

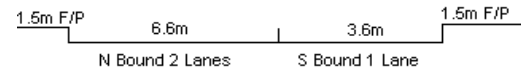
YEAR 2023

COVERAGE (B) STATION 6210

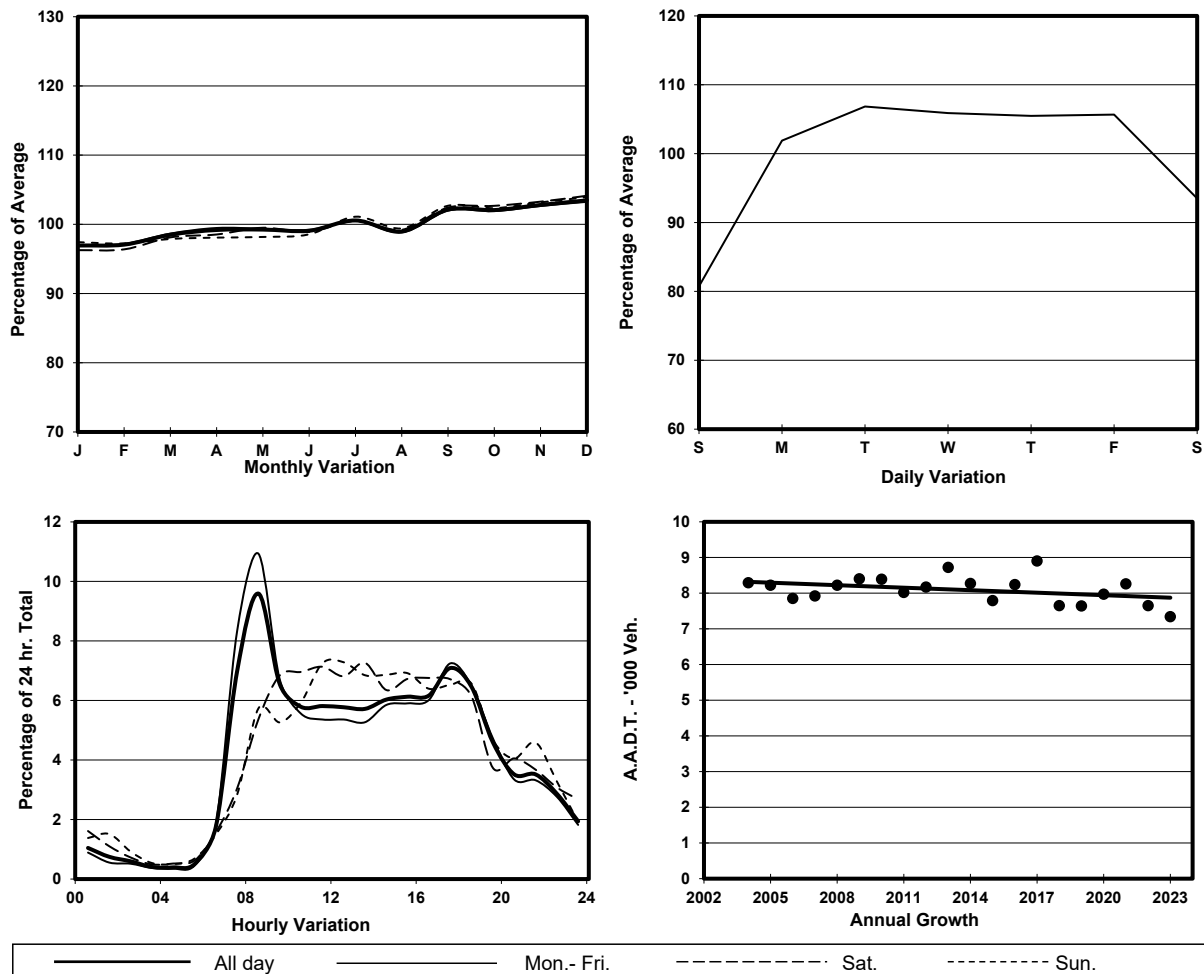
ROAD NETWORK MAJOR

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.
<b>SOUTH BOUND</b>				
A.A.D.T.	3530	3820	3160	2720
R 12 / 24 - %	81.9	83.2	77.7	77.7
R 16 / 24 - %	92.7	93.1	90.5	91.5
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	490	620	250	170
T - % (AM)	-	2.6	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1700-1800
One-way flow at PM peak hour	210	210	200	190
T - % (PM)	-	4.2	-	-
Prop.of commercial vehicles - 16 hr.	-	6.8	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	3810	3980	3760	3330
R 12 / 24 - %	74.5	75	74.8	71.8
R 16 / 24 - %	92.5	93.2	90.8	90.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0800-0900
One-way flow at AM peak hour	220	240	230	200
T - % (AM)	-	7.1	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1800-1900
One-way flow at PM peak hour	320	350	270	220
T - % (PM)	-	4.5	-	-
Prop.of commercial vehicles - 16 hr.	-	6.3	-	-

