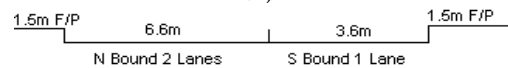
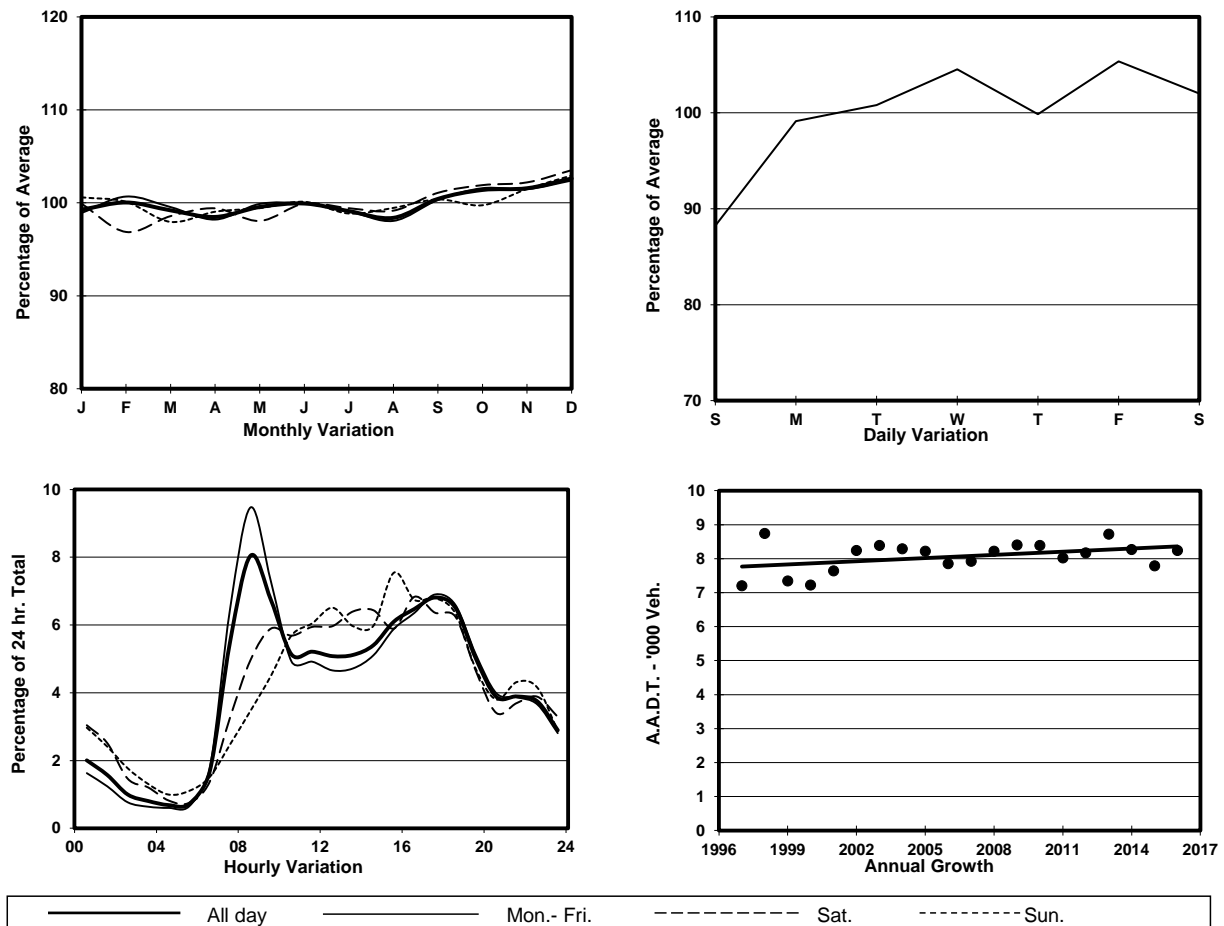


YEAR 2016
 COVERAGE (B) STATION 6210
 ROAD NETWORK MAJOR
 ROAD TYPE RURAL ROAD

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.	3830	3980	3760	3340
R 12 / 24 - %	76.3	77.9	73.3	70.8
R 16 / 24 - %	88.7	89.7	86.7	85.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	410	500	260	180
T - % (AM)	-	3.5	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	230	230	230	230
T - % (PM)	-	6.9	-	-
Prop.of commercial vehicles - 16 hr.	-	6.2	-	-
NORTH BOUND				
A.A.D.T.	4410	4470	4710	3970
R 12 / 24 - %	68.5	69.2	67.2	65.8
R 16 / 24 - %	88.6	90.1	84.6	84.8
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	250	300	240	150
T - % (AM)	-	4.8	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	340	370	360	270
T - % (PM)	-	3.9	-	-
Prop.of commercial vehicles - 16 hr.	-	6.8	-	-

