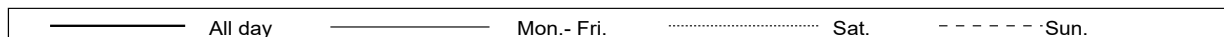
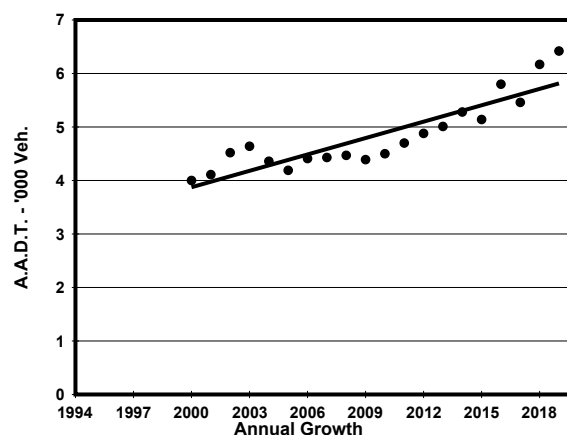
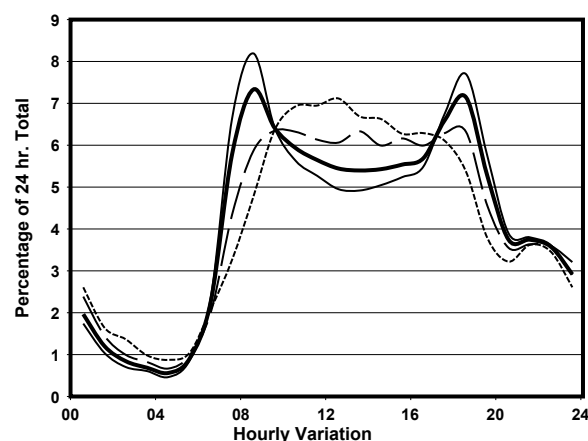
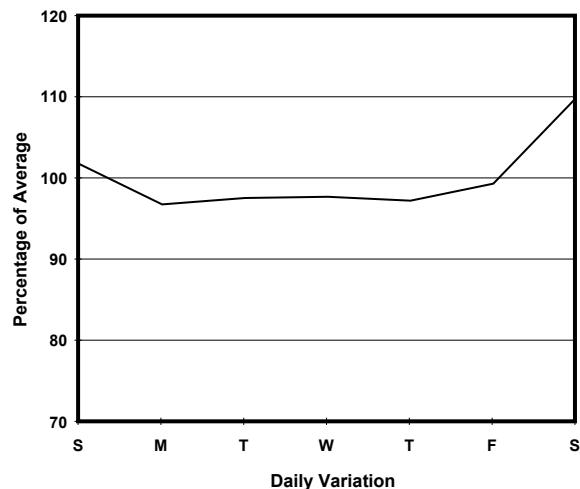
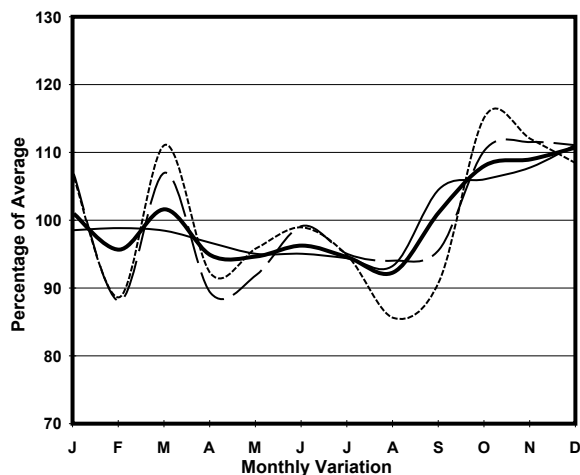


YEAR 2019  
CORE STATION 5014  
ROAD NETWORK MAJOR  
ROAD TYPE RURAL ROAD

LINK ROUTE TWISK (from CHUEN LUNG to CHEUNG PEI SHAN RA)



## 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.	3250	3190	3530	3220
R 12 / 24 - %	77.2	77.7	75.7	76.7
R 16 / 24 - %	89.2	89.7	88.3	88.1
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	310	360	240	210
T - % (AM)	-	0.3	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	220	220	240	230
T - % (PM)	-	0.8	-	-
Prop.of commercial vehicles - 16 hr.	-	2	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	3170	3070	3550	3280
R 12 / 24 - %	67.3	66.6	68.7	68.9
R 16 / 24 - %	88.1	88.9	86.6	85.5
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	180	170	220	210
T - % (AM)	-	0.6	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1600-1700
One-way flow at PM peak hour	240	270	220	200
T - % (PM)	-	2.9	-	-
Prop.of commercial vehicles - 16 hr.	-	1.8	-	-

