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XHB ROUTE NO. 170

SHA TIN MARKET TO WAH FU (CENTRAL)

JOB NO. 608

by

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1. Introduction

This report is one of a series containing the results of surveys of the level of service provided by the franchised public bus companies. It deals with general aspects of the service such as the routing, bus stop location, bus stop usage and journey times, provided by Cross Harbour Bus Route No. 170 which is approximately 29.9 kilometres long and serves between Sha Tin Market and Wah Fu (Central).

2. Method of Survey

2.1 The details of the bus schedules were obtained from the Transport Department. Other details of the route were obtained by direct observation.

2.2 The main survey was carried out on Monday, 21st January, 1980. To obtain information on the usage of bus stops two observers boarded every second bus departing from both termini, and recorded the number of passengers boarding and alighting from the sampled bus. These observations were carried out for a 13-hour period from 0700 to 2000 hours. The "on-bus" observer also recorded the time of arrival and departure at the termini and at the intermediate bus stops. Bus speeds along sections of the route and terminus to terminus journey times were calculated from the data.

2.3 In addition, two observers were stationed at each of the two termini to guide the "on-bus" teams and to record the types of bus and their capacity as well as the departure times of all buses from the termini.

3. Contents of Tables

3.1 The routing and details of the official bus schedule and the fare charged are shown in Table 1.

3.2 Tables 2A & 2B are records of the hourly bus departures from termini.

3.3.1 One in every two buses leaving each terminus was surveyed and the resultant boarding/alighting passenger counts were calculated in the ratio of the number of buses leaving in any hour to the number sampled in the same hour. The results are summarised in Tables 3A & 3B to show the hourly average and the 13-hour total passenger volumes at each stop. As there is a considerable variation not only in bus stop usage throughout the day but also in the period during which the maximum usage occurs at individual stops along the route, the peak hour and the corresponding passenger volumes for each stop are shown in the same tables.

3.3.2 Supplementary Tables S 3A & S 3B indicate in greater detail, the passenger usage characteristics of each stop during every hour of the survey period in addition to such information as distance between stops, total number of passengers on board at each stop and the total capacity of buses based on actual departures from the termini.

3.4 Bus occupancy refers to the total number of passengers actually on board all buses leaving a bus stop in the specified period divided by the total registered capacity of all buses leaving at the same period, the result being expressed in terms of percentage of full load between each stop in every hour during the 13-hour survey. The hourly and daily average of passenger trip length for each direction are also shown in Tables 4A & 4B.

3.5 Journey times which varied throughout the day, were derived from the bus departure and arrival times at the termini. The average journey time and the maximum and minimum journey times in each hour are summarised in Table 5. The Standard Deviation from the equivalent 13-hour average is given at the foot of each table.

3.6 Mean journey speeds over sections of the route were derived from the bus departure times at selected stops. Details are shown in Tables 6A & 6B which indicate the variation of bus speeds in different areas due to traffic congestion.

3.7 Mean running speeds over sections of the route were derived from the difference between the sum of the journey times for the sections and the sum of the times spent at bus stop divided by the length of the section. Details of figures are shown in Tables 7A & 7B.

3.8 The average layover time and the maximum and minimum layover time in each hour throughout the day are summarised in Table 8.

3.9 Comparison of the Required and Observed Vehicle Trips and Allocation for both termini are shown in Table 9.

3.10 A list of the facilities provided at each bus-stop is shown in Appendices A & B.

3.11 Figure 1 is a route plan showing all bus stop locations. Details of the layout of the termini are shown in Figures 2 & 3.

4. Results of Survey

The detailed results of the survey are contained in Tables 1 to 9. The main findings are as follows:-

- 4.1 The daily total of actual bus departures was 98% of the scheduled departures from Sha Tin Market Terminus and 95% of those from Wah Fu (Central) Terminus.
- 4.2 The 13-hour daily passenger volume was 5 348 in the Sha Tin Market to Wah Fu (Central) direction and 4 507 in the opposite direction.
- 4.3 The highest average hourly occupancy was 119% and occurred between Stop Nos. 005 and 006 during the period 0800-0900 hours in the Sha Tin Market to Wah Fu (Central) direction and was 111% between Stop Nos. 130-131 and 132-133 during the period 0700-0800 hours in the opposite direction.
- 4.4 The average passenger trip length of this route was about 12.8 kilometres.
- 4.5 The longest hourly average journey time and the corresponding journey speed between termini were 84.7 minutes and 20.9 km/h respectively leaving terminus between 1700 and 1800 hours in the Sha Tin Market to Wah Fu (Central) direction. In the opposite direction the figures were 104.3 minutes and 17.3 km/h respectively leaving terminus between 0700 and 0800 hours.
- 4.6 The lowest hourly average speed for a section of the route was 6.1 km/h and occurred in Nam Fung Road/Deep Water Bay Road area during 1800-1900 hours in the Hong Kong to Kowloon direction. In the opposite direction the value was 6.7 km/h and occurred in Wan Chai and Happy Valley during the a.m. peak period between 0800 and 0900 hours.
- 4.7 The longest hourly average layover time was 47.3 minutes and occurred between 1500 and 1600 hours during meal break at the Wah Fu (Central) terminus. At the Sha Tin terminus the longest hourly average layover time was only 37.0 minutes and occurred between 1400 and 1500 hours.

5. Remarks

5.1 The cross-harbour bus route No. 170 runs between Sha Tin new town in the New Territories and Wah Fu Estate via Aberdeen in the south-west of Hong Kong Island. It is operated jointly by KMB and CMB and has been in service since late 1975.

5.2 During the survey period vehicle departures were 98% and 95% of those scheduled for Sha Tin and Wah Fu respectively.

5.3 Passenger occupancy indices in excess of 100% were observed over certain sections of the route between 0700 and 0900 hours and between 1700 and 1900 hours.

5.4 During the period of the survey (0700-2000 hours)

a) in the Sha Tin - Wah Fu direction

i) 5.2% of passengers alighted before the tunnel

ii) 40.4% of passengers boarded after the tunnel

b) in the Wah Fu - Sha Tin direction

i) 16.2% of passengers alighted before the tunnel

ii) 19.6% of passengers boarded after the tunnel

5.5 Of the 87 bus stops on this route, the No. 170 shares 50 stops with four or more other routes.

5.6 14 of the 87 bus stops are provided with purpose-built shelters.

TABLE 1 ROUTE, TIMETABLE AND FARE

ROUTE

SHA TIN MARKET TO WAH FU (Central): via Unnamed Road, Sha Tin By-pass Road, Lion Rock Tunnel Road, Waterloo Road, Princess Margaret Road, Hong Chong Road, Cross Harbour Tunnel, Waterfront Road, Flyover, Gloucester Road, Percival Street, Leighton Road, Morrison Hill Road, Queen's Road East, Stubbs Road, Wongneichong Gap Road, Deep Water Bay Road, Nam Fung Road, Ocean Park Bus Terminus, Wong Chuk Hang Road, Nam Long Shan Road, Wong Chuk Hang Bus Terminus, Nam Long Shan Road, Wong Chuk Hang Road, Aberdeen Main Road, Lok Yeung Street, Chengtu Road, Aberdeen Main Road, Shek Pai Wan Road and Wah Fu Estate access road.

WAH FU (Central) to SHA TIN MARKET: via Wah Fu Estate access road, Shek Pai Wan Road, Aberdeen Main Road, Wong Chuk Hang Road, Nam Long Shan Road, Wong Chuk Hang Bus Terminus, Nam Long Shan Road, Wong Chuk Hang Road, Ocean Park Bus Terminus, Nam Fung Road, Deep Water Bay Road, Wongneichong Gap Road, Stubbs Road, Queen's Road East, Morrison Hill Road, Tin Lok Lane, Hennessy Road, Great George Street, Paterson Street, Gloucester Road, Waterfront Road, Cross Harbour Tunnel, Hong Chong Road, Princess Margaret Road, Argyle Street, Waterfront Road, Lion Rock Tunnel Road, Sha Tin By-pass Road and Unnamed Road.

TIMETABLE

<u>From Sha Tin Market</u>	<u>From Wah Fu (Central)</u>	<u>Frequency (minutes)</u>
7.00 a.m. to 9.30 a.m.	6.55 a.m. to 9.25 a.m.	15
9.30 a.m. to 4.10 p.m.	9.25 a.m. to 4.05 p.m.	20
4.10 p.m. to 5.40 p.m.	4.05 p.m. to 5.35 p.m.	15
5.40 p.m. to 7.20 p.m.	5.35 p.m. to 7.15 p.m.	20

FARETABLE

\$2.00 per Single Journey (\$1.00 after passing through the Cross Harbour Tunnel)
 No half fare for children
 Student Monthly Tickets, Half Fare Passes and Bus Coupons are not valid.

JOURNEY DISTANCE

29.9 km (18.0 miles)

JOURNEY TIME

85 minutes (including layover time)

VEHICLE ALLOCATION/CARRYING CAPACITY

Double Deckers 56 to 107 seaters

Minimum number of passengers that can be carried during a peak hour in each direction: 480

Approved for one-man operation.

16th September, 1979

TABLE 2A FREQUENCY AND REGULARITY OF SERVICE

ROUTE NO : XHB170
 DATE OF SURVEY : 21- 1-1980
 TERMINUS : SHA TIN MARKET

HOUR	SCHEDULED FREQUENCY (MINUTES)	SCHEDULED DEPARTURE (VEH. TRIP)	OBSERVED DEPARTURE (VEH. TRIP)	OBSERVED HEADWAYS (MINUTES)			COMPLIANCE WITH SCHEDULE	INDEX
				MAX.	MIN.	AVE.		
7	15.0	4	5	18	11	14.8	0.85	
8	15.0	4	2	33	19	26.0	0.13	
9	17.5	4	3	24	6	15.7	0.44	
10	20.0	3	4	28	9	18.0	0.61	
11	20.0	3	3	21	18	19.7	0.94	
12	20.0	3	3	22	18	20.3	0.91	
13	20.0	3	3	21	19	20.0	0.96	
14	20.0	3	3	20	20	20.0	1.00	
15	20.0	3	3	20	19	19.7	0.97	
16	15.0	4	4	22	14	16.5	0.76	
17	16.7	3	3	25	9	15.7	0.53	
18	20.0	3	3	24	17	20.3	0.86	
19	20.0	2	2	20	17	18.5	0.89	
20	0.0	0	0	0	0	0.0	0.00	
21	0.0	0	0	0	0	0.0	0.00	
22	0.0	0	0	0	0	0.0	0.00	
DAILY		42	41	33	6	18.4		

TABLE 2B FREQUENCY AND REGULARITY OF SERVICE

ROUTE NO : XHB170
 DATE OF SURVEY : 21- 1-1980
 TERMINUS : MAH FU (CENTRAL)

HOUR	SCHEDULED FREQUENCY (MINUTES)	SCHEDULED DEPARTURE (VEH. TRIP)	OBSERVED DEPARTURE (VEH. TRIP)	OBSERVED HEADWAYS (MINUTES)			COMPLIANCE WITH SCHEDULE	INDEX
				MAX.	MIN.	AVE.		
7	15.0	4	4	15	15	15.0	1.00	
8	15.0	4	4	17	14	15.3	0.93	
9	18.3	3	3	20	15	16.7	0.84	
10	20.0	3	3	27	14	21.0	0.73	
11	20.0	3	2	31	16	23.5	0.59	
12	20.0	3	3	30	18	23.3	0.70	
13	20.0	3	2	29	20	24.5	0.68	
14	20.0	3	3	26	21	24.0	0.77	
15	20.0	3	3	20	18	19.3	0.94	
16	15.0	4	4	20	14	16.3	0.95	
17	17.5	4	4	19	12	16.3	0.89	
18	20.0	3	3	21	20	20.3	0.97	
19	20.0	1	1	20	20	20.0	1.00	
20	0.0	0	0	0	0	0.0	0.00	
21	0.0	0	0	0	0	0.0	0.00	
22	0.0	0	0	0	0	0.0	0.00	
DAILY		41	39	31	12	19.0		

TABLE 3A/ 1 NO. OF PASSENGERS BOARDING AND ALIGHTING AT EACH STOP

DIRECTION FROM: SHA TIN MARKET
 TO : WAH FU (CENTRAL)

STOP REF. NO.	PASSENGER VOLUME						HOUR	PEAK HOUR		
	13 HOUR PERIOD			AVE. PER HOUR				BOARD	ALIGHT	TOTAL
	BOARD	ALIGHT	TOTAL	BOARD	ALIGHT	TOTAL				
0.00	2114	0	2114	163	0	163	7	623	0	623
0.01	59	0	59	5	0	5	18	26	0	26
0.02	132	0	132	10	0	10	16	22	0	22
0.03	44	0	44	3	0	3	17	17	0	17
0.04	94	2	96	7	0	7	18	47	2	49
0.05	14	0	14	1	0	1	18	6	0	6
0.06	131	22	153	10	2	12	12	20	1	21
0.07	25	8	33	2	1	3	19	8	0	8
0.08	25	5	30	2	0	2	9	7	0	7
0.09	57	39	96	4	3	7	7	18	18	36
0.10	78	38	116	6	3	9	7	8	13	21
0.11	182	76	258	14	6	20	9	45	9	54
0.12	234	88	322	18	7	25	9	42	15	57
0.13	450	993	1443	35	76	111	7	138	243	381
0.14	854	796	1650	66	61	127	8	102	128	230
0.15	243	198	441	19	15	34	16	59	9	68
0.16	172	75	247	13	6	19	8	37	9	46
0.17	96	32	128	7	2	10	16	59	9	68
0.18	88	70	158	7	5	12	15	45	4	49
0.19	2	14	16	0	1	1	9	0	4	4
0.20	46	46	92	4	4	7	18	13	4	17
0.21	4	9	13	0	1	1	9	0	4	4
0.22	30	45	75	2	3	6	8	5	15	20

TABLE 3A/ 2 NO. OF PASSENGERS BOARDING AND ALIGHTING AT EACH STOP

DIRECTION FROM: SHA TIN MARKET
 TO : WAH FU (CENTRAL)

