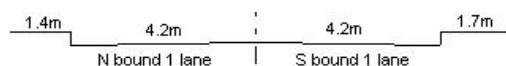
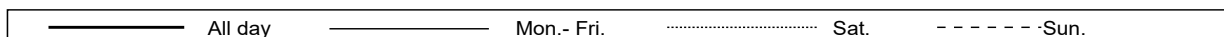
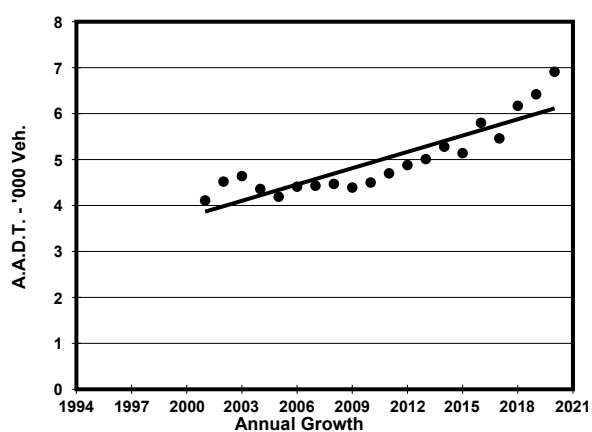
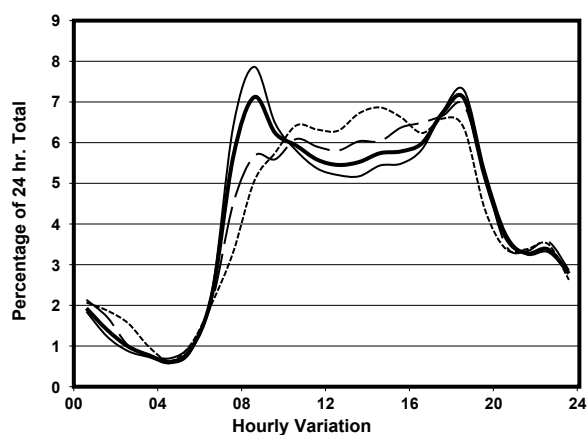
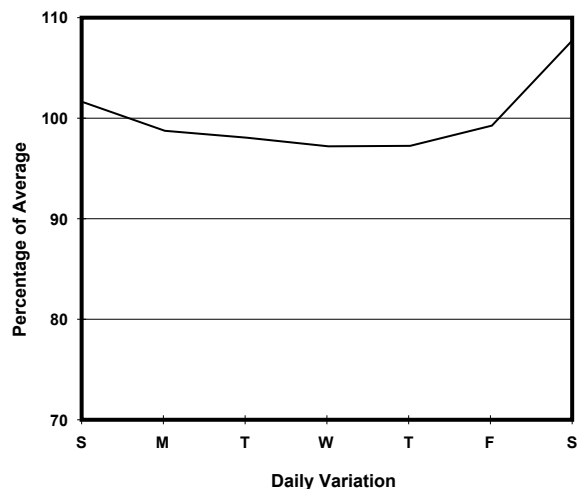
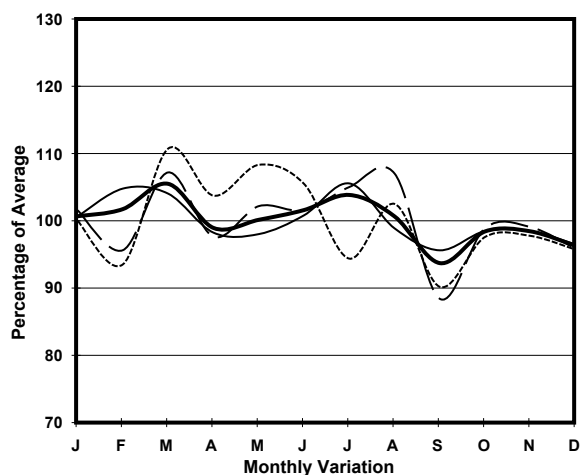


YEAR 2020
CORE STATION 5014
ROAD NETWORK MAJOR
ROAD TYPE RURAL ROAD

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.
SOUTH BOUND				
A.A.D.T.	3490	3430	3760	3520
R 12 / 24 - %	77.8	78.4	76.2	76.9
R 16 / 24 - %	89.8	90.3	89.6	88.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	320	370	230	200
T - % (AM)	-	1.1	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	240	240	280	250
T - % (PM)	-	2.1	-	-
Prop.of commercial vehicles - 16 hr.	-	2.4	-	-
NORTH BOUND				
A.A.D.T.	3420	3340	3700	3520
R 12 / 24 - %	67.8	67.7	67.9	68.2
R 16 / 24 - %	86.7	87.1	85.7	86
AM Peak Hour	0900-1000	0900-1000	0800-0900	0900-1000
One-way flow at AM peak hour	190	190	200	210
T - % (AM)	-	2.9	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1700-1800
One-way flow at PM peak hour	250	260	250	210
T - % (PM)	-	0.3	-	-
Prop.of commercial vehicles - 16 hr.	-	1.6	-	-

