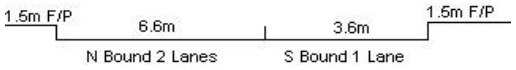
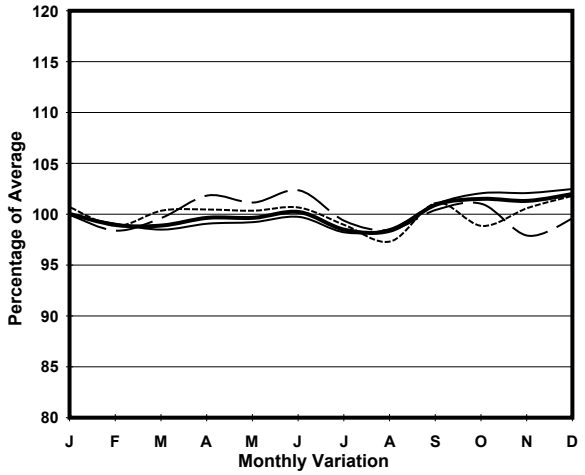
YEAR 2019

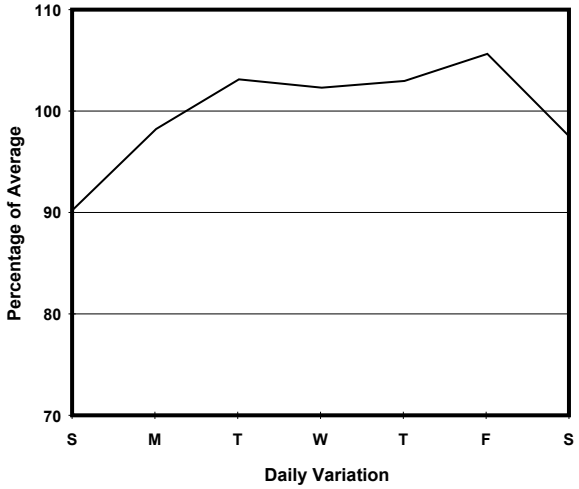
LINK TAI PO RD - MA LIU SHUI (from ENTRANCE TO CHUNG CHI COLLEGE, CUHK to YUEN CHAU TSAI INT)

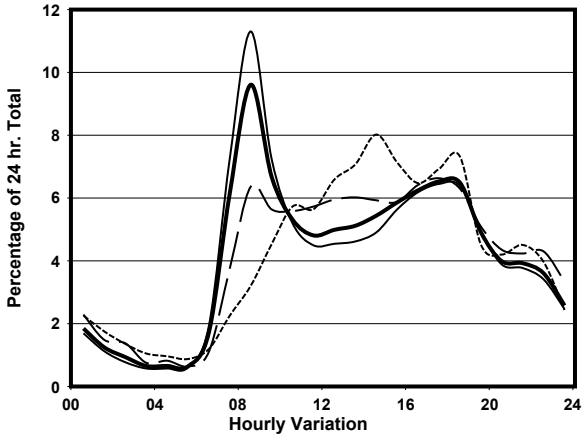
COVERAGE (B) STATION 6210
ROAD NETWORK MAJOR
ROAD TYPE RURAL ROAD

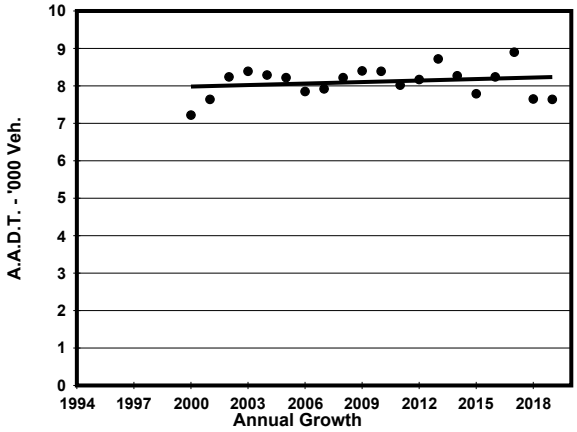


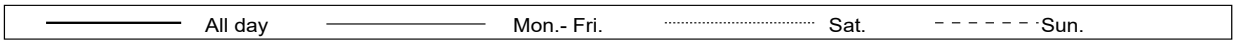
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	3670	3900	3320	3000
R 12 / 24 - %	77.5	79	73.5	71.7
R 16 / 24 - %	89.7	90.4	87.5	87.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	490	620	220	160
T - % (AM)	-	5.4	-	-
PM Peak Hour	1700-1800	1600-1700	1700-1800	1700-1800
One-way flow at PM peak hour	210	210	220	220
T - % (PM)	-	5	-	-
Prop.of commercial vehicles - 16 hr.	-	5.9	-	-
NORTH BOUND				
A.A.D.T.	3970	3970	4160	3940
R 12 / 24 - %	69.3	69.6	67.6	70.3
R 16 / 24 - %	89.6	90.1	88.8	88.7
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	240	270	270	160
T - % (AM)	-	6.6	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	310	320	280	290
T - % (PM)	-	4.2	-	-
Prop.of commercial vehicles - 16 hr.	-	5.6	-	-

