

YEAR 2013

COVERAGE (B) STATION 6210

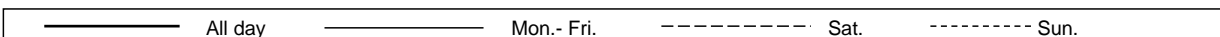
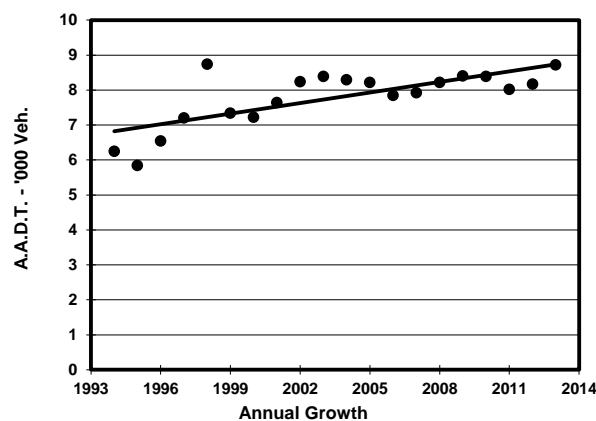
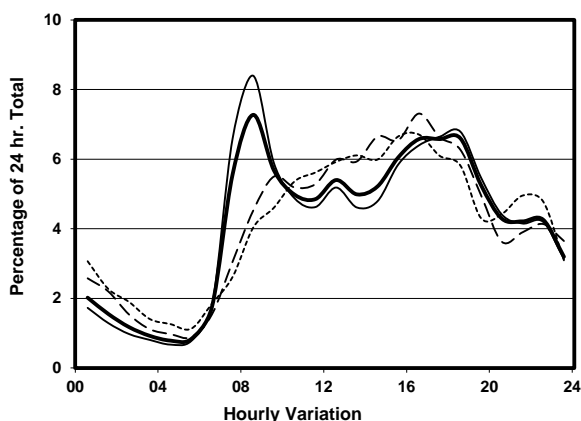
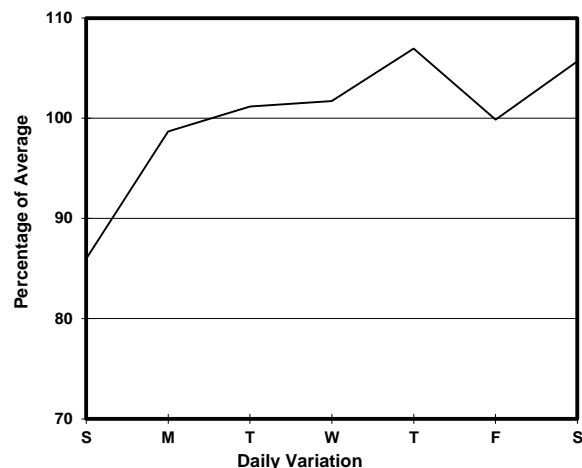
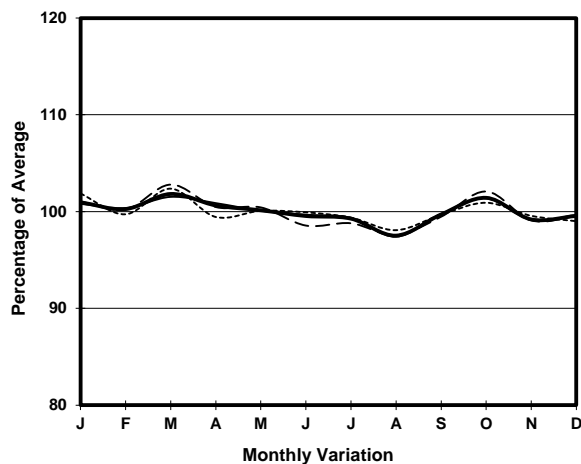
ROAD NETWORK MAJOR

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.
<b>SOUTH BOUND</b>				
A.A.D.T.	4020	4120	4210	3480
R 12 / 24 - %	72.2	73	71	68.8
R 16 / 24 - %	86.8	87.6	85.5	83.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	350	420	280	190
T - % (AM)	-	3.9	-	-
PM Peak Hour	1600-1700	1700-1800	1700-1800	1600-1700
One-way flow at PM peak hour	230	230	280	240
T - % (PM)	-	14.2	-	-
Prop.of commercial vehicles - 16 hr.	-	6.9	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	4700	4810	5060	4080
R 12 / 24 - %	67.7	68.6	67.1	62.8
R 16 / 24 - %	88.7	90	85.5	84.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	280	330	230	160
T - % (AM)	-	4.8	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	360	390	410	270
T - % (PM)	-	3.3	-	-
Prop.of commercial vehicles - 16 hr.	-	7.7	-	-