STOP REF. NO.	PASSENGER VOLUME						HOUR	PEAK HOUR		
	13 HOUR PERIOD			AVE. PER HOUR				BOARD	ALIGHT	TOTAL
	BOARD	ALIGHT	TOTAL	BOARD	ALIGHT	TOTAL		BOARD	ALIGHT	TOTAL
0.23	1	8	9	0	1	1	8	0	3	3
0.24	18	103	121	1	8	9	9	5	19	24
0.25	2	90	92	0	7	7	8	0	15	15
0.26	20	46	66	2	4	5	13	2	15	17
0.27	0	6	6	0	0	0	18	0	6	6
0.28	2	225	227	0	17	17	8	0	80	80
0.29	0	245	245	0	19	19	7	0	55	55
0.30	15	509	524	1	39	40	17	6	151	157
0.31	68	0	68	5	0	5	17	46	0	46
0.32	25	76	101	2	6	8	8	3	18	21
0.33	5	62	67	0	5	5	16	2	14	16
0.34	4	212	216	0	16	17	17	4	57	61
0.35	14	346	360	1	27	28	17	4	82	86
0.36	0	85	85	0	7	7	8	0	18	18
0.37	0	70	70	0	5	5	16	0	13	13
0.38	0	113	113	0	9	9	17	0	36	36
0.39	0	221	221	0	17	17	17	0	63	63
0.40	0	231	231	0	18	18	17	0	53	53
0.41	0	42	42	0	3	3	17	0	10	10
TOTAL	5348			411						

TABLE 3B/ 1 NO. OF PASSENGERS BOARDING AND ALIGHTING AT EACH STOP

DIRECTION FROM: MAH FU (CENTRAL)
 TO : SHA TIN MARKET

STOP REF. NO.	PASSENGER VOLUME						HOUR	PEAK HOUR		
	13 HOUR PERIOD			AVE. PER HOUR				BOARD	ALIGHT	TOTAL
	BOARD	ALIGHT	TOTAL	BOARD	ALIGHT	TOTAL		BOARD	ALIGHT	TOTAL
1.00	225	0	225	17	0	17	7	140	0	140
1.01	384	0	384	30	0	30	7	232	0	232
1.02	51	0	51	4	0	4	7	20	0	20
1.03	123	4	127	9	0	10	7	72	0	72
1.04	45	0	45	3	0	3	9	12	0	12
1.05	6	0	6	0	0	0	7	4	0	4
1.06	203	0	203	16	0	16	8	68	0	68
1.07	46	4	50	4	0	4	10	11	0	11
1.08	20	2	22	2	0	2	13	6	0	6
1.09	43	18	61	3	1	5	17	26	0	26
1.10	2	16	18	0	1	1	7	0	16	16
1.11	255	54	309	20	4	24	8	60	34	94
1.12	287	9	296	22	1	23	8	50	0	50
1.13	3	0	3	0	0	0	14	3	0	3
1.14	115	0	115	9	0	9	18	41	0	41
1.15	0	2	2	0	0	0	7	0	2	2
1.16	110	8	118	8	1	9	17	39	0	39
1.17	161	0	161	12	0	12	17	52	0	52
1.18	50	0	50	4	0	4	17	14	0	14
1.19	0	0	0	0	0	0	0	0	0	0
1.20	2	0	2	0	0	0	17	2	0	2
1.21	62	10	72	5	1	6	17	40	0	40
1.22	2	0	2	0	0	0	16	2	0	2

TABLE 3B/ 2 NO. OF PASSENGERS BOARDING AND ALIGHTING AT EACH STOP

DIRECTION FROM: WAH FU (CENTRAL)
TO : SHA TIN MARKET

STOP REF. NO.	PASSENGER VOLUME			AVE. PER HOUR			HOUR	PEAK HOUR		
	13 HOUR PERIOD					BOARD		ALIGHT	TOTAL	
	BOARD	ALIGHT	TOTAL	BOARD	ALIGHT	TOTAL		BOARD	ALIGHT	TOTAL
1.23	31	9	40	2	1	3	17	22	0	22
1.24	32	3	35	2	0	3	16	11	0	11
1.25	6	4	10	0	0	1	9	2	4	6
1.26	36	19	55	3	1	4	17	17	0	17
1.27	27	7	34	2	1	3	8	16	4	20
1.28	192	72	264	15	6	20	8	28	36	64
1.29	290	136	426	22	10	33	9	12	62	74
1.30	214	154	368	16	12	28	8	52	52	104
1.31	190	80	270	15	6	21	8	64	32	96
1.32	413	118	531	32	9	41	8	44	64	108
1.33	599	685	1284	46	53	99	8	196	168	364
1.34	84	280	364	6	22	28	17	10	59	69
1.35	22	191	213	2	15	16	18	2	43	45
1.36	62	303	365	5	23	28	18	18	64	82
1.37	85	96	181	7	7	14	18	24	16	40
1.38	2	47	49	0	4	4	9	0	16	16
1.39	5	30	35	0	2	3	18	4	14	18
1.40	0	78	78	0	6	6	17	0	19	19
1.41	13	148	161	1	11	12	17	4	34	38
1.42	4	374	378	0	29	29	8	0	176	176
1.43	0	6	6	0	0	0	9	0	4	4
1.44	2	92	94	0	7	7	9	2	22	24
1.45	2	35	37	0	3	3	19	2	9	11
1.46	1	277	278	0	21	21	9	0	72	72

TABLE 3B/ 3 NO. OF PASSENGERS BOARDING AND ALIGHTING AT EACH STOP

DIRECTION FROM: WAH FU (CENTRAL)
 TO : SHA TIN MARKET

STOP REF. NO.	PASSENGER VOLUME						HOUR	PEAK HOUR		
	13 HOUR PERIOD			AVE. PER HOUR				BOARD	ALIGHT	TOTAL
	BOARD	ALIGHT	TOTAL	BOARD	ALIGHT	TOTAL		BOARD	ALIGHT	TOTAL
1-47	0	53	53	0	4	4	19	0	15	15
1-48	0	1161	1161	0	89	89	19	0	254	254
TOTAL	4507			347						

TABLE S3A/ 1 EXPANDED HOURLY PASSENGER VOLUMES

DIRECTION FROM: SHA TIN MARKET
 TO : WAH FU (CENTRAL)

STOP REF. NO.	DISTANCE BETWEEN STOPS (KM)	7 - 8 HOUR					8 - 9 HOUR				
		ON	OFF	STOP USAGE	ON BRD.	CAPC.	ON	OFF	STOP USAGE	ON BRD.	CAPC.
0.00	0.55	623	0	623	623	590	246	0	246	246	242
0.01	0.52	11	0	11	634	590	0	0	0	246	242
0.02	0.98	18	0	18	652	590	0	0	0	246	242
0.03	0.90	0	0	0	652	590	1	0	1	247	242
0.04	1.13	0	0	0	652	590	6	0	6	253	242
0.05	3.10	0	0	0	652	590	0	0	0	144	121
0.06	0.31	8	5	13	655	590	0	1	1	143	121
0.07	0.40	0	0	0	655	590	0	0	0	143	121
0.08	0.28	3	3	6	655	590	0	0	0	143	121
0.09	1.40	18	18	36	655	590	0	1	1	142	121
0.10	0.59	8	13	21	650	590	0	1	1	141	121
0.11	1.29	3	11	14	642	590	0	3	3	138	121
0.12	3.11	5	13	18	634	590	1	2	3	137	121
0.13	0.70	138	243	381	529	590	7	53	60	91	121
0.14	0.41	73	75	148	269	295	102	128	230	323	416
0.15	0.30	28	38	66	259	295	31	36	67	318	416
0.16	0.93	13	15	28	257	295	37	9	46	346	416
0.17	0.31	3	0	3	260	295	3	0	3	276	295
0.18	0.40	0	23	23	237	295	5	33	38	248	295
0.19	0.82	0	0	0	237	295	0	0	0	248	295
0.20	0.86	3	5	8	235	295	3	10	13	241	295
0.21	0.38	0	0	0	235	295	0	0	0	241	295
0.22	1.71	0	8	8	227	295	5	15	20	231	295
0.23	0.91	0	0	0	227	295	0	3	3	228	295

TABLE S3A/ 2 EXPANDED HOURLY PASSENGER VOLUMES

DIRECTION FROM: SHA TIN MARKET
 TO : WAH FU (CENTRAL)

STOP REF. NO.	DISTANCE BETWEEN STOPS (KM)	7 - 8 HOUR					8 - 9 HOUR				
		ON	OFF	STOP USAGE	ON BRD.	CAPC.	ON	OFF	STOP USAGE	ON BRD.	CAPC.
0.24	0.50	3	20	23	210	295	0	13	13	215	295
0.25	0.55	0	13	13	197	295	0	15	15	200	295
0.26	0.32	0	0	0	197	295	0	0	0	200	295
0.27	0.24	0	0	0	197	295	0	0	0	200	295
0.28	0.38	0	63	63	134	295	0	80	80	120	295
0.29	0.39	0	55	55	79	295	0	38	38	82	295
0.30	0.40	0	25	25	54	295	3	25	28	60	295
0.31	0.36	3	0	3	57	295	0	0	0	60	295
0.32	0.60	0	15	15	42	295	3	18	21	45	295
0.33	0.22	0	0	0	0	0	0	8	8	79	590
0.34	0.38	0	0	0	0	0	0	6	6	73	590
0.35	0.58	0	0	0	0	0	3	28	31	48	590
0.36	0.35	0	0	0	0	0	0	18	18	30	590
0.37	1.12	0	0	0	0	0	0	11	11	19	590
0.38	0.24	0	0	0	0	0	0	3	3	16	590
0.39	0.23	0	0	0	0	0	0	0	0	16	590
0.40	0.40	0	0	0	0	0	0	13	13	3	590
0.41	0.00	0	0	0	0	0	0	3	3	0	590
TOTAL 29.55		961	661	1622			456	574	1030		

TABLE S3A/ 3 EXPANDED HOURLY PASSENGER VOLUMES

DIRECTION FROM: SHA TIN MARKET
 TO : WAH FU (CENTRAL)

STOP REF. NO.	DISTANCE BETWEEN STOPS (KM)	9 - 10 HOUR					10 - 11 HOUR				
		ON	OFF	STOP USAGE	ON BRD.	CAPC.	ON	OFF	STOP USAGE	ON BRD.	CAPC.
0.00	0.55	148	0	148	148	364	126	0	126	126	475
0.01	0.52	6	0	6	154	364	2	0	2	128	475
0.02	0.98	11	0	11	165	364	14	0	14	142	475
0.03	0.90	9	0	9	174	364	0	0	0	142	475
0.04	1.13	5	0	5	179	364	2	0	2	144	475
0.05	3.10	0	0	0	288	485	0	0	0	144	475
0.06	0.31	8	0	8	296	485	14	0	14	158	475
0.07	0.40	2	0	2	298	485	0	2	2	156	475
0.08	0.28	7	0	7	305	485	6	0	6	162	475
0.09	1.40	5	5	10	305	485	14	0	14	176	475
0.10	0.59	15	1	16	319	485	12	2	14	186	475
0.11	1.29	45	9	54	355	485	12	4	16	106	240
0.12	3.11	42	15	57	382	485	22	0	22	128	240
0.13	0.70	4	129	133	257	485	2	30	32	100	240
0.14	0.41	29	94	123	107	303	11	92	103	104	422
0.15	0.30	4	19	23	92	303	4	13	17	95	422
0.16	0.93	2	13	15	81	303	2	4	6	93	422
0.17	0.31	3	3	6	154	424	0	4	4	89	422
0.18	0.40	0	1	1	153	424	0	0	0	89	422
0.19	0.82	0	4	4	149	424	0	0	0	89	422
0.20	0.86	6	3	9	152	424	4	4	8	89	422
0.21	0.38	0	4	4	148	424	0	0	0	89	422
0.22	1.71	0	2	2	104	242	2	11	13	122	604
0.23	0.91	1	0	1	105	242	0	2	2	120	604

TABLE S3A/ 4 EXPANDED HOURLY PASSENGER VOLUMES

DIRECTION FROM: SHA TIN MARKET
 TO : WAH FU (CENTRAL)

STOP REF. NO.	DISTANCE BETWEEN STOPS (KM)	9 - 10 HOUR					10 - 11 HOUR				
		ON	OFF	STOP USAGE	ON BRD.	CAPC.	ON	OFF	STOP USAGE	ON BRD.	CAPC.
0.24	0.50	5	19	24	91	242	5	4	9	121	604
0.25	0.55	0	5	5	86	242	0	13	13	108	604
0.26	0.32	0	1	1	85	242	0	0	0	108	604
0.27	0.24	0	0	0	85	242	0	0	0	108	604
0.28	0.38	0	25	25	60	242	0	16	16	92	604
0.29	0.39	0	19	19	41	242	0	18	18	74	604
0.30	0.40	4	5	9	40	242	0	20	20	54	604
0.31	0.36	2	0	2	42	242	0	0	0	54	604
0.32	0.60	1	8	9	35	242	0	6	6	48	604
0.33	0.22	1	0	1	36	242	0	5	5	25	364
0.34	0.38	0	8	8	19	121	0	8	8	26	485
0.35	0.58	0	5	5	14	121	0	9	9	17	485
0.36	0.35	0	4	4	10	121	0	0	0	17	485
0.37	1.12	0	0	0	10	121	0	5	5	12	485
0.38	0.24	0	2	2	8	121	0	6	6	6	485
0.39	0.23	0	1	1	7	121	0	1	1	5	485
0.40	0.40	0	4	4	3	121	0	3	3	2	485
0.41	0.00	0	3	3	0	121	0	2	2	0	485
TOTAL	29.55	365	411	776			254	284	538		

TABLE S3A/ 5 EXPANDED HOURLY PASSENGER VOLUMES

DIRECTION FROM: SHA TIN MARKET
 TO : WAH FU (CENTRAL)