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	4.1	64.1	13.1	3.3	1.6	9.0	0.8	0.8	0.6	2.5
	Ocp	1.2	1.6	1.7	6.8	16.5	1.9	1.0	15.0	25.7	45.2
0800-0900	Pro	0.9	65.2	13.0	0.9	3.0	11.2	2.6	1.3	0.3	1.6
Peak hour	Ocp	1.0	1.3	1.6	6.5	12.9	1.5	1.0	4.0	31.0	34.1
0900-1000	Pro	3.0	67.6	12.2	0.6	3.7	7.9	2.4	0.0	0.2	2.4
	Ocp	1.0	1.2	1.4	3.0	8.5	1.3	1.0	0.0	12.0	24.0
1000-1100	Pro	2.6	64.7	7.7	0.0	3.4	13.6	3.4	1.7	0.4	2.6
	Ocp	1.0	1.3	1.6	0.0	9.5	1.6	1.0	1.0	13.0	21.8
1100-1200	Pro	2.4	60.4	13.3	0.0	7.3	9.7	1.2	0.0	1.2	4.5
	Ocp	1.0	1.4	1.5	0.0	11.7	1.6	1.0	0.0	10.0	17.3
1200-1300	Pro	1.3	59.1	8.8	0.0	8.8	13.8	2.5	1.3	0.6	3.8
	Ocp	1.0	1.3	1.6	0.0	8.1	1.4	1.5	1.0	15.0	24.2
1300-1400	Pro	4.4	52.1	14.4	0.0	5.5	15.5	3.3	0.0	0.6	4.2
	Ocp	1.0	1.2	1.2	0.0	6.6	1.6	1.0	0.0	31.0	28.1
1400-1500	Pro	4.3	51.8	18.3	0.0	6.5	12.9	2.2	0.0	0.5	3.5
	Ocp	1.0	1.4	1.1	0.0	5.2	1.7	1.0	0.0	18.0	23.8
1500-1600	Pro	3.1	58.8	20.6	2.1	5.2	4.1	2.1	0.0	0.8	3.4
	Ocp	1.0	1.3	1.3	8.0	9.4	1.8	1.0	0.0	18.0	32.2
1600-1700	Pro	4.5	54.1	16.5	1.5	6.8	9.0	3.8	0.8	0.2	2.8
	Ocp	1.0	1.5	1.1	2.5	6.0	1.3	1.2	2.0	32.0	28.9
1700-1800	Pro	3.1	59.6	13.3	2.4	7.8	10.2	0.8	0.0	0.6	2.2
	Ocp	1.0	1.4	2.1	3.0	9.5	1.9	1.0	0.0	41.3	41.9
1800-1900	Pro	1.5	73.6	8.4	0.0	7.7	4.6	0.8	0.0	0.4	3.1
	Ocp	1.0	1.4	1.3	0.0	11.9	1.2	1.0	0.0	26.5	53.6
1900-2000	Pro	3.0	71.7	6.1	0.0	12.1	3.0	0.0	0.0	0.8	3.3
	Ocp	1.0	1.4	1.2	0.0	9.0	1.3	0.0	0.0	31.3	43.5
2000-2100	Pro	1.2	59.1	13.9	0.0	18.6	2.3	0.0	0.0	0.6	4.3
	Ocp	1.0	1.3	1.4	0.0	11.3	1.0	0.0	0.0	20.5	41.2
2100-2200	Pro	1.5	54.2	14.7	0.0	20.5	4.4	0.0	0.0	0.7	4.0
	Ocp	1.0	1.3	1.9	0.0	8.4	1.7	0.0	0.0	36.0	40.4
2200-2300	Pro	3.9	49.7	24.8	0.0	15.7	1.3	0.0	0.0	0.3	4.2
	Ocp	1.0	1.5	1.6	0.0	12.3	2.0	0.0	0.0	17.0	61.1
16 hours	Pro	2.7	61.5	13.3	0.8	7.3	8.6	1.8	0.4	0.5	3.0
	Ocp	1.0	1.4	1.5	5.2	9.7	1.5	1.1	4.0	24.0	34.9

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