YEAR 2011 **LINK** TAI PO RD - MA LIU SHUI (from ENTRANCE TO CHUNG CHI COLLEGE, CUHK to YUEN CHAU TSAI INT)

COVERAGE (B) STATION 6210
ROAD NETWORK MAJOR
ROAD TYPE RURAL ROAD

1. TRAFFIC FLOW VARIATION AND GROWTH

All day — Mon.- Fri. — Sat. — Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	3900	3960	4140	3520
R 12 / 24 - %	68.5	68.1	69.4	69.9
R 16 / 24 - %	81.1	80.6	82.3	82.4
AM Peak Hour	0700-0800	0700-0800	0800-0900	0900-1000
One-way flow at AM peak hour	310	360	270	220
T - % (AM)	-	12.7	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	230	230	280	230
T - % (PM)	-	7.9	-	-
Prop.of commercial vehicles - 16 hr.	-	8.8	-	-
NORTH BOUND				
A.A.D.T.	4120	4200	4310	3690
R 12 / 24 - %	66.9	67.3	67.6	63.8
R 16 / 24 - %	86	86.5	85.1	83.7
AM Peak Hour	0700-0800	0700-0800	0800-0900	0900-1000
One-way flow at AM peak hour	220	260	210	160
T - % (AM)	-	9.3	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1600-1700
One-way flow at PM peak hour	300	330	300	220
T - % (PM)	-	6.7	-	-
Prop.of commercial vehicles - 16 hr.	-	7.1	-	-

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	5.9	45.9	17.6	2.4	9.4	7.1	0.0	5.9	1.5	4.4
Peak hour	Ocp	1.4	1.9	1.5	11.5	11.6	1.7	0.0	12.2	21.2	25.3
0800-0900	Pro	1.7	70.4	8.0	1.7	4.6	4.6	0.6	4.6	0.6	3.3
	Ocp	1.0	1.5	1.4	6.7	11.5	2.0	2.0	14.5	21.0	29.9
0900-1000	Pro	0.9	56.9	14.0	0.0	9.6	13.1	0.0	0.9	1.1	3.5
	Ocp	1.0	1.5	1.2	0.0	9.3	1.4	0.0	1.0	9.6	18.9
1000-1100	Pro	0.0	50.3	18.8	0.0	7.3	14.7	2.1	0.0	1.6	5.2
	Ocp	0.0	1.4	1.3	0.0	9.6	1.9	1.0	0.0	8.5	12.5
1100-1200	Pro	0.0	58.8	6.9	1.2	11.5	16.1	0.0	0.0	1.2	4.3
	Ocp	0.0	1.3	1.8	2.0	7.7	1.8	0.0	0.0	9.0	14.8
1200-1300	Pro	4.4	59.9	6.5	2.2	8.7	6.5	4.4	2.2	0.5	4.6
	Ocp	1.0	1.5	1.5	3.0	6.4	1.8	1.3	3.0	11.0	15.5
1300-1400	Pro	1.3	60.4	10.1	0.0	8.8	10.1	3.8	0.0	1.3	4.4
	Ocp	1.0	1.8	2.1	0.0	6.6	1.8	1.7	0.0	9.5	17.9
1400-1500	Pro	6.6	30.9	16.6	2.2	9.9	25.4	2.2	0.0	1.7	4.4
	Ocp	1.2	1.4	1.2	2.0	8.1	1.6	1.5	0.0	10.0	17.6
1500-1600	Pro	0.0	49.6	11.9	0.0	9.7	21.6	0.0	2.2	0.5	4.6
	Ocp	0.0	1.7	1.1	0.0	7.8	1.5	0.0	5.5	7.5	16.7
1600-1700	Pro	1.5	48.4	23.8	4.5	6.7	8.9	1.5	0.7	0.7	3.2
	Ocp	1.0	1.6	1.1	4.5	12.4	1.8	2.0	14.0	13.3	16.0
1700-1800	Pro	4.9	48.9	17.6	2.9	8.8	7.8	0.0	3.9	1.5	3.7
	Ocp	1.4	1.5	1.4	6.7	14.1	1.6	0.0	20.0	14.3	27.7
1800-1900	Pro	3.7	56.9	13.8	1.8	12.8	2.8	0.9	1.8	0.9	4.6
	Ocp	1.3	1.7	1.7	1.5	10.7	1.3	2.0	7.0	22.8	28.3
1900-2000	Pro	0.0	70.9	11.3	0.0	11.3	0.0	0.0	0.9	1.2	4.3
	Ocp	0.0	1.7	1.6	0.0	13.3	0.0	0.0	1.0	12.4	19.2
2000-2100	Pro	2.2	56.0	11.2	0.0	22.4	2.2	1.1	0.0	1.1	3.6
	Ocp	1.0	1.6	1.3	0.0	9.4	2.5	1.0	0.0	8.8	17.2
2100-2200	Pro	2.5	55.0	7.5	0.0	26.3	3.8	0.0	0.0	0.9	4.1
	Ocp	2.0	1.7	2.2	0.0	8.9	1.7	0.0	0.0	13.3	11.1
2200-2300	Pro	0.0	49.6	11.3	0.0	27.0	2.8	1.4	0.0	1.4	6.4
	Ocp	0.0	1.4	1.3	0.0	9.6	1.5	3.0	0.0	12.3	11.6
16 hours	Pro	2.2	55.2	13.1	1.3	11.3	9.0	1.1	1.6	1.1	4.2
	Ocp	1.2	1.6	1.4	5.0	9.8	1.7	1.6	11.7	12.9	19.1

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