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	14.4	48.9	7.2	0.0	2.9	24.5	0.0	1.4	0.7	0.0
	Ocp	1.0	1.2	2.4	0.0	5.5	1.4	0.0	1.0	17.5	0.0
0800-0900 Peak hour	Pro	2.2	71.6	1.5	0.7	1.5	21.4	0.7	0.0	0.4	0.0
	Ocp	1.3	1.3	1.5	14.0	9.5	1.6	2.0	0.0	17.0	0.0
0900-1000	Pro	4.0	64.3	0.8	0.8	3.2	24.9	1.6	0.0	0.4	0.0
	Ocp	1.0	1.3	1.0	1.0	6.3	1.4	1.5	0.0	11.5	0.0
1000-1100	Pro	2.1	65.2	1.1	0.0	3.2	23.5	3.2	1.1	0.5	0.0
	Ocp	1.0	1.4	1.0	0.0	7.7	1.5	1.0	1.0	11.5	0.0
1100-1200	Pro	6.2	51.3	5.1	0.0	2.1	31.8	3.1	0.0	0.5	0.0
	Ocp	1.0	1.5	1.8	0.0	6.0	1.5	1.3	0.0	9.0	0.0
1200-1300	Pro	7.4	47.4	4.4	0.0	7.4	31.1	0.0	1.5	0.7	0.0
	Ocp	1.0	1.3	1.0	0.0	5.6	1.4	0.0	2.0	11.5	0.0
1300-1400	Pro	3.6	49.7	12.1	0.0	2.4	30.3	1.2	0.0	0.6	0.0
	Ocp	1.0	1.5	1.9	0.0	3.5	1.4	1.0	0.0	8.5	0.0
1400-1500	Pro	6.5	55.5	2.6	0.0	2.6	31.0	1.3	0.0	0.6	0.0
	Ocp	1.0	1.4	2.5	0.0	10.5	1.4	2.0	0.0	10.5	0.0
1500-1600	Pro	10.2	52.8	4.1	2.0	1.0	26.4	3.0	0.0	0.5	0.0
	Ocp	1.0	1.5	1.5	2.5	8.0	1.5	1.0	0.0	13.0	0.0
1600-1700	Pro	6.2	62.1	3.7	0.0	2.5	22.4	2.5	0.0	0.6	0.0
	Ocp	1.2	1.4	1.3	0.0	7.0	1.5	1.0	0.0	9.0	0.0
1700-1800	Pro	7.0	68.3	3.0	0.0	1.0	20.1	0.0	0.0	0.5	0.0
	Ocp	1.0	1.3	1.3	0.0	4.0	1.4	0.0	0.0	14.5	0.0
1800-1900	Pro	9.6	70.8	2.2	0.7	2.2	13.3	0.0	0.7	0.4	0.0
	Ocp	1.0	1.4	1.0	1.0	6.0	1.2	0.0	1.0	13.5	0.0
1900-2000	Pro	4.9	75.9	3.9	0.0	4.9	8.9	1.0	0.0	0.5	0.0
	Ocp	1.0	1.5	1.5	0.0	4.2	1.2	1.0	0.0	17.5	0.0
2000-2100	Pro	4.7	77.5	1.6	0.0	3.1	12.4	0.0	0.0	0.8	0.0
	Ocp	1.0	1.4	2.0	0.0	4.0	1.3	0.0	0.0	7.5	0.0
2100-2200	Pro	8.2	78.4	2.1	0.0	4.1	6.2	0.0	0.0	1.0	0.0
	Ocp	1.0	1.7	1.0	0.0	3.5	2.0	0.0	0.0	11.5	0.0
2200-2300	Pro	9.9	69.3	7.9	0.0	4.0	7.9	0.0	0.0	1.0	0.0
	Ocp	1.0	1.5	1.5	0.0	5.0	1.5	0.0	0.0	7.0	0.0
16 hours	Pro	6.4	63.4	3.6	0.4	2.8	21.4	1.2	0.3	0.6	0.0
	Ocp	1.0	1.4	1.6	4.2	5.9	1.4	1.2	1.3	11.9	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