STOP REF. NO.	DISTANCE BETWEEN STOPS (KM)	11 - 12 HOUR					12 - 13 HOUR				
		ON	OFF	STOP USAGE	ON BRD.	CAPC.	ON	OFF	STOP USAGE	ON BRD.	CAPC.
0.00	0.55	65	0	65	65	364	58	0	58	58	348
0.01	0.52	2	0	2	67	364	1	0	1	59	348
0.02	0.98	10	0	10	77	364	2	0	2	61	348
0.03	0.90	2	0	2	79	364	1	0	1	62	348
0.04	1.13	3	0	3	82	364	3	0	3	65	348
0.05	3.10	3	0	3	85	364	0	0	0	65	348
0.06	0.31	3	2	5	86	364	20	1	21	84	348
0.07	0.40	0	0	0	86	364	1	0	1	85	348
0.08	0.28	0	2	2	84	364	4	0	4	89	348
0.09	1.40	0	2	2	82	364	3	4	7	88	348
0.10	0.59	8	0	8	90	364	5	0	5	93	348
0.11	1.29	30	15	45	193	599	11	0	11	104	348
0.12	3.11	14	6	20	201	599	9	9	18	104	348
0.13	0.70	4	68	72	137	599	1	43	44	62	348
0.14	0.41	92	52	144	150	417	38	35	73	92	530
0.15	0.30	26	0	26	176	417	9	1	10	73	356
0.16	0.93	30	8	38	198	417	9	2	11	80	356
0.17	0.31	2	2	4	198	417	16	4	20	92	356
0.18	0.40	0	2	2	196	417	23	0	23	115	356
0.19	0.82	0	2	2	194	417	0	0	0	115	356
0.20	0.86	6	2	8	198	417	0	0	0	115	356
0.21	0.38	2	2	4	198	417	0	0	0	115	356
0.22	1.71	2	2	4	198	417	1	0	1	116	356
0.23	0.91	0	0	0	198	417	0	0	0	116	356

TABLE S3A/ 6 EXPANDED HOURLY PASSENGER VOLUMES

DIRECTION FROM: SHA TIN MARKET
 TO : WAH FU (CENTRAL)

STOP REF. NO.	DISTANCE BETWEEN STOPS (KM)	11 - 12 HOUR					12 - 13 HOUR				
		ON	OFF	STOP USAGE	ON BRD.	CAPC.	ON	OFF	STOP USAGE	ON BRD.	CAPC.
0.24	0.50	4	11	15	191	417	1	3	4	114	356
0.25	0.55	0	14	14	177	417	0	6	6	108	356
0.26	0.32	0	6	6	171	417	2	2	4	47	182
0.27	0.24	0	0	0	171	417	0	0	0	47	182
0.28	0.38	0	21	21	150	417	0	3	3	44	182
0.29	0.39	0	15	15	135	417	0	5	5	39	182
0.30	0.40	0	46	46	89	417	0	14	14	25	182
0.31	0.36	2	0	2	91	417	3	0	3	28	182
0.32	0.60	0	4	4	64	235	0	5	5	46	364
0.33	0.22	0	10	10	72	475	0	5	5	41	364
0.34	0.38	0	18	18	54	475	0	7	7	34	364
0.35	0.58	0	8	8	46	475	5	18	23	21	364
0.36	0.35	0	4	4	42	475	0	7	7	14	364
0.37	1.12	0	2	2	40	475	0	0	0	14	364
0.38	0.24	0	8	8	32	475	0	8	8	6	364
0.39	0.23	0	14	14	18	475	0	2	2	4	364
0.40	0.40	0	16	16	2	475	0	4	4	0	364
0.41	0.00	0	0	0	0	240	0	2	2	0	599
TOTAL	29.55	310	364	674			226	190	416		

TABLE S3A/ 7

EXPANDED HOURLY PASSENGER VOLUMES

DIRECTION FROM: SHA TIN MARKET
TO : WAH FU (CENTRAL)

STOP REF. NO.	DISTANCE BETWEEN STOPS (KM)	13 - 14 HOUR					14 - 15 HOUR				
		ON	OFF	STOP USAGE	ON BRD.	CAPC.	ON	OFF	STOP USAGE	ON BRD.	CAPC.
0.00	0.55	93	0	93	93	354	103	0	103	103	360
0.01	0.52	2	0	2	95	354	2	0	2	105	360
0.02	0.98	11	0	11	106	354	2	0	2	107	360
0.03	0.90	5	0	5	111	354	0	0	0	107	360
0.04	1.13	4	0	4	115	354	0	0	0	107	360
0.05	3.10	0	0	0	115	354	0	0	0	107	360
0.06	0.31	17	0	17	132	354	8	5	13	110	360
0.07	0.40	2	0	2	134	354	2	0	2	112	360
0.08	0.28	0	0	0	134	354	3	0	3	115	360
0.09	1.40	11	0	11	145	354	0	3	3	112	360
0.10	0.59	4	0	4	149	354	3	0	3	115	360
0.11	1.29	11	2	13	158	354	8	2	10	121	360
0.12	3.11	28	2	30	184	354	21	6	27	136	360
0.13	0.70	2	50	52	136	354	11	36	47	111	360
0.14	0.41	0	18	18	41	177	39	62	101	165	537
0.15	0.30	1	3	4	66	351	12	7	19	170	537
0.16	0.93	10	0	10	76	351	3	8	11	110	355
0.17	0.31	0	0	0	76	351	0	2	2	108	355
0.18	0.40	15	5	20	86	351	0	2	2	106	355
0.19	0.82	0	0	0	86	351	0	2	2	104	355
0.20	0.86	1	3	4	84	351	0	7	7	97	355
0.21	0.38	0	1	1	83	351	0	0	0	97	355
0.22	1.71	0	0	0	83	351	2	0	2	99	355
0.23	0.91	0	1	1	82	351	0	0	0	99	355

TABLE S3A/ 8 EXPANDED HOURLY PASSENGER VOLUMES

DIRECTION FROM: SHA TIN MARKET
 TO : WAH FU (CENTRAL)

STOP REF. NO.	DISTANCE BETWEEN STOPS (KM)	13 - 14 HOUR					14 - 15 HOUR				
		ON	OFF	STOP USAGE	ON BRD.	CAPC.	ON	OFF	STOP USAGE	ON BRD.	CAPC.
0.24	0.50	0	2	2	80	351	0	0	0	99	355
0.25	0.55	0	2	2	78	351	0	8	8	91	355
0.26	0.32	2	15	17	126	525	0	8	8	31	177
0.27	0.24	0	0	0	126	525	0	0	0	31	177
0.28	0.38	0	0	0	126	525	0	2	2	29	177
0.29	0.39	0	4	4	122	525	0	8	8	21	177
0.30	0.40	0	24	24	98	525	0	8	8	13	177
0.31	0.36	0	0	0	98	525	2	0	2	15	177
0.32	0.60	0	0	0	81	348	0	0	0	32	354
0.33	0.22	0	0	0	81	348	0	5	5	27	354
0.34	0.38	0	4	4	77	348	0	8	8	19	354
0.35	0.58	0	30	30	47	348	2	2	4	19	354
0.36	0.35	0	1	1	46	348	0	2	2	17	354
0.37	1.12	0	11	11	35	348	0	7	7	10	354
0.38	0.24	0	8	8	27	348	0	2	2	8	354
0.39	0.23	0	7	7	20	348	0	3	3	5	354
0.40	0.40	0	14	14	6	348	0	3	3	2	354
0.41	0.00	0	6	6	0	348	0	2	2	0	354
TOTAL	29.55	219	213	432			223	210	433		

TABLE S3A/ 9

EXPANDED HOURLY PASSENGER VOLUMES

DIRECTION FROM: SHA TIN MARKET
TO : WAH FU (CENTRAL)

STOP REF. NO.	DISTANCE BETWEEN STOPS (KM)	15 - 16 HOUR					16 - 17 HOUR				
		ON	OFF	STOP USAGE	ON BRD.	CAPC.	ON	OFF	STOP USAGE	ON BRD.	CAPC.
0.00	0.55	61	0	61	61	340	89	0	89	89	463
0.01	0.52	0	0	0	61	340	0	0	0	89	463
0.02	0.98	8	0	8	69	340	22	0	22	111	463
0.03	0.90	2	0	2	71	340	2	0	2	113	463
0.04	1.13	2	0	2	73	340	6	0	6	119	463
0.05	3.10	2	0	2	75	340	0	0	0	119	463
0.06	0.31	8	2	10	81	340	18	2	20	135	463
0.07	0.40	4	0	4	85	340	0	0	0	135	463
0.08	0.28	0	0	0	85	340	0	0	0	135	463
0.09	1.40	2	0	2	87	340	2	2	4	135	463
0.10	0.59	5	0	5	92	340	4	6	10	133	463
0.11	1.29	14	2	16	104	340	6	4	10	135	463
0.12	3.11	17	0	17	121	340	24	4	28	155	463
0.13	0.70	20	20	40	63	152	101	46	147	268	651
0.14	0.41	26	11	37	78	152	178	34	212	309	435
0.15	0.30	19	2	21	95	152	59	9	68	359	435
0.16	0.93	11	0	11	161	334	16	0	16	375	435
0.17	0.31	0	2	2	159	334	59	9	68	425	435
0.18	0.40	45	4	49	200	334	0	0	0	425	435
0.19	0.82	0	2	2	198	334	0	0	0	425	435
0.20	0.86	5	2	7	201	334	0	6	6	419	435
0.21	0.38	2	2	4	201	334	0	0	0	419	435
0.22	1.71	2	2	4	201	334	0	2	2	417	435
0.23	0.91	0	0	0	201	334	0	0	0	178	188

TABLE S3A/10 EXPANDED HOURLY PASSENGER VOLUMES

DIRECTION FROM: SHA TIN MARKET
 TO : MAH FU (CENTRAL)

STOP REF. NO.	DISTANCE BETWEEN STOPS (KM)	15 - 16 HOUR					16 - 17 HOUR				
		ON	OFF	STOP USAGE	ON BRD.	CAPC.	ON	OFF	STOP USAGE	ON BRD.	CAPC.
0.24	0.50	0	0	0	62	182	0	14	14	303	340
0.25	0.55	0	9	9	53	182	0	5	5	298	340
0.26	0.32	2	7	9	100	360	0	2	2	296	340
0.27	0.24	0	0	0	100	360	0	0	0	296	340
0.28	0.38	0	3	3	97	360	0	3	3	293	340
0.29	0.39	0	13	13	84	360	0	11	11	282	340
0.30	0.40	0	14	14	70	360	0	62	62	220	340
0.31	0.36	2	0	2	72	360	0	0	0	220	340
0.32	0.60	0	0	0	72	360	0	2	2	218	340
0.33	0.22	0	3	3	69	360	2	14	16	206	340
0.34	0.38	0	14	14	55	360	0	33	33	173	340
0.35	0.58	0	18	18	37	360	0	58	58	115	340
0.36	0.35	0	5	5	32	360	0	14	14	101	340
0.37	1.12	0	0	0	32	360	0	13	13	88	340
0.38	0.24	0	8	8	24	360	0	8	8	80	340
0.39	0.23	0	10	10	14	360	0	41	41	39	340
0.40	0.40	0	14	14	0	360	0	32	32	7	340
0.41	0.00	0	0	0	0	360	0	7	7	0	340
TOTAL 29.55		259	169	428			588	443	1031		

TABLE S3A/11

EXPANDED HOURLY PASSENGER VOLUMES

DIRECTION FROM: SHA TIN MARKET
TO : WAH FU (CENTRAL)

STOP REF. NO.	DISTANCE BETWEEN STOPS (KM)	17 - 18 HOUR					18 - 19 HOUR				
		ON	OFF	STOP USAGE	ON BRD.	CAPC.	ON	OFF	STOP USAGE	ON BRD.	CAPC.
0.00	0.55	141	0	141	141	356	281	0	281	281	340
0.01	0.52	7	0	7	148	356	26	0	26	307	340
0.02	0.98	15	0	15	163	356	17	0	17	324	340
0.03	0.90	17	0	17	180	356	5	0	5	329	340
0.04	1.13	16	0	16	196	356	47	2	49	374	340
0.05	3.10	3	0	3	199	356	6	0	6	380	340
0.06	0.31	11	2	13	208	356	14	2	16	392	340
0.07	0.40	4	3	7	209	356	2	3	5	391	340
0.08	0.28	2	0	2	211	356	0	0	0	391	340
0.09	1.40	0	0	0	211	356	2	4	6	389	340
0.10	0.59	4	3	7	212	356	10	10	20	389	340
0.11	1.29	26	7	33	231	356	14	17	31	386	340
0.12	3.11	38	17	55	252	356	3	12	15	377	340
0.13	0.70	39	39	78	119	178	109	202	311	417	518
0.14	0.41	134	43	177	313	394	76	87	163	274	366
0.15	0.30	15	27	42	301	394	23	19	42	278	366
0.16	0.93	12	13	25	300	394	14	0	14	292	366
0.17	0.31	6	4	10	189	216	4	0	4	409	544
0.18	0.40	0	0	0	189	216	0	0	0	409	544
0.19	0.82	0	0	0	189	216	2	2	4	409	544
0.20	0.86	0	0	0	189	216	13	4	17	418	544
0.21	0.38	0	0	0	189	216	0	0	0	418	544
0.22	1.71	0	0	0	189	216	7	0	7	294	356
0.23	0.91	0	0	0	428	463	0	0	0	294	356

TABLE S3A/12 EXPANDED HOURLY PASSENGER VOLUMES

DIRECTION FROM: SHA TIN MARKET
 TO : WAH FU (CENTRAL)