3. OTHER INFORMATION AND COMMENT

Coverage (B) Station 6210
Year 2016

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	2.1	63.7	8.4	2.1	4.2	9.4	1.0	5.2	1.8	2.1
	Ocp	1.0	1.5	1.4	2.0	13.8	1.2	1.0	10.4	22.7	49.4
0800-0900 Peak hour	Pro	3.9	66.7	8.3	0.6	5.0	11.7	0.0	1.1	1.3	1.5
	Ocp	1.0	1.4	1.6	7.0	12.3	1.5	0.0	19.0	20.4	43.2
0900-1000	Pro	2.2	62.4	12.3	0.7	4.4	10.9	2.2	2.2	1.3	1.5
	Ocp	1.0	1.4	1.3	2.0	8.2	2.2	1.0	1.0	20.1	23.8
1000-1100	Pro	1.6	48.4	21.9	0.0	7.8	15.6	1.6	0.0	1.6	1.6
	Ocp	1.0	1.4	1.4	0.0	6.4	1.3	2.0	0.0	13.6	22.6
1100-1200	Pro	1.3	51.4	11.3	1.3	6.3	20.1	0.0	3.8	2.2	2.5
	Ocp	2.0	1.4	1.6	1.0	6.6	1.4	0.0	1.0	14.0	23.0
1200-1300	Pro	3.3	45.6	12.2	0.0	4.4	18.9	4.4	6.7	1.7	2.8
	Ocp	1.3	1.5	1.8	0.0	9.3	1.5	1.0	8.2	16.5	28.4
1300-1400	Pro	1.2	67.4	7.0	1.2	7.0	11.6	0.0	0.0	2.3	2.3
	Ocp	1.0	1.3	1.0	2.0	7.8	1.2	0.0	0.0	18.0	28.1
1400-1500	Pro	5.5	45.1	9.9	0.0	8.8	22.0	2.2	2.2	1.9	2.5
	Ocp	1.0	1.4	1.9	0.0	7.4	2.0	1.5	22.5	14.9	30.4
1500-1600	Pro	4.0	50.3	8.0	1.0	6.0	22.1	3.0	1.0	1.8	2.8
	Ocp	1.0	1.4	2.3	2.0	9.3	1.5	2.0	15.0	11.1	23.3
1600-1700	Pro	3.0	49.2	21.9	3.0	8.3	7.6	2.3	1.5	1.5	1.7
	Ocp	1.0	1.6	1.1	4.8	7.3	1.3	1.7	15.5	23.8	37.9
1700-1800	Pro	4.1	56.2	12.4	4.1	12.4	4.1	0.0	3.3	1.7	1.7
	Ocp	1.2	1.3	1.9	7.6	10.0	1.2	0.0	12.8	23.3	47.4
1800-1900	Pro	2.3	70.0	6.8	0.8	12.2	3.8	0.8	0.0	1.3	2.1
	Ocp	1.0	1.3	1.8	1.0	12.3	1.2	2.0	0.0	27.1	50.8
1900-2000	Pro	0.9	68.7	12.0	0.0	12.9	0.9	0.0	0.9	1.9	1.9
	Ocp	1.0	1.2	1.6	0.0	7.9	1.0	0.0	1.0	21.7	41.7
2000-2100	Pro	1.2	69.1	7.4	0.0	13.6	3.7	0.0	0.0	2.5	2.5
	Ocp	1.0	1.4	1.2	0.0	9.6	1.0	0.0	0.0	13.6	24.5
2100-2200	Pro	2.6	59.5	10.4	0.0	23.3	0.0	0.0	0.0	1.9	2.3
	Ocp	1.5	1.6	1.5	0.0	7.6	0.0	0.0	0.0	9.5	20.6
2200-2300	Pro	5.0	40.9	23.5	0.0	26.0	0.0	0.0	1.2	0.9	2.5
	Ocp	1.0	1.5	1.7	0.0	7.8	0.0	0.0	1.0	9.3	29.9
16 hours	Pro	2.8	57.9	12.2	1.0	9.5	10.1	1.1	1.7	1.7	2.0
	Ocp	1.1	1.4	1.5	4.5	8.9	1.5	1.5	9.6	18.0	33.3

Legend

Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*

Ocp. Average occupancy of vehicles including both driver and passengers*

M&H Medium and Heavy

* All traffic data are collected from combined bounds except for one way traffic