

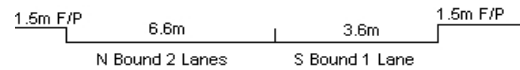
YEAR 2018

COVERAGE (B) STATION 6210

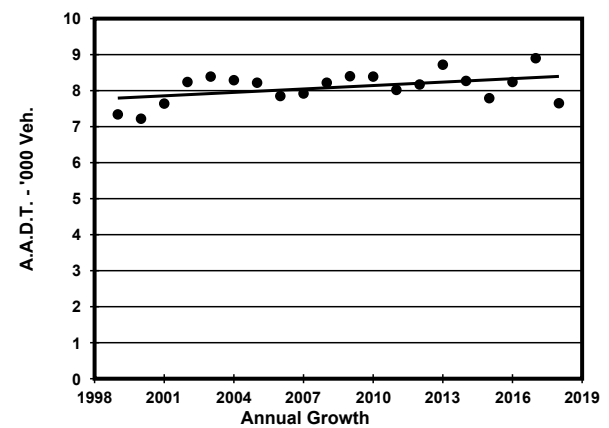
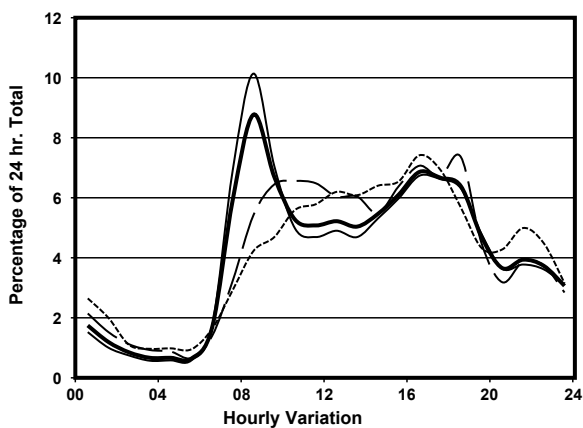
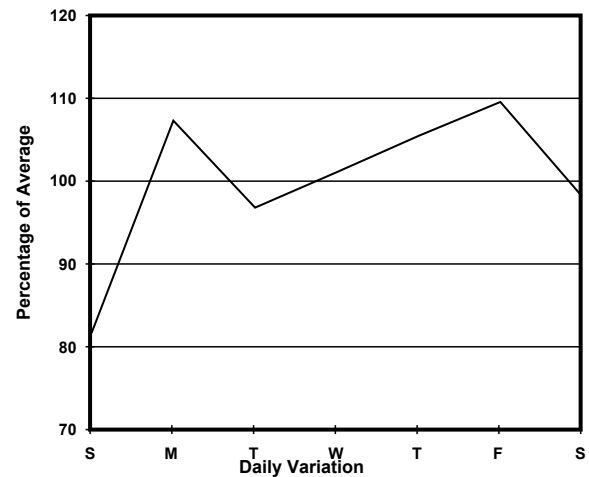
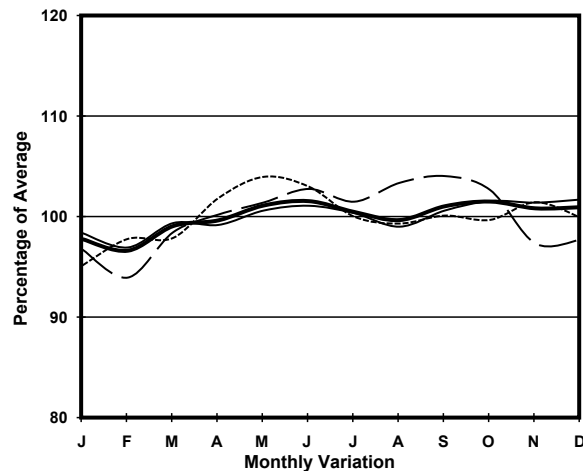
ROAD NETWORK MAJOR

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



— All day — Mon.- Fri. Sat. - - - - - Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	3610	3820	3500	2960
R 12 / 24 - %	76.8	77.9	75.1	72.3
R 16 / 24 - %	89.4	89.9	88.2	87.8
AM Peak Hour	0800-0900	0800-0900	0900-1000	0800-0900
One-way flow at AM peak hour	410	510	270	150
T - % (AM)	-	5.7	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1700-1800
One-way flow at PM peak hour	220	220	240	210
T - % (PM)	-	6.8	-	-
Prop.of commercial vehicles - 16 hr.	-	7.3	-	-
NORTH BOUND				
A.A.D.T.	4040	4220	4090	3340
R 12 / 24 - %	70.5	71.2	71.6	65.1
R 16 / 24 - %	89.7	90.4	88.8	85.5
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	260	300	220	140
T - % (AM)	-	4.2	-	-
PM Peak Hour	1600-1700	1800-1900	1800-1900	1600-1700
One-way flow at PM peak hour	300	330	340	270
T - % (PM)	-	3	-	-
Prop.of commercial vehicles - 16 hr.	-	5.8	-	-