STOP REF. NO.	DISTANCE BETWEEN STOPS (KM)	17 - 18 HOUR					18 - 19 HOUR				
		ON	OFF	STOP USAGE	ON BRD.	CAPC.	ON	OFF	STOP USAGE	ON BRD.	CAPC.
0.24	0.50	0	4	4	424	463	0	7	7	287	356
0.25	0.55	0	0	0	424	463	0	0	0	287	356
0.26	0.32	14	0	14	438	463	0	3	3	284	356
0.27	0.24	0	0	0	438	463	0	6	6	278	356
0.28	0.38	0	2	2	436	463	2	7	9	273	356
0.29	0.39	0	30	30	406	463	0	22	22	251	356
0.30	0.40	6	151	157	261	463	2	55	57	198	356
0.31	0.36	46	0	46	307	463	8	0	8	206	356
0.32	0.60	8	2	10	313	463	6	2	8	210	356
0.33	0.22	2	10	12	305	463	0	0	0	210	356
0.34	0.38	4	57	61	252	463	0	26	26	184	356
0.35	0.58	4	82	86	174	463	0	56	56	128	356
0.36	0.35	0	4	4	170	463	0	12	12	116	356
0.37	1.12	0	8	8	162	463	0	11	11	105	356
0.38	0.24	0	36	36	126	463	0	13	13	92	356
0.39	0.23	0	63	63	63	463	0	54	54	38	356
0.40	0.40	0	53	53	10	463	0	38	38	0	356
0.41	0.00	0	10	10	0	463	0	0	0	0	356
TOTAL	29.55	574	670	1244			693	676	1369		

TABLE S3A/13

EXPANDED HOURLY PASSENGER VOLUMES

DIRECTION FROM: SHA TIN MARKET
TO : WAH FU (CENTRAL)

STOP REF. NO.	DISTANCE BETWEEN STOPS (KM)	19 - 20 HOUR					20 - 21 HOUR				
		ON	OFF	STOP USAGE	ON BRD.	CAPC.	ON	OFF	STOP USAGE	ON BRD.	CAPC.
0.00	0.55	80	0	80	80	242	0	0	0	0	0
0.01	0.52	0	0	0	80	242	0	0	0	0	0
0.02	0.98	2	0	2	82	242	0	0	0	0	0
0.03	0.90	0	0	0	82	242	0	0	0	0	0
0.04	1.13	0	0	0	82	242	0	0	0	0	0
0.05	3.10	0	0	0	82	242	0	0	0	0	0
0.06	0.31	2	0	2	84	242	0	0	0	0	0
0.07	0.40	8	0	8	92	242	0	0	0	0	0
0.08	0.28	0	0	0	92	242	0	0	0	0	0
0.09	1.40	0	0	0	92	242	0	0	0	0	0
0.10	0.59	0	2	2	90	242	0	0	0	0	0
0.11	1.29	2	0	2	92	242	0	0	0	0	0
0.12	3.11	10	2	12	100	242	0	0	0	0	0
0.13	0.70	12	34	46	78	242	0	0	0	0	0
0.14	0.41	56	65	121	201	394	0	0	0	0	0
0.15	0.30	12	24	36	189	394	0	0	0	0	0
0.16	0.93	13	3	16	199	394	0	0	0	0	0
0.17	0.31	0	2	2	197	394	0	0	0	0	0
0.18	0.40	0	0	0	197	394	0	0	0	0	0
0.19	0.82	0	2	2	195	394	0	0	0	0	0
0.20	0.86	5	0	5	200	394	0	0	0	0	0
0.21	0.38	0	0	0	98	152	0	0	0	102	242
0.22	1.71	9	3	12	235	340	0	8	8	94	242
0.23	0.91	0	2	2	233	340	0	0	0	94	242

TABLE S3A/14

EXPANDED HOURLY PASSENGER VOLUMES

DIRECTION FROM: SHA TIN MARKET
TO : WAH FU (CENTRAL)

STOP REF. NO.	DISTANCE BETWEEN STOPS (KM)	19 - 20 HOUR					20 - 21 HOUR				
		ON	OFF	STOP USAGE	ON BRD.	CAPC.	ON	OFF	STOP USAGE	ON BRD.	CAPC.
0.24	0.50	0	6	6	227	340	0	0	0	94	242
0.25	0.55	2	0	2	229	340	2	0	2	96	242
0.26	0.32	0	2	2	227	340	4	0	4	100	242
0.27	0.24	0	0	0	227	340	0	0	0	100	242
0.28	0.38	0	0	0	227	340	4	0	4	104	242
0.29	0.39	0	7	7	220	340	0	6	6	98	242
0.30	0.40	0	60	60	160	340	0	26	26	72	242
0.31	0.36	0	0	0	160	340	0	0	0	72	242
0.32	0.60	7	14	21	153	340	0	2	2	70	242
0.33	0.22	0	2	2	151	340	0	4	4	66	242
0.34	0.38	0	23	23	128	340	0	8	8	58	242
0.35	0.58	0	32	32	96	340	0	26	26	32	242
0.36	0.35	0	14	14	82	340	0	6	6	26	242
0.37	1.12	0	2	2	80	340	0	0	0	26	242
0.38	0.24	0	11	11	69	340	0	6	6	20	242
0.39	0.23	0	25	25	44	340	0	10	10	10	242
0.40	0.40	0	37	37	7	340	0	10	10	0	242
0.41	0.00	0	7	7	0	340	0	0	0	0	242
TOTAL	29.55	220	381	601			10	112	122		

TABLE S3B/ 1 EXPANDED HOURLY PASSENGER VOLUMES

DIRECTION FROM: WAH FU (CENTRAL)
 TO : SHA TIN MARKET

STOP REF. NO.	DISTANCE BETWEEN STOPS (KM)	7 - 8 HOUR					8 - 9 HOUR				
		ON	OFF	STOP USAGE	ON BRD.	CAPC.	ON	OFF	STOP USAGE	ON BRD.	CAPC.
1.00	0.44	140	0	140	140	484	53	0	53	53	475
1.01	0.48	232	0	232	372	484	88	0	88	141	475
1.02	1.25	20	0	20	392	484	14	0	14	155	475
1.03	0.20	72	0	72	464	484	22	0	22	177	475
1.04	0.38	0	0	0	464	484	10	0	10	187	475
1.05	0.54	4	0	4	575	605	0	0	0	187	475
1.06	0.24	19	0	19	594	605	68	0	68	255	475
1.07	0.30	0	0	0	594	605	8	2	10	261	475
1.08	0.43	2	0	2	596	605	4	0	4	265	475
1.09	0.16	4	16	20	584	605	0	2	2	263	475
1.10	0.40	0	16	16	568	605	0	0	0	263	475
1.11	0.39	48	20	68	596	605	60	34	94	289	475
1.12	0.40	32	1	33	627	605	50	0	50	339	475
1.13	0.28	0	0	0	627	605	0	0	0	339	475
1.14	0.20	0	0	0	627	605	0	0	0	339	475
1.15	0.31	0	2	2	625	605	0	0	0	257	240
1.16	0.78	0	8	8	617	605	0	0	0	257	240
1.17	0.57	0	0	0	617	605	0	0	0	257	240
1.18	0.76	0	0	0	617	605	0	0	0	257	240
1.19	0.37	0	0	0	617	605	0	0	0	257	240
1.20	1.16	0	0	0	617	605	0	0	0	257	240
1.21	0.22	0	1	1	124	121	0	4	4	488	484
1.22	0.95	0	0	0	124	121	0	0	0	488	484
1.23	0.20	0	5	5	119	121	0	0	0	488	484

TABLE S3B/ 2 EXPANDED HOURLY PASSENGER VOLUMES

DIRECTION FROM: MAH FU (CENTRAL)
 TO : SHA TIN MARKET

STOP REF. NO.	DISTANCE BETWEEN STOPS (KM)	7 - 8 HOUR					8 - 9 HOUR				
		ON	OFF	STOP USAGE	ON BRD.	CAPC.	ON	OFF	STOP USAGE	ON BRD.	CAPC.
1.24	0.62	0	1	1	118	121	0	0	0	488	484
1.25	0.33	0	0	0	118	121	0	0	0	488	484
1.26	0.41	0	5	5	113	121	0	8	8	480	484
1.27	0.87	0	1	1	112	121	16	4	20	492	484
1.28	0.30	22	14	36	120	121	28	36	64	484	484
1.29	0.46	18	7	25	131	121	32	28	60	488	484
1.30	0.20	9	6	15	134	121	52	52	104	488	484
1.31	0.32	0	2	2	132	121	64	32	96	520	484
1.32	3.52	5	3	8	134	121	44	64	108	500	484
1.33	1.37	27	31	58	130	121	196	168	364	528	484
1.34	0.56	3	5	8	128	121	12	40	52	500	484
1.35	0.77	0	4	4	124	121	8	20	28	488	484
1.36	0.62	1	2	3	123	121	8	56	64	440	484
1.37	0.24	2	5	7	120	121	0	0	0	440	484
1.38	0.37	0	0	0	120	121	0	4	4	436	484
1.39	0.14	1	2	3	119	121	0	0	0	436	484
1.40	0.14	0	0	0	119	121	0	8	8	428	484
1.41	0.54	0	3	3	116	121	4	28	32	404	484
1.42	2.77	0	20	20	96	121	0	176	176	228	484
1.43	1.18	0	0	0	0	0	0	0	0	96	121
1.44	0.76	0	0	0	0	0	0	10	10	86	121
1.45	1.02	0	0	0	0	0	0	7	7	79	121
1.46	0.56	0	0	0	0	0	0	23	23	56	121
1.47	0.50	0	0	0	0	0	0	6	6	50	121

TABLE S3B/ 3 EXPANDED HOURLY PASSENGER VOLUMES

DIRECTION FROM: WAH FU (CENTRAL)
 TO : SHA TIN MARKET

STOP BETWEEN REF. STOPS NO. (KM)	DISTANCE	7 - 8 HOUR					8 - 9 HOUR				
		ON	OFF	STOP USAGE	ON BRD.	CAPC.	ON	OFF	STOP USAGE	ON BRD.	CAPC.
1.48	0.00	0	0	0	0	0	0	50	50	0	121
TOTAL	29.98	661	180	841		841	862	1703			

TABLE S3B/ 4 EXPANDED HOURLY PASSENGER VOLUMES

DIRECTION FROM: WAH FU (CENTRAL)
 TO : SHA TIN MARKET

STOP REF. NO.	DISTANCE BETWEEN STOPS (KM)	9 - 10 HOUR					10 - 11 HOUR				
		ON	OFF	STOP USAGE	ON BRD.	CAPC.	ON	OFF	STOP USAGE	ON BRD.	CAPC.
1.00	0.44	7	0	7	7	356	5	0	5	5	364
1.01	0.48	17	0	17	24	356	11	0	11	16	364
1.02	1.25	5	0	5	29	356	2	0	2	18	364
1.03	0.20	10	0	10	39	356	0	0	0	18	364
1.04	0.38	12	0	12	51	356	3	0	3	21	364
1.05	0.54	0	0	0	51	356	0	0	0	21	364
1.06	0.24	17	0	17	68	356	7	0	7	28	364
1.07	0.30	2	0	2	70	356	11	0	11	39	364
1.08	0.43	0	0	0	70	356	2	2	4	39	364
1.09	0.16	0	0	0	70	356	0	0	0	39	364
1.10	0.40	0	0	0	70	356	0	0	0	39	364
1.11	0.39	20	0	20	90	356	5	0	5	44	364
1.12	0.40	30	2	32	118	356	20	2	22	62	364
1.13	0.28	0	0	0	118	356	0	0	0	62	364
1.14	0.20	2	0	2	120	356	5	0	5	67	364
1.15	0.31	0	0	0	202	591	0	0	0	67	364
1.16	0.78	0	0	0	202	591	0	0	0	67	364
1.17	0.57	5	0	5	207	591	0	0	0	67	364
1.18	0.76	12	0	12	219	591	3	0	3	70	364
1.19	0.37	0	0	0	219	591	0	0	0	70	364
1.20	1.16	0	0	0	219	591	0	0	0	70	364
1.21	0.22	2	5	7	473	831	0	0	0	70	364
1.22	0.95	0	0	0	473	831	0	0	0	70	364
1.23	0.20	0	4	4	469	831	0	0	0	37	182

TABLE S3B/ 5 EXPANDED HOURLY PASSENGER VOLUMES

DIRECTION FROM: WAH FU (CENTRAL)
 TO : SHA TIN MARKET

STOP REF. NO.	DISTANCE BETWEEN STOPS (KM)	9 - 10 HOUR					10 - 11 HOUR				
		ON	OFF	STOP USAGE	ON BRD.	CAPC.	ON	OFF	STOP USAGE	ON BRD.	CAPC.
1.24	0.62	0	2	2	467	831	0	0	0	37	182
1.25	0.33	2	4	6	465	831	2	0	2	39	182
1.26	0.41	0	4	4	461	831	0	0	0	39	182
1.27	0.87	0	2	2	459	831	0	0	0	39	182
1.28	0.30	2	6	8	325	475	2	5	7	166	538
1.29	0.46	12	62	74	275	475	23	12	35	177	538
1.30	0.20	12	52	64	235	475	6	13	19	170	538
1.31	0.32	10	28	38	217	475	2	7	9	165	538
1.32	3.52	54	18	72	253	475	20	15	35	170	538
1.33	1.37	34	113	147	174	475	53	56	109	167	538
1.34	0.56	20	12	32	182	475	8	14	22	161	538
1.35	0.77	2	8	10	176	475	0	15	15	146	538
1.36	0.62	0	16	16	160	475	0	9	9	137	538
1.37	0.24	0	6	6	154	475	2	5	7	134	538
1.38	0.37	0	16	16	138	475	0	0	0	134	538
1.39	0.14	0	0	0	138	475	0	2	2	132	538
1.40	0.14	0	2	2	136	475	0	2	2	130	538
1.41	0.54	2	6	8	132	475	0	9	9	62	356
1.42	2.77	0	26	26	106	475	0	12	12	50	356
1.43	1.18	0	4	4	318	724	0	0	0	62	591
1.44	0.76	2	22	24	298	724	0	7	7	55	591
1.45	1.02	0	4	4	294	724	0	2	2	53	591
1.46	0.56	0	72	72	222	724	0	6	6	47	591
1.47	0.50	0	10	10	212	724	0	2	2	45	591

TABLE S3B/ 6 EXPANDED HOURLY PASSENGER VOLUMES

DIRECTION FROM: WAH FU (CENTRAL)
 TO : SHA TIN MARKET

DISTANCE STOP BETWEEN REF. STOPS NO. (KM)	9 - 10 HOUR					10 - 11 HOUR				
	ON	OFF	STOP USAGE	ON BRD.	CAPC.	ON	OFF	STOP USAGE	ON BRD.	CAPC.
1.48 0.00	0	212	212	0	724	0	45	45	0	591
TOTAL 29.98	293	718	1011			192	242	434		

