

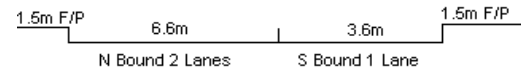
YEAR 2022

COVERAGE (B) STATION 6210

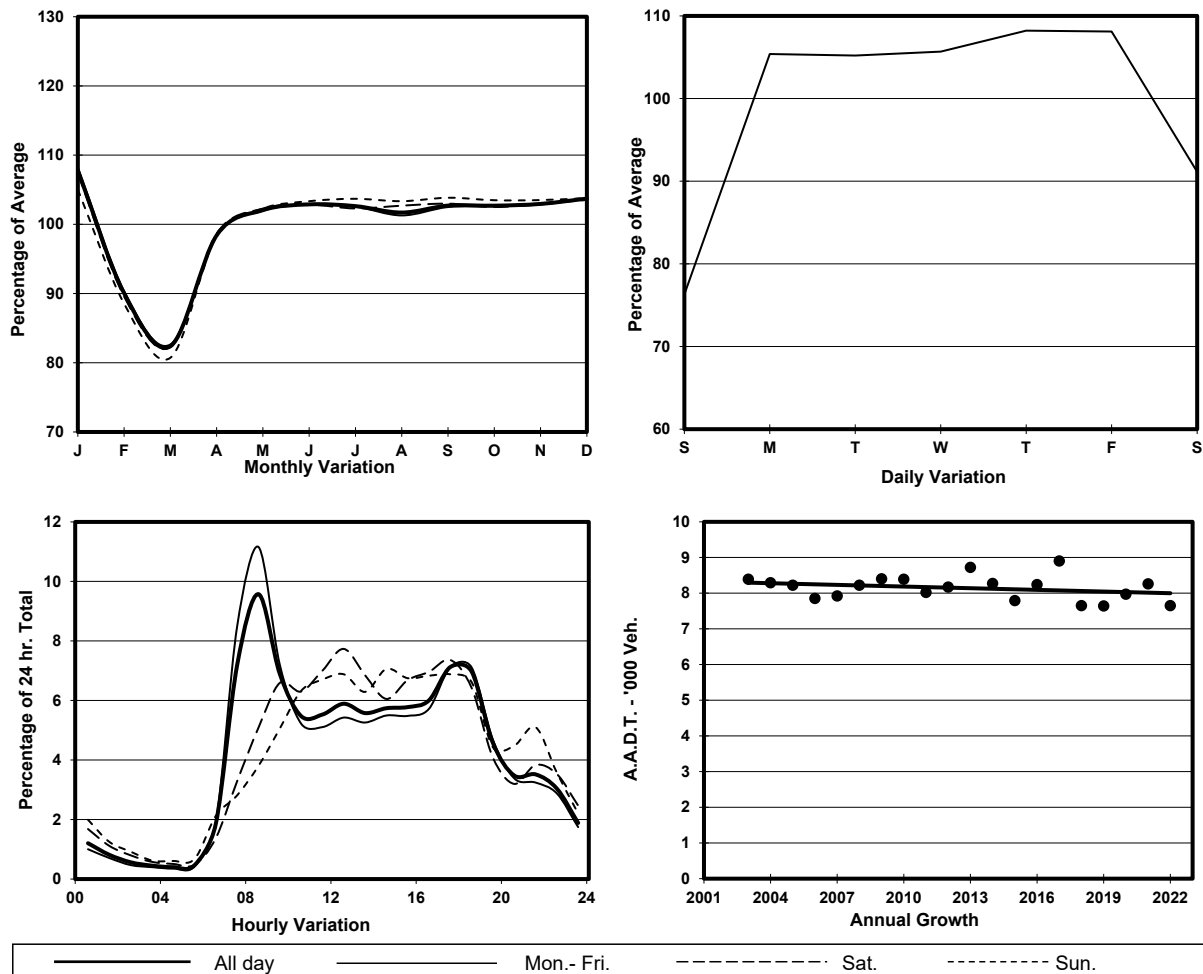
ROAD NETWORK MAJOR

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.	3690	4060	3250	2630
R 12 / 24 - %	81.9	83.3	79.2	74.8
R 16 / 24 - %	92.1	92.6	91.3	89.5
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	520	680	260	160
T - % (AM)	-	5.1	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1800-1900
One-way flow at PM peak hour	210	220	210	180
T - % (PM)	-	9.7	-	-
Prop.of commercial vehicles - 16 hr.	-	5.5	-	-
NORTH BOUND				
A.A.D.T.	3960	4220	3800	3230
R 12 / 24 - %	73.9	74.5	73.9	69.7
R 16 / 24 - %	92.6	93.4	90.7	89.6
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	220	250	200	140
T - % (AM)	-	2.8	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	340	390	310	240
T - % (PM)	-	2.2	-	-
Prop.of commercial vehicles - 16 hr.	-	5	-	-