## 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	5.2	49.9	14.5	7.3	4.2	12.5	2.1	0.0	0.3	4.2
	Ocp	1.2	1.4	1.6	11.0	13.3	1.3	1.0	0.0	19.0	24.8
0800-0900 Peak hour	Pro	3.7	69.9	6.9	1.8	3.7	10.1	0.5	1.8	0.1	1.5
	Ocp	1.1	1.3	1.9	8.5	11.1	1.7	1.0	17.0	13.0	26.8
0900-1000	Pro	0.7	69.3	10.2	0.0	4.1	8.2	4.8	0.0	0.2	2.7
	Ocp	1.0	1.5	1.5	0.0	9.5	1.0	1.1	0.0	14.0	15.3
1000-1100	Pro	0.0	58.8	11.6	1.7	5.8	13.3	3.3	2.5	0.0	3.1
	Ocp	0.0	1.4	1.5	1.5	7.9	1.4	1.8	1.0	0.0	11.4
1100-1200	Pro	4.9	64.1	8.7	0.0	3.9	12.6	1.9	0.0	0.2	3.6
	Ocp	1.2	1.4	1.4	0.0	7.3	1.2	2.0	0.0	8.0	14.4
1200-1300	Pro	7.5	53.8	8.6	6.5	4.3	12.9	2.2	0.0	0.0	4.3
	Ocp	1.0	1.3	1.3	7.5	8.0	1.3	1.0	0.0	0.0	19.6
1300-1400	Pro	4.8	50.2	12.6	1.9	7.7	17.4	0.0	1.9	0.5	2.9
	Ocp	1.0	1.4	1.6	1.5	5.4	1.6	0.0	1.0	9.5	21.1
1400-1500	Pro	4.6	61.2	3.7	3.7	5.5	13.7	0.9	3.7	0.2	3.0
	Ocp	1.0	1.3	1.3	1.3	6.0	1.1	1.0	15.0	15.0	18.4
1500-1600	Pro	3.4	53.3	15.2	1.7	3.4	9.3	2.5	7.6	0.2	3.4
	Ocp	1.0	1.4	1.4	3.5	11.8	1.4	1.0	24.4	10.0	18.3
1600-1700	Pro	2.9	59.1	14.5	1.0	4.8	10.7	2.9	0.0	0.5	3.6
	Ocp	1.0	1.3	1.5	4.0	6.0	1.3	1.0	0.0	14.5	17.3
1700-1800	Pro	3.5	70.8	2.7	2.7	6.2	9.7	0.0	0.9	0.2	3.3
	Ocp	1.0	1.3	1.3	1.7	12.3	1.7	0.0	1.0	34.0	25.9
1800-1900	Pro	5.8	76.0	3.3	0.0	5.0	5.8	0.8	0.0	0.4	2.9
	Ocp	1.0	1.4	1.8	0.0	9.7	1.1	1.0	0.0	23.5	38.1
1900-2000	Pro	7.5	71.5	5.6	0.0	6.6	2.8	0.0	1.9	0.0	4.0
	Ocp	1.0	1.4	1.2	0.0	9.6	1.3	0.0	1.0	0.0	26.2
2000-2100	Pro	1.6	72.9	6.5	0.0	11.3	0.0	0.0	1.6	0.0	6.1
	Ocp	1.0	1.2	1.0	0.0	7.0	0.0	0.0	1.0	0.0	15.5
2100-2200	Pro	3.9	58.8	13.1	0.0	15.7	3.9	0.0	0.0	0.0	4.6
	Ocp	1.0	1.3	1.4	0.0	5.6	1.0	0.0	0.0	0.0	13.6
2200-2300	Pro	1.5	56.9	18.0	0.0	13.5	4.5	0.0	1.5	0.4	3.7
	Ocp	2.0	1.4	1.7	0.0	3.2	1.3	0.0	1.0	2.0	12.5
16 hours	Pro	3.8	63.0	9.3	1.8	5.9	9.6	1.5	1.5	0.2	3.3
	Ocp	1.1	1.4	1.5	5.9	8.0	1.4	1.2	13.3	15.0	20.1

**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