TABLE S3B/ 7

EXPANDED HOURLY PASSENGER VOLUMES

DIRECTION FROM: WAH FU (CENTRAL)
TO : SHA TIN MARKET

STOP REF. NO.	DISTANCE BETWEEN STOPS (KM)	11 - 12 HOUR					12 - 13 HOUR				
		ON	OFF	STOP USAGE	ON BRD.	CAPC.	ON	OFF	STOP USAGE	ON BRD.	CAPC.
1.00	0.44	2	0	2	2	239	4	0	4	4	357
1.01	0.48	8	0	8	10	239	12	0	12	16	357
1.02	1.25	1	0	1	11	239	1	0	1	17	357
1.03	0.20	1	0	1	12	239	4	0	4	21	357
1.04	0.38	2	0	2	14	239	3	0	3	24	357
1.05	0.54	0	0	0	14	239	0	0	0	24	357
1.06	0.24	8	0	8	22	239	14	0	14	38	357
1.07	0.30	2	0	2	24	239	1	0	1	39	357
1.08	0.43	0	0	0	24	239	0	0	0	39	357
1.09	0.16	1	0	1	25	239	1	0	1	40	357
1.10	0.40	0	0	0	25	239	0	0	0	40	357
1.11	0.39	4	0	4	29	239	1	0	1	41	357
1.12	0.40	14	0	14	43	239	7	3	10	45	357
1.13	0.28	0	0	0	43	239	0	0	0	45	357
1.14	0.20	2	0	2	45	239	1	0	1	46	357
1.15	0.31	0	0	0	45	239	0	0	0	46	357
1.16	0.78	1	0	1	46	239	1	0	1	47	357
1.17	0.57	1	0	1	47	239	1	0	1	29	176
1.18	0.76	1	0	1	48	239	0	0	0	29	176
1.19	0.37	0	0	0	24	121	0	0	0	53	294
1.20	1.16	0	0	0	24	121	0	0	0	53	294
1.21	0.22	0	0	0	24	121	0	0	0	53	294
1.22	0.95	0	0	0	24	121	0	0	0	53	294
1.23	0.20	0	0	0	57	303	1	0	1	54	294

TABLE S3B/ 8 EXPANDED HOURLY PASSENGER VOLUMES

DIRECTION FROM: WAH FU (CENTRAL)
TO : SHA TIN MARKET

STOP REF. NO.	DISTANCE BETWEEN STOPS (KM)	11 - 12 HOUR					12 - 13 HOUR				
		ON	OFF	STOP USAGE	ON BRD.	CAPC.	ON	OFF	STOP USAGE	ON BRD.	CAPC.
1.24	0.62	0	0	0	57	303	2	0	2	56	294
1.25	0.33	0	0	0	57	303	0	0	0	56	294
1.26	0.41	1	0	1	58	303	2	0	2	58	294
1.27	0.87	2	0	2	60	303	1	0	1	59	294
1.28	0.30	1	0	1	61	303	9	3	12	65	294
1.29	0.46	8	2	10	67	303	13	0	13	78	294
1.30	0.20	6	5	11	68	303	6	1	7	83	294
1.31	0.32	4	4	8	68	303	7	1	8	89	294
1.32	3.52	10	1	11	77	303	32	0	32	121	294
1.33	1.37	21	19	40	79	303	23	20	43	124	294
1.34	0.56	9	5	14	83	303	2	11	13	115	294
1.35	0.77	0	8	8	75	303	0	6	6	109	294
1.36	0.62	0	1	1	74	303	1	7	8	103	294
1.37	0.24	9	1	10	82	303	13	4	17	112	294
1.38	0.37	0	0	0	82	303	0	7	7	105	294
1.39	0.14	0	0	0	82	303	0	3	3	102	294
1.40	0.14	0	6	6	76	303	0	0	0	102	294
1.41	0.54	0	8	8	127	485	0	0	0	35	118
1.42	2.77	0	23	23	104	485	0	3	3	32	118
1.43	1.18	0	0	0	85	364	0	0	0	51	239
1.44	0.76	0	5	5	80	364	0	1	1	50	239
1.45	1.02	0	0	0	80	364	0	1	1	49	239
1.46	0.56	0	11	11	69	364	0	7	7	42	239
1.47	0.50	0	3	3	66	364	0	2	2	40	239

TABLE S3B/ 9 EXPANDED HOURLY PASSENGER VOLUMES

DIRECTION FROM: MAH FU (CENTRAL)
 TO : SHA TIN MARKET

STOP BETWEEN REF. STOPS NO. (KM)	DISTANCE	11 - 12 HOUR					12 - 13 HOUR				
		ON	OFF	STOP USAGE	ON BRD.	CAPC.	ON	OFF	STOP USAGE	ON BRD.	CAPC.
1.48	0.00	0	66	66	0	364	0	40	40	0	239
TOTAL	29.98	119	168	287			163	120	283		

TABLE S3B/10

EXPANDED HOURLY PASSENGER VOLUMES

DIRECTION FROM: WAH FU (CENTRAL)
TO : SHA TIN MARKET

STOP REF. NO.	DISTANCE BETWEEN STOPS (KM)	13 - 14 HOUR					14 - 15 HOUR				
		ON	OFF	STOP USAGE	ON BRD.	CAPC.	ON	OFF	STOP USAGE	ON BRD.	CAPC.
1.00	0.44	3	0	3	3	242	5	0	5	5	348
1.01	0.48	5	0	5	8	242	0	0	0	5	348
1.02	1.25	1	0	1	9	242	1	0	1	6	348
1.03	0.20	0	0	0	9	242	0	0	0	6	348
1.04	0.38	2	0	2	11	242	11	0	11	17	348
1.05	0.54	0	0	0	11	242	0	0	0	17	348
1.06	0.24	7	0	7	18	242	2	0	2	19	348
1.07	0.30	4	0	4	22	242	4	0	4	23	348
1.08	0.43	6	0	6	28	242	0	0	0	23	348
1.09	0.16	1	0	1	29	242	0	0	0	23	348
1.10	0.40	0	0	0	29	242	0	0	0	23	348
1.11	0.39	2	0	2	31	242	4	0	4	27	348
1.12	0.40	18	1	19	48	242	13	0	13	40	348
1.13	0.28	0	0	0	48	242	3	0	3	43	348
1.14	0.20	0	0	0	48	242	0	0	0	43	348
1.15	0.31	0	0	0	48	242	0	0	0	43	348
1.16	0.78	3	0	3	51	242	6	0	6	49	348
1.17	0.57	2	0	2	72	423	0	0	0	49	348
1.18	0.76	9	0	9	81	423	3	0	3	52	348
1.19	0.37	0	0	0	81	423	0	0	0	52	348
1.20	1.16	0	0	0	55	302	0	0	0	78	469
1.21	0.22	0	0	0	55	302	0	0	0	78	469
1.22	0.95	0	0	0	55	302	0	0	0	78	469
1.23	0.20	0	0	0	55	302	0	0	0	78	469

TABLE S38/11

EXPANDED HOURLY PASSENGER VOLUMES

DIRECTION FROM: WAH FU (CENTRAL)
TO : SHA TIN MARKET

STOP REF. NO.	DISTANCE BETWEEN STOPS (KM)	13 - 14 HOUR					14 - 15 HOUR				
		ON	OFF	STOP USAGE	ON BRD.	CAPC.	ON	OFF	STOP USAGE	ON BRD.	CAPC.
1.24	0.62	1	0	1	56	302	1	0	1	79	469
1.25	0.33	0	0	0	56	302	0	0	0	79	469
1.26	0.41	0	0	0	56	302	2	0	2	81	469
1.27	0.87	0	0	0	56	302	2	0	2	83	469
1.28	0.30	3	2	5	57	302	3	0	3	86	469
1.29	0.46	11	0	11	68	302	21	1	22	106	469
1.30	0.20	11	3	14	76	302	7	2	9	75	295
1.31	0.32	0	2	2	74	302	1	0	1	76	295
1.32	3.52	20	9	29	85	302	29	0	29	105	295
1.33	1.37	27	19	46	93	302	13	8	21	110	295
1.34	0.56	1	9	10	85	302	1	14	15	97	295
1.35	0.77	1	1	2	85	302	0	13	13	84	295
1.36	0.62	2	0	2	87	302	3	2	5	28	121
1.37	0.24	1	0	1	88	302	0	0	0	28	121
1.38	0.37	0	0	0	88	302	0	1	1	27	121
1.39	0.14	0	0	0	88	302	0	0	0	27	121
1.40	0.14	0	0	0	57	181	0	2	2	56	242
1.41	0.54	0	10	10	114	357	0	0	0	56	242
1.42	2.77	0	20	20	94	357	0	11	11	45	242
1.43	1.18	0	0	0	94	357	0	0	0	45	242
1.44	0.76	0	8	8	86	357	0	3	3	42	242
1.45	1.02	0	0	0	86	357	0	3	3	39	242
1.46	0.56	0	16	16	70	357	1	6	7	34	242
1.47	0.50	0	3	3	67	357	0	0	0	34	242

TABLE S3B/12 EXPANDED HOURLY PASSENGER VOLUMES

DIRECTION FROM: WAH FU (CENTRAL)
 TO : SHA TIN MARKET

DISTANCE STOP BETWEEN REF. STOPS NO. (KM)	13 - 14 HOUR					14 - 15 HOUR				
	ON	OFF	STOP USAGE	ON BRD.	CAPC.	ON	OFF	STOP USAGE	ON BRD.	CAPC.
1.48 0.00	0	67	67	0	357	0	34	34	0	242
TOTAL 29.98	141	170	311			136	100	236		

TABLE S3B/13

EXPANDED HOURLY PASSENGER VOLUMES

DIRECTION FROM: WAH FU (CENTRAL)
TO : SHA TIN MARKET

STOP REF. NO.	DISTANCE BETWEEN STOPS (KM)	15 - 16 HOUR					16 - 17 HOUR				
		ON	OFF	STOP USAGE	ON BRD.	CAPC.	ON	OFF	STOP USAGE	ON BRD.	CAPC.
1.00	0.44	4	0	4	4	354	1	0	1	1	458
1.01	0.48	5	0	5	9	354	2	0	2	3	458
1.02	1.25	0	0	0	9	354	4	0	4	7	458
1.03	0.20	0	0	0	9	354	6	4	10	9	458
1.04	0.38	0	0	0	9	354	2	0	2	11	458
1.05	0.54	0	0	0	9	354	0	0	0	11	458
1.06	0.24	5	0	5	14	354	33	0	33	44	458
1.07	0.30	2	0	2	16	354	10	0	10	54	458
1.08	0.43	2	0	2	18	354	0	0	0	54	458
1.09	0.16	0	0	0	18	354	4	0	4	58	458
1.10	0.40	0	0	0	18	354	0	0	0	58	458
1.11	0.39	8	0	8	26	354	4	0	4	62	458
1.12	0.40	18	0	18	44	354	34	0	34	96	458
1.13	0.28	0	0	0	44	354	0	0	0	96	458
1.14	0.20	8	0	8	52	354	17	0	17	113	458
1.15	0.31	0	0	0	52	354	0	0	0	113	458
1.16	0.78	21	0	21	73	354	19	0	19	132	458
1.17	0.57	44	0	44	117	354	46	0	46	178	458
1.18	0.76	0	0	0	117	354	4	0	4	182	458
1.19	0.37	0	0	0	117	354	0	0	0	182	458
1.20	1.16	0	0	0	117	354	0	0	0	182	458
1.21	0.22	2	0	2	119	354	11	0	11	79	226
1.22	0.95	0	0	0	119	354	2	0	2	81	226
1.23	0.20	0	0	0	119	354	2	0	2	83	226

TABLE S3B/14 EXPANDED HOURLY PASSENGER VOLUMES

DIRECTION FROM: WAH FU (CENTRAL)
 TO : SHA TIN MARKET

STOP REF. NO.	DISTANCE BETWEEN STOPS (KM)	15 - 16 HOUR					16 - 17 HOUR				
		ON	OFF	STOP USAGE	ON BRD.	CAPC.	ON	OFF	STOP USAGE	ON BRD.	CAPC.
1.24	0.62	5	0	5	124	354	11	0	11	94	226
1.25	0.33	0	0	0	124	354	0	0	0	94	226
1.26	0.41	11	2	13	133	354	2	0	2	96	226
1.27	0.87	0	0	0	133	354	4	0	4	100	226
1.28	0.30	2	0	2	46	177	13	0	13	202	403
1.29	0.46	5	2	7	49	177	28	0	28	230	403
1.30	0.20	14	0	14	99	351	7	0	7	237	403
1.31	0.32	2	0	2	101	351	23	0	23	260	403
1.32	3.52	27	0	27	128	351	95	0	95	355	403
1.33	1.37	22	26	48	124	351	31	36	67	350	403
1.34	0.56	5	12	17	117	351	0	15	15	138	177
1.35	0.77	0	6	6	111	351	5	11	16	132	177
1.36	0.62	3	22	25	149	525	18	53	71	97	177
1.37	0.24	12	11	23	98	348	10	11	21	148	354
1.38	0.37	0	1	1	97	348	0	2	2	146	354
1.39	0.14	0	1	1	96	348	0	3	3	143	354
1.40	0.14	0	0	0	96	348	0	13	13	130	354
1.41	0.54	1	3	4	94	348	0	10	10	120	354
1.42	2.77	0	10	10	84	348	2	19	21	103	354
1.43	1.18	0	0	0	84	348	0	2	2	101	354
1.44	0.76	0	4	4	80	348	0	5	5	96	354
1.45	1.02	0	1	1	79	348	0	2	2	94	354
1.46	0.56	0	13	13	66	348	0	23	23	71	354
1.47	0.50	0	0	0	66	348	0	0	0	71	354