## 3. OTHER INFORMATION AND COMMENT

**Coverage (B) Station 6210**  
**Year 2013**

**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	1.1	60.0	17.8	2.2	4.4	5.6	1.1	2.2	1.7	3.9
	Ocp	1.0	1.5	1.9	7.5	14.0	2.0	1.0	7.0	17.3	25.6
0800-0900 Peak hour	Pro	0.7	69.1	13.0	1.3	5.2	6.5	0.0	0.7	0.7	2.9
	Ocp	2.0	1.5	1.2	11.0	10.6	1.9	0.0	7.0	11.8	27.2
0900-1000	Pro	0.0	67.2	6.9	0.9	7.8	10.3	0.9	1.7	1.1	3.2
	Ocp	0.0	1.3	1.1	5.0	10.1	1.5	1.0	1.0	9.2	16.1
1000-1100	Pro	3.3	54.2	10.8	0.0	5.4	17.3	3.3	0.0	1.6	4.1
	Ocp	1.0	1.4	1.6	0.0	8.2	1.3	1.7	0.0	9.8	13.3
1100-1200	Pro	1.1	61.1	6.7	0.0	5.6	16.7	3.3	1.1	1.1	3.3
	Ocp	1.0	1.4	1.3	0.0	8.0	1.7	1.7	1.0	12.0	15.7
1200-1300	Pro	0.0	54.4	11.3	2.3	9.1	14.7	2.3	1.1	1.1	3.7
	Ocp	0.0	1.4	1.4	8.0	6.6	1.1	1.0	2.0	9.5	14.8
1300-1400	Pro	0.0	52.8	12.7	0.0	6.3	21.1	2.1	0.0	2.1	2.9
	Ocp	0.0	1.4	1.0	0.0	6.7	1.6	2.0	0.0	9.1	17.4
1400-1500	Pro	4.0	38.8	17.4	1.3	12.0	16.1	1.3	2.7	2.0	4.3
	Ocp	1.0	1.7	2.0	2.0	9.0	1.7	1.0	12.0	8.8	20.0
1500-1600	Pro	0.0	56.4	15.1	2.0	7.1	13.1	0.0	2.0	1.5	2.8
	Ocp	0.0	1.6	2.1	3.5	9.7	1.2	0.0	26.0	10.8	19.3
1600-1700	Pro	0.0	40.8	30.4	4.0	6.4	8.0	1.6	4.8	1.0	3.0
	Ocp	0.0	1.6	2.3	4.8	10.1	1.6	1.0	15.0	10.0	23.5
1700-1800	Pro	2.7	45.6	18.8	1.8	8.9	9.8	0.0	7.2	1.6	3.6
	Ocp	1.0	1.8	2.0	4.0	16.7	1.7	0.0	21.6	40.9	54.8
1800-1900	Pro	1.7	74.2	9.9	0.0	5.8	4.1	0.0	0.0	0.8	3.5
	Ocp	1.0	1.6	1.3	0.0	15.9	1.4	0.0	0.0	16.5	42.2
1900-2000	Pro	1.7	68.9	9.1	0.0	12.4	2.5	0.0	0.8	1.5	3.1
	Ocp	1.0	1.3	1.3	0.0	10.5	1.0	0.0	8.0	14.6	23.5
2000-2100	Pro	2.2	65.0	13.4	0.0	11.2	3.4	0.0	0.0	1.4	3.4
	Ocp	1.0	1.6	1.9	0.0	13.1	1.7	0.0	0.0	17.6	19.3
2100-2200	Pro	1.4	55.5	17.1	0.0	17.1	2.8	0.0	0.0	1.8	4.3
	Ocp	1.0	1.6	1.2	0.0	10.8	1.5	0.0	0.0	11.4	15.6
2200-2300	Pro	2.5	49.8	19.9	0.0	18.7	2.5	0.0	1.2	1.6	3.7
	Ocp	1.5	1.7	1.5	0.0	6.3	1.5	0.0	1.0	12.4	13.3
16 hours	Pro	1.3	58.0	14.3	1.1	8.5	9.4	0.9	1.7	1.3	3.4
	Ocp	1.1	1.5	1.7	5.8	10.3	1.5	1.4	13.9	14.3	23.6

**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