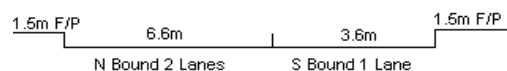
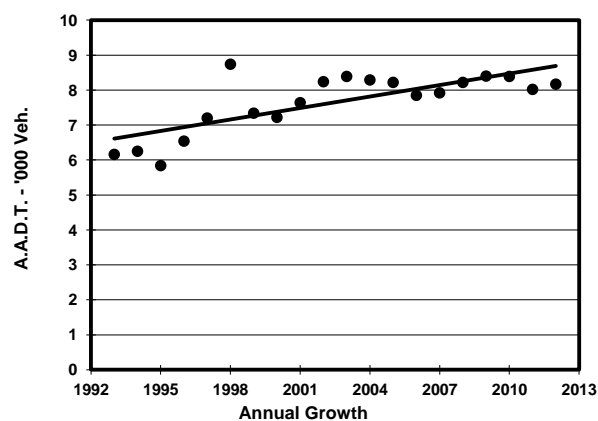
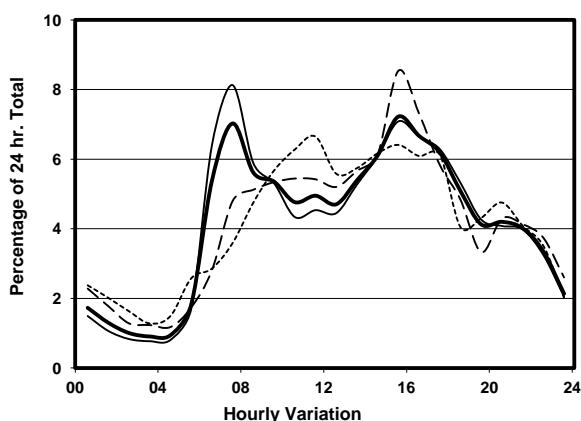
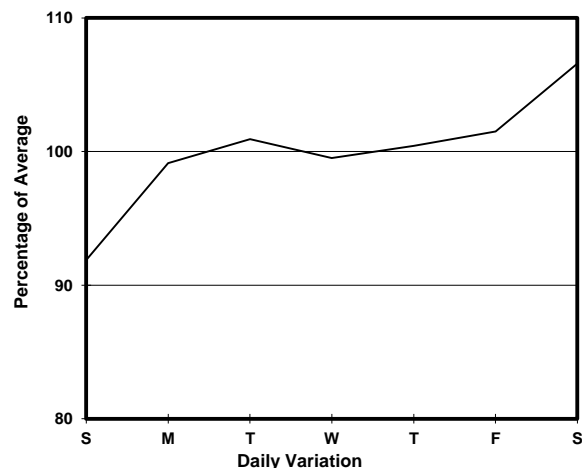
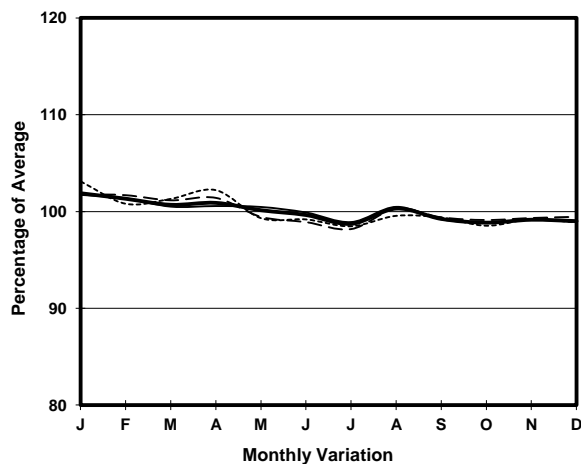


YEAR 2012
 COVERAGE (B) STATION 6210
 ROAD NETWORK MAJOR
 ROAD TYPE RURAL ROAD

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.	3880	3920	4040	3600
R 12 / 24 - %	69.2	69.3	68.7	69
R 16 / 24 - %	81.9	81.7	82.7	82.3
AM Peak Hour	0700-0800	0700-0800	0800-0900	0900-1000
One-way flow at AM peak hour	340	390	270	240
T - % (AM)	-	16.1	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	240	230	270	230
T - % (PM)	-	4.6	-	-
Prop.of commercial vehicles - 16 hr.	-	8	-	-
NORTH BOUND				
A.A.D.T.	4290	4310	4700	3960
R 12 / 24 - %	69	69.3	70.5	65.3
R 16 / 24 - %	87.4	87.8	87.2	85.1
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	240	280	220	190
T - % (AM)	-	8.6	-	-
PM Peak Hour	1600-1700	1700-1800	1600-1700	1700-1800
One-way flow at PM peak hour	310	320	370	250
T - % (PM)	-	4.8	-	-
Prop.of commercial vehicles - 16 hr.	-	8.6	-	-