TABLE S3B/15 EXPANDED HOURLY PASSENGER VOLUMES

DIRECTION FROM: WAH FU (CENTRAL)
 TO : SHA TIN MARKET

STOP BETWEEN REF. STOPS NO. (KM)	DISTANCE	15 - 16 HOUR					16 - 17 HOUR				
		ON	OFF	STOP USAGE BRD.	ON	CAPC.	ON	OFF	STOP USAGE BRD.	ON	CAPC.
1.48	0.00	0	66	66	0	348	0	71	71	0	354
TOTAL	29.98	228	180	408			450	280	730		

TABLE S3B/16

EXPANDED HOURLY PASSENGER VOLUMES

DIRECTION FROM: WAH FU (CENTRAL)
TO : SHA TIN MARKET

STOP REF. NO.	DISTANCE BETWEEN STOPS (KM)	17 - 18 HOUR					18 - 19 HOUR				
		ON	OFF	STOP USAGE	ON BRD.	CAPC.	ON	OFF	STOP USAGE	ON BRD.	CAPC.
1.00	0.44	1	0	1	1	468	0	0	0	0	354
1.01	0.48	0	0	0	1	468	4	0	4	4	354
1.02	1.25	2	0	2	3	468	0	0	0	4	354
1.03	0.20	2	0	2	5	468	5	0	5	9	354
1.04	0.38	0	0	0	5	468	0	0	0	9	354
1.05	0.54	2	0	2	7	468	0	0	0	9	354
1.06	0.24	12	0	12	19	468	11	0	11	20	354
1.07	0.30	0	2	2	17	468	2	0	2	22	354
1.08	0.43	0	0	0	17	468	4	0	4	26	354
1.09	0.16	26	0	26	43	468	5	0	5	31	354
1.10	0.40	0	0	0	43	468	2	0	2	33	354
1.11	0.39	76	0	76	119	468	23	0	23	56	354
1.12	0.40	31	0	31	150	468	13	0	13	69	354
1.13	0.28	0	0	0	150	468	0	0	0	69	354
1.14	0.20	33	0	33	183	468	41	0	41	110	354
1.15	0.31	0	0	0	183	468	0	0	0	110	354
1.16	0.78	39	0	39	222	468	19	0	19	129	354
1.17	0.57	52	0	52	274	468	9	0	9	138	354
1.18	0.76	14	0	14	288	468	3	0	3	141	354
1.19	0.37	0	0	0	288	468	0	0	0	141	354
1.20	1.16	2	0	2	143	234	0	0	0	288	588
1.21	0.22	40	0	40	297	466	7	0	7	295	588
1.22	0.95	0	0	0	297	466	0	0	0	295	588
1.23	0.20	22	0	22	319	466	6	0	6	301	588

TABLE S3B/17

EXPANDED HOURLY PASSENGER VOLUMES

DIRECTION FROM: WAH FU (CENTRAL)
TO : SHA TIN MARKET

STOP REF. NO.	DISTANCE BETWEEN STOPS (KM)	17 - 18 HOUR					18 - 19 HOUR				
		ON	OFF	STOP USAGE	ON BRD.	CAPC.	ON	OFF	STOP USAGE	ON BRD.	CAPC.
1.24	0.62	4	0	4	323	466	6	0	6	252	411
1.25	0.33	0	0	0	323	466	2	0	2	254	411
1.26	0.41	17	0	17	340	466	0	0	0	254	411
1.27	0.87	0	0	0	340	466	2	0	2	256	411
1.28	0.30	61	2	63	399	466	43	2	45	297	411
1.29	0.46	52	10	62	441	466	46	11	57	332	411
1.30	0.20	39	4	43	476	466	37	12	49	357	411
1.31	0.32	17	0	17	493	466	53	2	55	408	411
1.32	3.52	10	4	14	499	466	33	2	35	439	411
1.33	1.37	13	33	46	243	232	99	88	187	494	468
1.34	0.56	10	59	69	391	458	10	52	62	452	468
1.35	0.77	2	42	44	351	458	2	43	45	411	468
1.36	0.62	4	54	58	301	458	18	64	82	365	468
1.37	0.24	10	26	36	285	458	24	16	40	373	468
1.38	0.37	0	4	4	281	458	2	12	14	363	468
1.39	0.14	0	0	0	281	458	4	14	18	353	468
1.40	0.14	0	19	19	262	458	0	12	12	341	468
1.41	0.54	4	34	38	232	458	2	12	14	140	234
1.42	2.77	0	28	28	204	458	2	10	12	132	234
1.43	1.18	0	0	0	204	458	0	0	0	132	234
1.44	0.76	0	8	8	196	458	0	6	6	126	234
1.45	1.02	0	4	4	192	458	0	2	2	124	234
1.46	0.56	0	29	29	163	458	0	19	19	105	234
1.47	0.50	0	6	6	157	458	0	6	6	99	234

TABLE S3B/18 EXPANDED HOURLY PASSENGER VOLUMES

DIRECTION FROM: WAH FU (CENTRAL)
 TO : SHA TIN MARKET

DISTANCE STOP BETWEEN REF. STOPS NO. (KM)	17 - 18 HOUR					18 - 19 HOUR				
	ON	OFF	STOP USAGE	ON BRD.	CAPC.	ON	OFF	STOP USAGE	ON BRD.	CAPC.
1.48 0.00	0	157	157	0	458	0	99	99	0	234
TOTAL 29.98	597	525	1122			539	484	1023		

TABLE S3B/19

EXPANDED HOURLY PASSENGER VOLUMES

DIRECTION FROM: WAH FU (CENTRAL)
TO : SHA TIN MARKET

STOP REF. NO.	DISTANCE BETWEEN STOPS (KM)	19 - 20 HOUR					20 - 21 HOUR				
		ON	OFF	STOP USAGE	ON BRD.	CAPC.	ON	OFF	STOP USAGE	ON BRD.	CAPC.
1.00	0.44	0	0	0	0	118	0	0	0	0	0
1.01	0.48	0	0	0	0	118	0	0	0	0	0
1.02	1.25	0	0	0	0	118	0	0	0	0	0
1.03	0.20	1	0	1	1	118	0	0	0	0	0
1.04	0.38	0	0	0	1	118	0	0	0	0	0
1.05	0.54	0	0	0	1	118	0	0	0	0	0
1.06	0.24	0	0	0	1	118	0	0	0	0	0
1.07	0.30	0	0	0	1	118	0	0	0	0	0
1.08	0.43	0	0	0	1	118	0	0	0	0	0
1.09	0.16	1	0	1	2	118	0	0	0	0	0
1.10	0.40	0	0	0	2	118	0	0	0	0	0
1.11	0.39	0	0	0	2	118	0	0	0	0	0
1.12	0.40	7	0	7	9	118	0	0	0	0	0
1.13	0.28	0	0	0	9	118	0	0	0	0	0
1.14	0.20	6	0	6	15	118	0	0	0	0	0
1.15	0.31	0	0	0	15	118	0	0	0	0	0
1.16	0.78	1	0	1	16	118	0	0	0	0	0
1.17	0.57	1	0	1	17	118	0	0	0	0	0
1.18	0.76	1	0	1	18	118	0	0	0	0	0
1.19	0.37	0	0	0	18	118	0	0	0	0	0
1.20	1.16	0	0	0	18	118	0	0	0	0	0
1.21	0.22	0	0	0	18	118	0	0	0	0	0
1.22	0.95	0	0	0	18	118	0	0	0	0	0
1.23	0.20	0	0	0	18	118	0	0	0	0	0

TABLE S3B/20

EXPANDED HOURLY PASSENGER VOLUMES

DIRECTION FROM: WAH FU (CENTRAL)
TO : SHA TIN MARKET

STOP REF. NO.	DISTANCE BETWEEN STOPS (KM)	19 - 20 HOUR					20 - 21 HOUR				
		ON	OFF	STOP USAGE	ON BRD.	CAPC.	ON	OFF	STOP USAGE	ON BRD.	CAPC.
1.24	0.62	2	0	2	75	295	0	0	0	0	0
1.25	0.33	0	0	0	75	295	0	0	0	0	0
1.26	0.41	1	0	1	76	295	0	0	0	0	0
1.27	0.87	0	0	0	76	295	0	0	0	0	0
1.28	0.30	3	2	5	77	295	0	0	0	0	0
1.29	0.46	21	1	22	97	295	0	0	0	0	0
1.30	0.20	8	4	12	101	295	0	0	0	0	0
1.31	0.32	7	2	9	106	295	0	0	0	0	0
1.32	3.52	34	2	36	138	295	0	0	0	0	0
1.33	1.37	40	68	108	302	472	0	0	0	0	0
1.34	0.56	3	32	35	273	472	0	0	0	0	0
1.35	0.77	2	14	16	232	354	0	2	2	27	118
1.36	0.62	4	17	21	219	354	1	6	7	22	118
1.37	0.24	2	11	13	210	354	0	1	1	21	118
1.38	0.37	0	0	0	210	354	0	0	0	21	118
1.39	0.14	0	5	5	205	354	0	1	1	20	118
1.40	0.14	0	14	14	191	354	0	0	0	20	118
1.41	0.54	0	25	25	357	588	0	2	2	18	118
1.42	2.77	0	16	16	341	588	0	3	3	15	118
1.43	1.18	0	0	0	341	588	0	0	0	15	118
1.44	0.76	0	13	13	328	588	0	1	1	14	118
1.45	1.02	2	9	11	321	588	0	0	0	14	118
1.46	0.56	0	52	52	269	588	1	3	4	12	118
1.47	0.50	0	15	15	254	588	0	1	1	11	118

TABLE S3B/21 EXPANDED HOURLY PASSENGER VOLUMES

DIRECTION FROM: WAH FU (CENTRAL)
 TO : SHA TIN MARKET

DISTANCE STOP BETWEEN REF. STOPS NO. (KM)	19 - 20 HOUR					20 - 21 HOUR				
	ON	OFF	STOP USAGE	ON BRD.	CAPC.	ON	OFF	STOP USAGE	ON BRD.	CAPC.
1.48 0.00	0	254	254	0	588	0	11	11	0	118
TOTAL 29.98	147	556	703			2	31	33		

TABLE 4A/ 1 PASSENGER OCCUPANCY INDEX

DIRECTION FROM: SHA TIN MARKET
 TO : WAH FU (CENTRAL)

STOP REF_NO.	HOUR BEGINNING																DAIL AVE
	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	
0.00-0.01	106	102	41	27	18	17	26	29	18	19	40	83	33	0	0	0	44
0.01-0.02	107	102	42	27	18	17	27	29	18	19	42	90	33	0	0	0	45
0.02-0.03	111	102	45	30	21	18	30	30	20	24	46	95	34	0	0	0	48
0.03-0.04	111	102	48	30	22	18	31	30	21	24	51	97	34	0	0	0	49
0.04-0.05	111	105	49	30	23	19	32	30	21	26	55	110	34	0	0	0	50
0.05-0.06	111	119	59	30	23	19	32	30	22	26	56	112	34	0	0	0	51
0.06-0.07	111	118	61	33	24	24	37	31	24	29	58	115	35	0	0	0	53
0.07-0.08	111	118	61	33	24	24	38	31	25	29	59	115	38	0	0	0	53
0.08-0.09	111	118	63	34	23	26	38	32	25	29	59	115	38	0	0	0	54
0.09-0.10	111	117	63	37	23	25	41	31	26	29	59	114	38	0	0	0	54
0.10-0.11	110	117	66	39	25	27	42	32	27	29	60	114	37	0	0	0	55
0.11-0.12	109	114	73	44	32	30	45	34	31	29	65	114	38	0	0	0	57
0.12-0.13	107	113	79	53	34	30	52	38	36	33	71	111	41	0	0	0	60
0.13-0.14	90	75	53	42	23	18	38	31	41	41	67	81	32	0	0	0	49
0.14-0.15	91	78	35	25	36	17	23	31	51	71	79	75	51	0	0	0	50
0.15-0.16	88	76	30	23	42	21	19	32	63	83	76	76	48	0	0	0	51
0.16-0.17	87	83	27	22	47	22	22	31	48	86	76	80	51	0	0	0	53
0.17-0.18	88	94	36	21	47	26	22	30	48	98	88	75	50	0	0	0	54
0.18-0.19	80	84	36	21	47	32	25	30	60	98	88	75	50	0	0	0	55
0.19-0.20	80	84	35	21	47	32	25	29	59	98	88	75	49	0	0	0	55
0.20-0.21	80	82	36	21	47	32	24	27	60	96	88	77	51	0	0	0	55
0.21-0.22	80	82	35	21	47	32	24	27	60	96	88	77	64	42	0	0	55
0.22-0.23	77	78	43	20	47	33	24	28	60	96	88	83	69	39	0	0	55
0.23-0.24	77	77	43	20	47	33	23	28	60	95	92	83	69	39	0	0	55

TABLE 4A/ 2 PASSENGER OCCUPANCY INDEX

DIRECTION FROM: SHA TIN MARKET
TO : WAH FU (CENTRAL)

STOP REF. NO.	HOUR BEGINNING																DAIL AVE
	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	
0.24-0.25	71	73	38	20	46	32	23	28	34	89	92	81	67	39	0	0	53
0.25-0.26	67	68	36	18	42	30	22	26	29	88	92	81	67	40	0	0	51
0.26-0.27	67	68	35	18	41	26	24	18	28	87	95	80	67	41	0	0	50
0.27-0.28	67	68	35	18	41	26	24	18	28	87	95	78	67	41	0	0	50
0.28-0.29	45	41	25	15	36	24	24	16	27	86	94	77	67	43	0	0	45
0.29-0.30	27	28	17	12	32	21	23	12	23	83	88	71	65	40	0	0	40
0.30-0.31	18	20	17	9	21	14	19	7	19	65	56	56	47	30	0	0	29
0.31-0.32	19	20	17	9	22	15	19	8	20	65	66	58	47	30	0	0	31
0.32-0.33	14	15	14	8	27	13	23	9	20	64	68	59	45	29	0	0	30
0.33-0.34	0	13	15	7	15	11	23	8	19	61	66	59	44	27	0	0	28
0.34-0.35	0	12	16	5	11	9	22	5	15	51	54	52	38	24	0	0	24
0.35-0.36	0	8	12	4	10	6	14	5	10	34	38	36	28	13	0	0	17
0.36-0.37	0	5	8	4	9	4	13	5	9	30	37	33	24	11	0	0	15
0.37-0.38	0	3	8	2	8	4	10	3	9	26	35	29	24	11	0	0	13
0.38-0.39	0	3	7	1	7	2	8	2	7	24	27	26	20	8	0	0	11
0.39-0.40	0	3	6	1	4	1	6	1	4	11	14	11	13	4	0	0	6
0.40-0.41	0	1	2	0	0	0	2	1	0	2	2	0	2	0	0	0	1
AVE. PASS. TRIP LENGTH (KM)	12.4	13.2	10.4	14.4	11.6	10.2	10.0	0.0	12.8	8.7	11.3	9.9	12.2	10.2	13.5	6.4	0.0

NOTE: PASSENGER OCCUPANCY IS DEFINED AS THE TOTAL NUMBER OF PASSENGERS ACTUALLY ON BOARD ALL VEHICLES LEAVING A STOP IN THE SPECIFIED PERIOD DIVIDED BY THE TOTAL REGISTERED CAPACITY OF ALL VEHICLES LEAVING IN THE SAME PERIOD, THE RESULT BEING EXPRESSED AS A PERCENTAGE.

