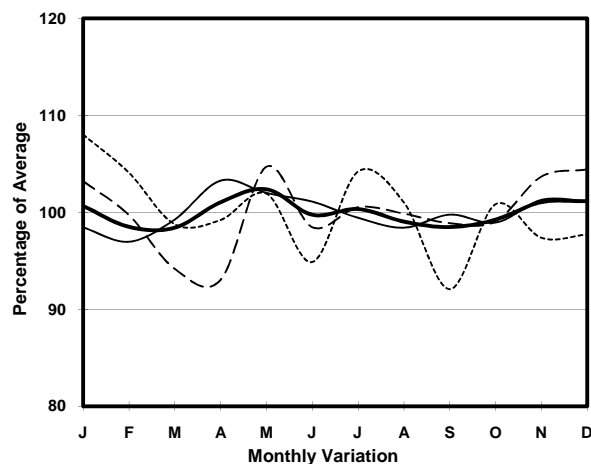
ROAD NETWORK MAJOR

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.	2180	2110	2410	2250
R 12 / 24 - %	76.1	76.2	75.9	75.8
R 16 / 24 - %	89.6	90	89.6	87.4
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	180	190	190	130
T - % (AM)	-	5.5	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	170	170	190	150
T - % (PM)	-	5.3	-	-
Prop.of commercial vehicles - 16 hr.	-	7	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	2210	2110	2390	2450
R 12 / 24 - %	71.4	70.7	72.9	72.5
R 16 / 24 - %	88.6	89.5	87.7	85.7
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	150	140	160	190
T - % (AM)	-	7.5	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1600-1700
One-way flow at PM peak hour	150	160	150	140
T - % (PM)	-	1.4	-	-
Prop.of commercial vehicles - 16 hr.	-	6.3	-	-

## 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	11.3	41.9	4.8	0.0	8.1	32.3	0.0	0.0	1.6	0.0
	Ocp	1.0	1.7	1.0	0.0	8.8	2.2	0.0	0.0	22.5	0.0
0800-0900 Peak hour	Pro	8.9	50.6	1.3	0.0	2.5	30.4	2.5	2.5	1.3	0.0
	Ocp	1.0	1.5	1.0	0.0	8.5	1.9	2.0	4.5	28.8	0.0
0900-1000	Pro	5.6	42.6	9.3	3.7	5.6	24.1	0.0	7.4	1.9	0.0
	Ocp	1.0	1.3	2.6	5.5	7.0	1.7	0.0	13.8	22.8	0.0
1000-1100	Pro	5.1	42.6	6.8	1.7	6.8	25.5	5.1	5.1	1.3	0.0
	Ocp	1.0	1.4	1.5	1.0	4.3	1.3	1.7	5.7	9.0	0.0
1100-1200	Pro	13.6	47.7	2.3	0.0	9.1	22.7	0.0	2.3	2.3	0.0
	Ocp	1.2	1.3	1.0	0.0	4.8	1.4	0.0	1.0	3.8	0.0
1200-1300	Pro	3.5	45.8	0.0	3.5	5.3	30.0	7.0	3.5	1.3	0.0
	Ocp	1.0	1.6	0.0	3.0	4.0	2.0	1.8	5.0	15.0	0.0
1300-1400	Pro	6.8	28.8	6.8	1.7	3.4	42.4	5.1	3.4	1.7	0.0
	Ocp	1.0	1.4	2.0	3.0	7.5	2.2	1.3	27.5	7.5	0.0
1400-1500	Pro	5.9	47.1	2.0	0.0	2.0	35.3	5.9	0.0	2.0	0.0
	Ocp	1.0	1.3	1.0	0.0	8.0	1.7	1.3	0.0	4.3	0.0
1500-1600	Pro	9.7	46.6	5.8	1.9	3.9	19.4	11.7	0.0	1.0	0.0
	Ocp	1.0	1.3	2.7	3.0	2.0	1.5	1.2	0.0	4.0	0.0
1600-1700	Pro	12.7	36.4	10.9	1.8	3.6	25.5	1.8	5.5	1.8	0.0
	Ocp	1.1	1.6	2.2	1.0	11.5	1.6	1.0	3.0	5.3	0.0
1700-1800	Pro	7.3	50.9	1.5	0.0	7.3	29.1	1.5	1.5	1.1	0.0
	Ocp	1.2	1.3	1.0	0.0	9.0	1.8	5.0	1.0	12.0	0.0
1800-1900	Pro	15.4	56.9	1.5	3.1	4.6	15.4	1.5	0.0	1.5	0.0
	Ocp	1.0	1.6	1.0	1.0	5.3	1.4	2.0	0.0	10.8	0.0
1900-2000	Pro	0.0	68.1	6.8	1.7	6.8	15.3	0.0	0.0	1.3	0.0
	Ocp	0.0	1.4	2.0	1.0	4.0	1.3	0.0	0.0	3.0	0.0
2000-2100	Pro	3.1	64.1	3.1	0.0	15.3	12.2	0.0	0.0	2.3	0.0
	Ocp	1.0	1.4	1.0	0.0	5.6	1.3	0.0	0.0	3.3	0.0
2100-2200	Pro	13.5	51.4	2.7	0.0	10.8	16.2	2.7	0.0	2.7	0.0
	Ocp	1.2	1.3	1.0	0.0	3.0	1.5	2.0	0.0	2.0	0.0
2200-2300	Pro	0.0	52.3	7.5	7.5	7.5	22.4	0.0	0.0	2.8	0.0
	Ocp	0.0	1.8	1.0	2.0	6.5	1.3	0.0	0.0	1.7	0.0
16 hours	Pro	7.9	47.9	4.4	1.5	5.9	25.7	2.9	2.1	1.6	0.0
	Ocp	1.1	1.4	1.8	2.5	6.1	1.7	1.6	8.7	10.2	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