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	4.9	57.8	13.9	6.5	3.3	9.0	1.6	0.0	0.4	2.6
	Ocp	1.5	1.3	1.4	6.3	11.3	1.3	2.0	0.0	11.5	28.8
0800-0900 Peak hour	Pro	0.8	68.2	10.7	1.5	1.5	12.6	2.3	0.8	0.2	1.3
	Ocp	1.0	1.3	1.8	4.5	13.8	1.2	1.2	1.0	16.5	32.0
0900-1000	Pro	0.9	73.0	10.6	0.4	2.2	8.4	2.6	0.0	0.1	1.8
	Ocp	1.0	1.2	1.7	4.0	9.2	1.5	1.0	0.0	14.0	19.1
1000-1100	Pro	2.4	62.8	4.0	1.6	7.2	13.5	4.8	0.8	0.0	3.0
	Ocp	1.0	1.3	1.4	1.5	5.0	1.5	1.5	1.0	0.0	16.3
1100-1200	Pro	1.9	64.1	8.7	1.9	3.9	13.6	1.9	0.0	0.2	3.6
	Ocp	1.0	1.3	1.3	2.0	2.0	1.4	1.5	0.0	5.0	15.7
1200-1300	Pro	4.9	55.6	7.4	1.6	3.3	17.2	4.9	1.6	0.2	3.3
	Ocp	1.0	1.3	1.4	4.0	9.5	1.5	1.3	9.0	5.0	17.0
1300-1400	Pro	4.3	65.1	11.3	3.5	2.6	9.5	0.0	0.0	0.4	3.3
	Ocp	1.0	1.3	1.3	5.5	7.3	1.5	0.0	0.0	8.0	24.3
1400-1500	Pro	2.8	59.8	9.2	2.8	7.4	13.8	0.9	0.0	0.5	3.0
	Ocp	1.3	1.4	1.4	1.3	4.4	1.5	1.0	0.0	8.0	20.9
1500-1600	Pro	4.5	62.5	10.7	3.6	3.6	8.9	1.8	0.9	0.4	3.1
	Ocp	1.0	1.4	1.2	3.8	8.8	1.9	1.0	5.0	17.5	26.0
1600-1700	Pro	3.9	55.9	9.6	1.0	7.7	14.5	3.9	0.0	0.5	3.1
	Ocp	1.0	1.4	1.9	16.0	6.6	1.6	1.8	0.0	7.5	29.5
1700-1800	Pro	4.3	69.2	5.1	0.9	6.8	8.5	0.9	0.9	0.4	3.0
	Ocp	1.0	1.3	1.8	17.0	12.9	1.4	1.0	1.0	20.5	42.5
1800-1900	Pro	6.4	68.9	8.5	0.0	4.3	9.2	0.0	0.0	0.2	2.5
	Ocp	1.1	1.3	1.4	0.0	13.8	1.3	0.0	0.0	20.0	37.7
1900-2000	Pro	3.6	70.4	7.1	0.0	8.0	7.1	0.0	0.0	0.4	3.3
	Ocp	1.0	1.4	1.3	0.0	6.1	1.3	0.0	0.0	10.0	23.6
2000-2100	Pro	7.5	68.8	7.5	0.0	10.0	1.3	0.0	0.0	0.3	4.7
	Ocp	1.0	1.4	1.8	0.0	6.4	1.0	0.0	0.0	6.0	12.7
2100-2200	Pro	1.6	58.8	16.3	0.0	16.3	1.6	0.0	0.0	0.4	4.9
	Ocp	1.0	1.7	1.3	0.0	8.6	1.0	0.0	0.0	23.0	19.1
2200-2300	Pro	2.9	50.7	24.6	0.0	13.0	4.3	0.0	0.0	0.7	3.6
	Ocp	1.0	1.3	1.8	0.0	8.0	1.3	0.0	0.0	5.5	18.7
16 hours	Pro	3.3	64.5	9.9	1.6	5.2	10.2	1.8	0.4	0.3	2.8
	Ocp	1.1	1.3	1.5	5.0	8.1	1.4	1.3	3.9	11.8	23.9

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