TABLE 4B/ 1 PASSENGER OCCUPANCY INDEX

DIRECTION FROM: WAH FU (CENTRAL)
 TO : SHA TIN MARKET

STOP REF.NO.	HOUR BEGINNING																DAILY AVE
	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	
1.00-1.01	29	11	2	1	1	1	1	1	1	0	0	0	0	0	0	0	5
1.01-1.02	77	30	7	4	4	4	3	1	3	1	0	1	0	0	0	0	13
1.02-1.03	81	33	8	5	5	5	4	2	3	2	1	1	0	0	0	0	14
1.03-1.04	96	37	11	5	5	6	4	2	3	2	1	3	1	0	0	0	17
1.04-1.05	96	39	14	6	6	7	5	5	3	2	1	3	1	0	0	0	18
1.05-1.06	95	39	14	6	6	7	5	5	3	2	1	3	1	0	0	0	20
1.06-1.07	98	54	19	8	9	11	7	5	4	10	4	6	1	0	0	0	24
1.07-1.08	98	55	20	11	10	11	9	7	5	12	4	6	1	0	0	0	25
1.08-1.09	99	56	20	11	10	11	12	7	5	12	4	7	1	0	0	0	25
1.09-1.10	97	55	20	11	10	11	12	7	5	13	9	9	2	0	0	0	26
1.10-1.11	94	55	20	11	10	11	12	7	5	13	9	9	2	0	0	0	26
1.11-1.12	99	61	25	12	12	11	13	8	7	14	25	16	2	0	0	0	30
1.12-1.13	104	71	33	17	18	13	20	11	12	21	32	19	8	0	0	0	36
1.13-1.14	104	71	33	17	18	13	20	12	12	21	32	19	8	0	0	0	36
1.14-1.15	104	71	34	18	19	13	20	12	15	25	39	31	13	0	0	0	38
1.15-1.16	103	107	34	18	19	13	20	12	15	25	39	31	13	0	0	0	38
1.16-1.17	102	107	34	18	19	13	21	14	21	29	47	36	14	0	0	0	40
1.17-1.18	102	107	35	18	20	16	17	14	33	39	59	39	14	0	0	0	44
1.18-1.19	102	107	37	19	20	16	19	15	33	40	62	40	15	0	0	0	45
1.19-1.20	102	107	37	19	20	18	19	15	33	40	62	40	15	0	0	0	45
1.20-1.21	102	107	37	19	20	18	18	17	33	40	61	49	15	0	0	0	45
1.21-1.22	102	101	57	19	20	18	18	17	34	35	64	50	15	0	0	0	46
1.22-1.23	102	101	57	19	20	18	18	17	34	36	64	50	15	0	0	0	46
1.23-1.24	98	101	56	20	19	18	18	17	34	37	68	51	15	0	0	0	46

TABLE 4B/ 2 PASSENGER OCCUPANCY INDEX

DIRECTION FROM: WAH FU (CENTRAL)
 TO : SHA TIN MARKET

STOP REF.NO.	HOUR BEGINNING																DAI AV
	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	
1.24-1.25	98	101	56	20	19	19	19	17	35	42	69	61	25	0	0	0	47
1.25-1.26	98	101	56	21	19	19	19	17	35	42	69	62	25	0	0	0	47
1.26-1.27	93	99	55	21	19	20	19	17	38	42	73	62	26	0	0	0	47
1.27-1.28	93	102	55	21	20	20	19	18	38	44	73	62	26	0	0	0	48
1.28-1.29	99	100	68	31	20	22	19	18	26	50	86	72	26	0	0	0	50
1.29-1.30	108	101	58	33	22	27	23	23	28	57	95	81	33	0	0	0	54
1.30-1.31	111	101	49	32	22	28	25	25	28	59	102	87	34	0	0	0	55
1.31-1.32	109	107	46	31	22	30	25	26	29	65	106	99	36	0	0	0	57
1.32-1.33	111	103	53	32	25	41	28	36	36	88	107	107	47	0	0	0	63
1.33-1.34	107	109	37	31	26	42	31	37	35	87	105	106	64	0	0	0	62
1.34-1.35	106	103	38	30	27	39	28	33	33	78	85	97	58	0	0	0	57
1.35-1.36	102	101	37	27	25	37	28	28	32	75	77	88	66	23	0	0	55
1.36-1.37	102	91	34	25	24	35	29	23	28	55	66	78	62	19	0	0	49
1.37-1.38	99	91	32	25	27	38	29	23	28	42	62	80	59	18	0	0	49
1.38-1.39	99	90	29	25	27	36	29	22	28	41	61	78	59	18	0	0	48
1.39-1.40	98	90	29	25	27	35	29	22	28	40	61	75	58	17	0	0	48
1.40-1.41	98	88	29	24	25	35	31	23	28	37	57	73	54	17	0	0	46
1.41-1.42	96	83	28	17	26	30	32	23	27	34	51	60	61	15	0	0	43
1.42-1.43	79	47	22	14	21	27	26	19	24	29	45	56	58	13	0	0	35
1.43-1.44	0	79	44	10	23	21	26	19	24	29	45	56	58	13	0	0	35
1.44-1.45	0	71	41	9	22	21	24	17	23	27	43	54	56	12	0	0	33
1.45-1.46	0	65	41	9	22	21	24	16	23	27	42	53	55	12	0	0	32
1.46-1.47	0	46	31	8	19	18	20	14	19	20	36	45	46	10	0	0	26
1.47-1.48	0	41	29	8	18	17	19	14	19	20	34	42	43	9	0	0	25

TABLE 4B/ 3 PASSENGER OCCUPANCY INDEX

DIRECTION FROM: WAH FU (CENTRAL)
 TO : SHA TIN MARKET

STOP REF.NO.	HOUR BEGINNING												DAIU AVE.				
	07	08	09	10	11	12	13	14	15	16	17	18		19	20	21	22
AVE. PASS. TRIP LENGTH (KM)	11.1	8.8	10.7	11.7	11.4	12.2	7.8	0.0	12.7								
	11.2	10.2	11.3	12.8	9.6	12.1	5.1	0.0									

NOTE: PASSENGER OCCUPANCY IS DEFINED AS THE TOTAL NUMBER OF PASSENGERS ACTUALLY ON BOARD ALL VEHICLES LEAVING A STOP IN THE SPECIFIED PERIOD DIVIDED BY THE TOTAL REGISTERED CAPACITY OF ALL VEHICLES LEAVING IN THE SAME PERIOD, THE RESULT BEING EXPRESSED AS A PERCENTAGE.

TABLE 5 JOURNEY TIME & SPEEDS - TERMINUS TO TERMINUS

HOUR	TERMINUS: SHA TIN MARKET					WAH FU (CENTRAL)				
	JOURNEY TIMES (MINUTES)			AVE. JOURNEY SPEEDS		JOURNEY TIMES (MINUTES)			AVE. JOURNEY SPEEDS	
	MAX.	MIN.	AVE.	KM/H	MINS/ KM	MAX.	MIN.	AVE.	KM/H	MINS/ KM
7	83	70	75.0	23.6	2.5	111	96	104.3	17.3	3.5
8	69	68	68.5	25.9	2.3	106	89	97.0	18.5	3.2
9	77	66	72.0	24.6	2.4	85	72	77.0	23.4	2.6
10	78	68	73.3	24.2	2.5	78	67	71.7	25.1	2.4
11	65	62	63.7	27.8	2.2	65	61	63.0	28.6	2.1
12	69	61	65.3	27.1	2.2	74	63	69.0	26.1	2.3
13	73	64	67.7	26.2	2.3	76	69	72.5	24.8	2.4
14	71	65	67.0	26.5	2.3	78	65	73.7	24.4	2.5
15	85	72	76.3	23.2	2.6	91	69	76.7	23.5	2.6
16	85	72	79.0	22.4	2.7	84	74	78.3	23.0	2.6
17	91	81	84.7	20.9	2.9	99	80	89.5	20.1	3.0
18	85	72	80.0	22.2	2.7	75	61	67.3	26.7	2.2
19	78	70	74.0	24.0	2.5	63	63	63.0	28.6	2.1
20	0	0	0.0	0.0	0.0	0	0	0.0	0.0	0.0
21	0	0	0.0	0.0	0.0	0	0	0.0	0.0	0.0
22	0	0	0.0	0.0	0.0	0	0	0.0	0.0	0.0
DAILY			73.1	24.2	2.5			79.9	22.5	2.7
		S.D.=	7.3	MINS.			S.D.=	13.9	MINS.	
		C.V.=	10.0	%			C.V.=	17.4	%	
		ROUTE LENGTH =	29.55	KM			ROUTE LENGTH =	29.98	KM	

NOTE: S.D. IS THE STANDARD DEVIATION OF TOTAL JOURNEY TIMES ABOUT THE AVE.
 C.V. IS THE COEFFICIENT OF VARIATION OF STANDARD DEVIATION FROM
 THE AVE.
 HOUR REFERS TO THE PERIOD DURING WHICH VEHICLES LEFT THE TERMINUS

TABLE 6A/ 1 JOURNEY SPEEDS OVER SECTION OF ROUTE

DIRECTION FROM: SHA TIN MARKET
 TO : WAH FU (CENTRAL)

SECTION NUMBER	0.01	0.02	0.03	0.04	0.05	0.06	
STOP REF. NO.	0.00-0.05	0.05-0.06	0.06-0.09	0.09-0.12	0.12-0.13	0.13-0.16	
SECTION LENGTH (KM)	4.08	3.10	0.99	3.28	3.11	1.41	
MAXIMUM SPEED	HOUR	14	16	11	16	12	11
	MINS/ KM	1.7	1.3	1.7	1.4	1.5	3.5
	KM/H	36.1	45.0	36.2	43.3	40.2	17.0
MINIMUM SPEED	HOUR	18	17	15	18	16	18
	MINS/ KM	2.6	1.9	6.1	4.4	4.0	8.9
	KM/H	23.3	31.7	9.9	13.7	15.2	6.7
DAILY AVE.	MINS/ KM	2.0	1.6	3.1	1.8	2.1	5.2
	KM/H	29.5	37.7	19.1	33.2	28.9	11.5
STANDARD DEVIATION (MINS/KM)	0.5	0.3	0.9	1.1	1.1	1.6	
COEFF. OF VARIATION (%)	23.4	16.2	29.5	59.2	53.9	30.9	

TABLE 6A/ 2 JOURNEY SPEEDS OVER SECTION OF ROUTE

DIRECTION FROM: SHA TIN MARKET
 TO : WAH FU (CENTRAL)

SECTION NUMBER	0.07	0.08	0.09	0.10	0.11	0.12	
STOP REF.NO.	0.16-0.22	0.22-0.25	0.25-0.30	0.30-0.34	0.34-0.37	0.37-0.41	
SECTION LENGTH (KM)	3.70	3.12	1.88	1.58	1.31	1.99	
MAXIMUM SPEED	HOUR	13	9	19	20	15	14
	MINS/ KM	2.1	1.2	1.7	2.4	1.9	1.7
	KM/H	28.1	51.7	35.6	25.2	30.9	34.3
MINIMUM SPEED	HOUR	9	15	17	11	17	18
	MINS/ KM	4.4	2.4	3.4	8.4	3.8	4.1
	KM/H	13.7	24.6	17.7	7.1	15.8	14.6
DAILY AVE.	MINS/ KM	3.0	1.9	2.4	4.5	2.9	2.7
	KM/H	20.2	32.4	24.6	13.4	21.0	22.3
STANDARD DEVIATION (MINS/KM)	1.0	0.6	0.7	2.2	0.5	0.7	
COEFF. OF VARIATION (%)	34.0	30.6	28.9	49.2	17.2	26.5	

TABLE 6B/ 1 JOURNEY SPEEDS OVER SECTION OF ROUTE

DIRECTION FROM: WAH FU (CENTRAL)
TO : SHA TIN MARKET

SECTION NUMBER	1.01	1.02	1.03	1.04	1.05	1.06
STOP REF. NO.	1.00-1.03	1.03-1.07	1.07-1.12	1.12-1.17	1.17-1.21	1.21-1.28
SECTION LENGTH (KM)	2.17	1.36	1.68	1.97	2.86	3.60
MAXIMUM SPEED						
HOUR	15	18	15	11	12	19
MINS/ KM	1.5	1.9	1.7	2.5	2.1	1.9
KM/H	40.6	32.4	36.3	24.1	28.4	32.4
MINIMUM SPEED						
HOUR	7	11	17	13	8	18
MINS/ KM	3.1	7.7	4.0	4.5	9.9	5.3
KM/H	19.6	7.8	14.8	13.3	6.1	11.4
DAILY AVE.						
MINS/ KM	1.9	3.2	2.4	3.1	3.7	2.8
KM/H	31.6	18.9	24.8	19.1	16.1	21.3
STANDARD DEVIATION (MINS/KM)	0.5	1.5	0.8	0.7	3.6	1.7
COEFF. OF VARIATION (%)	27.4	48.4	32.8	23.6	96.5	59.8