## 3. OTHER INFORMATION AND COMMENT

#### 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	10.4	51.2	3.1	0.0	4.2	30.3	0.0	0.0	0.8	0.0
	Ocp	1.0	1.3	3.0	0.0	9.3	1.3	0.0	0.0	17.7	0.0
0800-0900 Peak hour	Pro	3.3	70.5	2.5	0.0	3.3	19.9	0.0	0.0	0.4	0.0
	Ocp	1.0	1.3	2.0	0.0	11.8	1.3	0.0	0.0	22.0	0.0
0900-1000	Pro	1.8	67.6	3.7	0.0	4.6	21.0	0.0	0.9	0.5	0.0
	Ocp	1.0	1.3	1.3	0.0	7.6	1.4	0.0	1.0	40.5	0.0
1000-1100	Pro	0.0	58.6	6.6	1.1	3.3	27.6	1.1	1.1	0.6	0.0
	Ocp	0.0	1.3	2.2	7.0	8.0	1.4	1.0	1.0	16.0	0.0
1100-1200	Pro	1.4	53.9	7.1	0.0	7.1	25.5	4.3	0.0	0.7	0.0
	Ocp	1.0	1.3	1.4	0.0	9.0	1.2	1.3	0.0	20.0	0.0
1200-1300	Pro	0.0	76.8	0.0	0.0	2.7	19.9	0.0	0.0	0.7	0.0
	Ocp	0.0	1.4	0.0	0.0	9.0	1.3	0.0	0.0	21.5	0.0
1300-1400	Pro	3.3	53.7	1.6	0.0	3.3	37.4	0.0	0.0	0.8	0.0
	Ocp	1.5	1.4	1.0	0.0	11.0	1.5	0.0	0.0	26.0	0.0
1400-1500	Pro	1.6	59.2	1.6	0.0	4.8	27.2	1.6	3.2	0.8	0.0
	Ocp	1.0	1.5	6.0	0.0	8.3	1.7	4.0	1.0	8.5	0.0
1500-1600	Pro	8.5	63.2	0.0	0.0	3.4	23.9	0.0	0.0	0.9	0.0
	Ocp	1.0	1.3	0.0	0.0	7.5	1.5	0.0	0.0	12.0	0.0
1600-1700	Pro	2.1	66.3	2.1	0.0	4.3	23.5	1.1	0.0	0.5	0.0
	Ocp	1.0	1.4	1.0	0.0	5.0	1.5	1.0	0.0	8.5	0.0
1700-1800	Pro	2.9	64.7	2.9	1.4	4.3	21.6	0.0	1.4	0.7	0.0
	Ocp	1.0	1.4	1.5	1.0	9.7	1.1	0.0	1.0	16.5	0.0
1800-1900	Pro	2.7	78.1	0.0	0.0	5.3	11.9	0.0	1.3	0.7	0.0
	Ocp	1.0	1.3	0.0	0.0	5.5	1.1	0.0	1.0	23.5	0.0
1900-2000	Pro	2.2	81.1	1.1	0.0	6.5	7.6	0.0	1.1	0.5	0.0
	Ocp	1.0	1.4	2.0	0.0	4.2	1.1	0.0	1.0	16.5	0.0
2000-2100	Pro	0.0	70.3	5.4	0.0	3.6	16.2	1.8	1.8	0.9	0.0
	Ocp	0.0	1.2	1.3	0.0	3.5	1.0	1.0	1.0	9.0	0.0
2100-2200	Pro	0.0	78.4	2.1	0.0	4.1	14.4	0.0	0.0	1.0	0.0
	Ocp	0.0	1.5	1.0	0.0	4.5	1.0	0.0	0.0	4.0	0.0
2200-2300	Pro	2.1	75.8	2.1	0.0	4.2	14.7	0.0	0.0	1.1	0.0
	Ocp	2.0	1.4	2.0	0.0	3.5	1.1	0.0	0.0	2.0	0.0
16 hours	Pro	2.8	66.7	2.7	0.2	4.3	21.5	0.6	0.7	0.7	0.0
	Ocp	1.1	1.3	1.8	4.0	7.4	1.3	1.6	1.0	16.5	0.0

**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