3. OTHER INFORMATION AND COMMENT

Coverage (B) Station 6210
Year 2012

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 Peak hour	Pro	1.3	60.6	9.0	0.0	10.3	5.2	2.6	5.2	1.6	4.2
	Ocp	1.0	1.7	2.4	0.0	9.0	1.3	1.0	8.8	17.8	25.9
0800-0900	Pro	1.1	68.2	11.3	0.6	7.9	3.4	0.6	3.9	1.0	2.1
	Ocp	1.0	1.6	1.5	3.0	11.3	1.7	1.0	7.1	13.9	34.3
0900-1000	Pro	1.8	61.4	6.1	0.0	6.1	9.7	8.8	0.9	1.8	3.5
	Ocp	1.0	1.3	1.7	0.0	11.0	1.4	1.2	1.0	10.4	18.2
1000-1100	Pro	1.8	43.0	12.8	0.0	8.2	23.8	4.6	0.0	2.1	3.7
	Ocp	1.0	1.4	1.3	0.0	5.4	1.8	1.4	0.0	6.6	13.0
1100-1200	Pro	0.0	52.6	13.5	1.5	13.5	9.0	3.0	0.0	2.3	4.5
	Ocp	0.0	1.2	1.7	4.0	7.6	1.5	1.0	0.0	9.0	15.2
1200-1300	Pro	2.4	59.8	9.8	1.2	7.3	13.4	0.0	1.2	1.2	3.7
	Ocp	1.0	1.5	1.8	3.0	10.0	1.5	0.0	4.0	5.8	18.3
1300-1400	Pro	1.2	58.7	14.4	0.0	6.0	8.4	3.6	2.4	2.4	3.0
	Ocp	1.0	1.4	1.5	0.0	7.8	1.3	1.3	1.0	7.6	17.7
1400-1500	Pro	0.0	46.5	16.5	0.0	8.7	18.4	2.9	1.9	1.9	3.1
	Ocp	0.0	1.4	1.4	0.0	7.3	1.5	1.0	1.0	6.5	15.9
1500-1600	Pro	0.0	43.1	18.5	1.8	7.0	16.7	5.3	2.6	1.5	3.5
	Ocp	0.0	1.5	1.3	1.5	8.9	1.2	1.0	13.7	9.9	13.8
1600-1700	Pro	1.3	37.5	35.0	4.5	6.5	9.7	1.3	0.6	0.8	2.8
	Ocp	1.0	1.6	1.2	6.1	9.7	1.4	1.0	8.0	9.6	20.5
1700-1800	Pro	3.9	55.5	15.4	4.6	9.2	6.2	0.0	0.8	1.9	2.5
	Ocp	1.2	1.4	1.4	5.8	10.7	1.3	0.0	27.0	10.4	31.5
1800-1900	Pro	1.0	61.2	16.5	1.0	11.7	2.9	0.0	1.0	1.5	3.4
	Ocp	1.0	1.4	1.7	2.0	14.6	1.0	0.0	1.0	17.0	37.1
1900-2000	Pro	1.0	66.5	10.1	0.0	11.1	6.0	0.0	0.0	1.8	3.5
	Ocp	1.0	1.4	1.2	0.0	8.7	1.3	0.0	0.0	14.0	16.3
2000-2100	Pro	1.3	59.9	14.0	0.0	15.3	3.8	0.0	0.0	1.9	3.8
	Ocp	2.0	1.5	1.1	0.0	8.0	1.7	0.0	0.0	13.5	19.3
2100-2200	Pro	2.7	53.7	12.1	0.0	22.8	2.7	0.0	0.0	2.0	4.0
	Ocp	1.0	1.5	1.4	0.0	8.5	1.5	0.0	0.0	8.2	9.4
2200-2300	Pro	0.0	57.0	16.7	0.0	20.6	1.0	0.0	0.0	1.7	2.9
	Ocp	0.0	1.4	1.9	0.0	7.2	3.0	0.0	0.0	7.9	14.0
16 hours	Pro	1.3	55.1	15.2	1.1	10.2	8.8	2.0	1.4	1.6	3.3
	Ocp	1.1	1.5	1.4	4.9	9.1	1.5	1.1	7.4	10.3	20.2

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