3. OTHER INFORMATION AND COMMENT

Coverage (B) Station 6210
Year 2018

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	1.8	51.4	19.3	4.6	7.3	10.1	0.9	0.9	0.2	3.4
	Ocp	1.5	1.7	1.6	9.2	12.9	1.5	1.0	1.0	1.0	38.1
0800-0900 Peak hour	Pro	1.0	58.1	15.4	2.5	4.0	13.9	1.0	2.0	0.0	2.1
	Ocp	2.0	1.3	1.2	8.0	11.1	1.2	1.5	1.0	0.0	27.1
0900-1000	Pro	0.0	56.3	17.0	0.6	4.7	16.4	2.3	0.6	0.0	2.1
	Ocp	0.0	1.2	1.1	1.0	9.9	1.5	1.0	9.0	0.0	17.1
1000-1100	Pro	1.0	62.6	17.6	0.0	2.9	10.8	0.0	1.0	0.0	4.2
	Ocp	1.0	1.2	1.3	0.0	10.3	1.5	0.0	1.0	0.0	13.2
1100-1200	Pro	1.4	47.7	14.0	0.0	8.4	18.2	2.8	1.4	0.0	6.0
	Ocp	1.0	1.3	1.2	0.0	9.3	1.3	1.0	1.0	0.0	14.6
1200-1300	Pro	0.0	61.5	20.5	1.1	4.3	7.5	0.0	1.1	0.0	4.0
	Ocp	0.0	1.4	1.9	4.0	12.5	1.4	0.0	8.0	0.0	18.8
1300-1400	Pro	0.0	57.5	12.9	0.0	5.9	15.3	3.5	0.0	0.0	5.0
	Ocp	0.0	1.4	1.7	0.0	10.8	1.7	1.7	0.0	0.0	18.0
1400-1500	Pro	0.0	48.6	14.3	0.8	5.9	12.6	2.5	11.7	0.2	3.4
	Ocp	0.0	1.4	1.4	2.0	8.9	1.6	1.3	24.9	1.0	18.3
1500-1600	Pro	1.0	56.0	14.5	4.8	4.8	11.6	2.9	1.0	0.0	3.4
	Ocp	2.0	1.2	1.3	7.0	11.4	1.4	1.3	2.0	0.0	15.5
1600-1700	Pro	0.8	53.8	16.2	2.3	6.9	13.8	1.5	1.5	0.0	3.1
	Ocp	1.0	1.3	1.2	8.7	11.3	1.4	1.0	29.5	0.0	24.2
1700-1800	Pro	4.2	52.3	10.0	4.2	10.8	11.6	1.7	2.5	0.0	2.9
	Ocp	1.0	1.5	1.8	9.6	13.4	1.3	1.0	19.7	0.0	31.3
1800-1900	Pro	2.9	64.9	9.8	0.0	10.8	7.9	0.0	0.0	0.0	3.7
	Ocp	1.3	1.5	1.7	0.0	13.4	1.4	0.0	0.0	0.0	41.4
1900-2000	Pro	0.0	70.6	8.8	0.0	11.8	4.9	0.0	0.0	0.0	3.9
	Ocp	0.0	1.3	1.7	0.0	11.1	1.4	0.0	0.0	0.0	36.3
2000-2100	Pro	0.9	57.0	16.9	0.9	14.3	4.5	2.7	0.0	0.0	2.9
	Ocp	1.0	1.4	1.7	1.0	8.8	1.6	1.0	0.0	0.0	15.5
2100-2200	Pro	3.8	59.1	17.6	0.0	12.6	1.3	1.3	0.0	0.3	4.1
	Ocp	1.7	1.5	1.2	0.0	6.0	1.0	1.0	0.0	8.0	18.0
2200-2300	Pro	0.0	50.0	21.2	0.0	24.2	0.0	0.0	0.0	0.0	4.5
	Ocp	0.0	1.6	1.4	0.0	9.9	0.0	0.0	0.0	0.0	20.3
16 hours	Pro	1.1	56.8	15.3	1.5	8.0	10.7	1.5	1.6	0.1	3.4
	Ocp	1.4	1.4	1.4	7.5	10.6	1.4	1.2	17.0	3.3	23.0

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