TABLE 6B/ 2 JOURNEY SPEEDS OVER SECTION OF ROUTE

DIRECTION FROM: WAH FU (CENTRAL)
TO : SHA TIN MARKET

SECTION NUMBER	1.07	1.08	1.09	1.10	1.11	1.12
STOP REF.NO.	1.28-1.32	1.32-1.33	1.33-1.37	1.37-1.42	1.42-1.43	1.43-1.48
SECTION LENGTH (KM)	1.28	3.52	3.32	1.43	2.77	4.02
MAXIMUM						
HOUR	10	10	10	13	12	12
MINS/	3.0	1.5	1.8	1.7	1.4	1.5
SPEED KM						
KM/H	20.0	40.8	33.9	35.5	43.5	40.9
MINIMUM						
HOUR	18	17	8	18	8	18
MINS/	7.5	3.8	3.4	3.7	2.1	2.3
SPEED KM						
KM/H	8.0	15.6	17.5	16.2	28.0	26.6
DAILY AVE.						
MINS/	5.1	2.0	2.3	2.8	1.7	1.8
KM						
KM/H	11.7	29.3	25.8	21.5	36.1	32.9
STANDARD DEVIATION (MINS/KM)	1.2	1.2	0.8	0.6	0.3	0.4
COEFF. OF VARIATION (%)	24.4	57.2	36.5	20.1	18.1	19.7

TABLE 7A/ 1 RUNNING SPEEDS OVER SECTION OF ROUTE

DIRECTION FROM: SHA TIN MARKET
TO : WAH FU (CENTRAL)

SECTION NUMBER	0.01	0.02	0.03	0.04	0.05	0.06
STOP REF.NO.	0.00-0.05	0.05-0.06	0.06-0.09	0.09-0.12	0.12-0.13	0.13-0.16
SECTION LENGTH (KM)	4.08	3.10	0.99	3.28	3.11	1.41
MAXIMUM SPEED						
HOUR	10	16	11	16	12	7
MINS/ KM	1.6	1.3	1.7	1.3	1.4	2.4
KM/H	37.2	45.0	36.2	46.9	41.7	24.5
MINIMUM SPEED						
HOUR	8	17	15	18	16	18
MINS/ KM	2.3	1.9	5.9	4.1	3.9	7.1
KM/H	26.3	32.1	10.2	14.6	15.4	8.5
DAILY AVE.						
MINS/ KM	1.9	1.6	2.9	1.7	2.0	4.0
KM/H	30.9	37.9	20.7	36.1	30.6	15.0
STANDARD DEVIATION (MINS/KM)	0.3	0.3	1.5	0.7	0.9	1.8
COEFF. OF VARIATION (%)	17.5	16.1	52.0	39.7	46.8	44.9

NOTE: RUNNING SPEED IS CALCULATED AS THE DIFFERENCE BETWEEN THE SUM OF THE JOURNEY TIMES FOR THE SECTION AND THE SUM OF THE TIMES SPENT AT STOPS DIVIDED BY THE LENGTH OF THE SECTION

TABLE 7A/ 2 RUNNING SPEEDS OVER SECTION OF ROUTE

DIRECTION FROM: SHA TIN MARKET
TO : WAH FU (CENTRAL)

SECTION NUMBER	0.07	0.08	0.09	0.10	0.11	0.12
STOP REF.NO.	0.16-0.22	0.22-0.25	0.25-0.30	0.30-0.34	0.34-0.37	0.37-0.41
SECTION LENGTH (KM)	3.70	3.12	1.88	1.58	1.31	1.99
MAXIMUM SPEED						
HOUR	13	9	9	20	15	14
MINS/ KM	2.0	1.1	1.6	2.1	1.8	1.7
KM/H	29.4	53.0	37.9	28.6	33.0	36.1
MINIMUM SPEED						
HOUR	9	15	17	11	17	18
MINS/ KM	4.3	2.3	3.2	8.1	3.4	3.7
KM/H	14.0	26.1	19.0	7.4	17.4	16.1
DAILY AVE.						
MINS/ KM	2.8	1.8	2.2	4.1	2.5	2.5
KM/H	21.5	33.9	27.3	14.5	23.7	24.4
STANDARD DEVIATION (MINS/KM)	0.8	0.6	0.8	3.2	0.7	0.7
COEFF. OF VARIATION (%)	27.4	31.2	36.1	76.1	28.1	29.2

NOTE: RUNNING SPEED IS CALCULATED AS THE DIFFERENCE BETWEEN THE SUM OF THE JOURNEY TIMES FOR THE SECTION AND THE SUM OF THE TIMES SPENT AT STOPS DIVIDED BY THE LENGTH OF THE SECTION

TABLE 7B/ 1 RUNNING SPEEDS OVER SECTION OF ROUTE

DIRECTION FROM: WAH FU (CENTRAL)
TO : SHA TIN MARKET

SECTION NUMBER	1.01	1.02	1.03	1.04	1.05	1.06	
STOP REF. NO.	1.00-1.03	1.03-1.07	1.07-1.12	1.12-1.17	1.17-1.21	1.21-1.28	
SECTION LENGTH (KM)	2.17	1.36	1.68	1.97	2.86	3.60	
MAXIMUM SPEED	HOUR	15	18	15	19	12	19
	MINS/ KM	1.4	1.7	1.6	2.2	2.1	1.8
	KM/H	41.6	36.3	36.7	26.7	28.9	32.6
MINIMUM SPEED	HOUR	13	11	17	13	8	18
	MINS/ KM	2.5	7.4	3.6	4.4	9.9	5.2
	KM/H	23.6	8.2	16.5	13.6	6.1	11.7
DAILY AVE.	MINS/ KM	1.8	2.9	2.2	2.9	3.7	2.7
	KM/H	33.6	20.6	27.0	20.9	16.4	22.0
STANDARD DEVIATION (MINS/KM)	0.4	1.6	0.8	0.9	2.8	1.3	
COEFF. OF VARIATION (%)	23.1	55.9	36.2	30.1	76.8	48.6	

NOTE: RUNNING SPEED IS CALCULATED AS THE DIFFERENCE BETWEEN THE SUM OF THE JOURNEY TIMES FOR THE SECTION AND THE SUM OF THE TIMES SPENT AT STOPS DIVIDED BY THE LENGTH OF THE SECTION

TABLE 7B/ 2 RUNNING SPEEDS OVER SECTION OF ROUTE

DIRECTION FROM: WAH FU (CENTRAL)
TO : SHA TIN MARKET

SECTION NUMBER	1.07	1.08	1.09	1.10	1.11	1.12
STOP REF. NO.	1.28-1.32	1.32-1.33	1.33-1.37	1.37-1.42	1.42-1.43	1.43-1.48
SECTION LENGTH (KM)	1.28	3.52	3.32	1.43	2.77	4.02
MAXIMUM SPEED	HOUR	10	12	13	13	12
	MINS/ KM	2.8	1.4	1.6	1.7	1.4
	KM/H	21.8	43.0	37.7	36.1	44.4
MINIMUM SPEED	HOUR	18	17	18	8	18
	MINS/ KM	6.0	3.8	2.7	3.4	2.0
	KM/H	10.1	15.6	22.6	17.8	29.7
DAILY AVE.	MINS/ KM	4.3	1.9	2.0	2.5	1.6
	KM/H	13.9	31.3	30.6	23.9	37.6
STANDARD DEVIATION (MINS/KM)	1.4	0.9	0.5	0.7	0.3	0.3
COEFF. OF VARIATION (%)	32.3	45.9	25.4	27.4	16.5	16.1

NOTE: RUNNING SPEED IS CALCULATED AS THE DIFFERENCE BETWEEN THE SUM OF THE JOURNEY TIMES FOR THE SECTION AND THE SUM OF THE TIMES SPENT AT STOPS DIVIDED BY THE LENGTH OF THE SECTION

TABLE 8 LAYOVER TIMES AT TERMINI

HOUR	TERMINUS 000 SHA TIN MARKET			TERMINUS 100 WAH FU (CENTRAL)		
	LAYOVER TIME (MINS.)			LAYOVER TIME (MINS.)		
	MAX.	MIN.	AVE.	MAX.	MIN.	AVE.
7	39	33	35.3	22	12	17.5
8	8	6	7.0	15	2	8.0
9	4	1	2.3	18	14	16.0
10	11	2	5.5	8	2	4.3
11	13	6	9.0	20	14	17.0
12	21	12	17.3	31	6	18.3
13	35	13	27.3	29	15	22.0
14	42	33	37.0	50	31	38.7
15	39	31	35.0	52	41	47.3
16	34	19	26.5	45	28	39.0
17	11	5	7.3	17	8	13.0
18	11	3	5.7	17	4	10.3
19	19	6	12.5	24	24	24.0
20	0	0	0.0	0	0	0.0
21	0	0	0.0	0	0	0.0
22	0	0	0.0	0	0	0.0
DAILY AVE.			17.8			20.9

TABLE 9 VEHICLE TRIPS AND ALLOCATION

ROUTE NUMBER : XHB170
 DATE OF SURVEY : 21- 1-1980

TERMINUS 000 : SHA TIN MARKET
 TERMINUS 100 : WAH FU (CENTRAL)

TIME		FRE- QUENCY (MIN)	REQ	VEHICLE TRIPS			VEH.		VEH.		
TERMINUS 000	TERMINUS 100			000 OBS	%	REQ	100 OBS	REQ	ALLOCATION	000	100
700- 930	655- 925	15	10	8	80	10	9	90	12	8	9
930-1610	925-1605	20	20	21	105	20	19	95	9	12	11
1610-1740	1605-1735	15	6	6	100	6	5	83	12	6	5
1740-1920	1735-1915	20	6	6	100	6	6	100	9	6	6
OBSERVATION PERIOD											
700-2000	700-2000										

NOTE : FIGURES IN COLUMN UNDER REQ ARE NUMBER OF TRIPS REQUIRED
 FIGURES IN COLUMN UNDER OBS ARE NUMBER OF TRIPS OBSERVED
 FIGURES IN COLUMN UNDER % ARE PERCENTAGE OF VEHICLE TRIPS
 OBSERVED OVER VEHICLE TRIPS REQUIRED

APPENDIX A NATURE OF STOPS & FACILITIES PROVIDED

DIRECTION: FROM Sha Tin Market

TO Wah Fu (Central)

Stop Reference No.	Other Routes Using The Same Stop As Indicated On The Stop Sign	Permanent Stop	Bus Bay	Permanent Shelter	Queue Rail
000			X		
001	48,70,70A,70M,71,72,86,87,88,88A,88B,89				
002	70,70A,70M,87,89	X	X		
003	70,70A,70M,87,89		X		
004	70,70M,87,89		X		
005	70,70M,87,89				
006	3C,7,7A,70,70A,103,207,880,887	X	X	X(B)	
007	3C,7,7A,70,103,207,880,887	X	X		
008	3C,7,7A,70,103,207,880,887		X		
009	2D,3C,7,7A,7B,10,70,70A,103,207	X	X		X
010	18,103,880	X	X		
011	113,880	X	X		
012	103,113		X	X(B)	X
013	103	X			
014	72			X(C)	
015	5,10,15B,17,72				
016	Not Specified				
017	6,15,61,72,260,262	X	X		
018	6,15,72	X	X		
019	6,15,61,72,260,262	X	X		
020	6,41,61,62	X	X		
021	Not Specified	X	X		
022	6,41,62,70,72	X	X		
023	41,72	X	X		
024	41,72	X	X		
025			X		

Note: (B) denotes bus shelter

(C) denotes canopy

APPENDIX A NATURE OF STOPS & FACILITIES PROVIDED

DIRECTION: FROM Sha Tin Market
TO Wah Fu (Central)

Stop Reference No.	Other Routes Using The Same Stop As Indicated On The Stop Sign	Permanent Stop	Bus Bay	Permanent Shelter	Queue Rail
026	41,48,72,73,74		X		
027	Not Specified	X			
028	41,48,72,73,74	X			
029	48,71,78	X			
030	48	X	X	X(B)	X
031	48,72,78				X
032	41,48,71,72,73,74,78	X	X		
033	41,48,71,72,73,74,78	X	X		
034	41,48,71,72,73,74,78	X			
035	41,48,71,73,78	X			
036	Not Specified	X			
037	7,70,71,884	X	X		X
038	4,40,41,47,48,73,884				
039	4,40,41,48,73,74,884	X	X		
040	40,41,48,73,74,884		X		
041		X			

Note: (B) denotes bus shelter
(C) denotes canopy

APPENDIX B NATURE OF STOPS & FACILITIES PROVIDED

DIRECTION: FROM Wah Fu (Central)
TO Sha Tin Market

Stop Reference No.	Other Routes Using The Same Stop As Indicated On The Stop Sign	Permanent Stop	Bus Bay	Permanent Shelter	Queue Rail
100		X			
101					
102	4,40,41,47,48,73,884	X			
103	7,41,47,48,70,71,73,78,884	X			
104	7,41,48,70,71,73,78,884			X(C)	
105	Not Specified	X			
106	41,72,73				X
107	41,48,71,72,73,74,78				
108	Not Specified		X	X(C)	
109	41,71,72,73,74,78,48	X	X		
110	Not Specified				
111	48,71,78	X			
112	48	X	X	X(B)	X
113	48,72,78				X
114	Not Specified				
115	41,48,72,73	X	X		
116	41,48,72,73,74	X			
117			X		
118	41,72	X			
119	41,72	X			
120	41,72	X			
121	6,41,62,72	X	X		
122	6,41,61,62,72,260,262	X	X		
123	6,41,61,62,72,260,262	X			
124	Not Specified	X	X	X (B)	X
125	6,15,15B,61,72,260,262	X	X		

Note: (B) denotes bus shelter

(C) denotes canopy

APPENDIX B

NATURE OF STOPS & FACILITIES PROVIDED

DIRECTION: FROM Wah Fu (Central)
TO Sha Tin Market

Stop Reference No.	Other Routes Using The Same Stop As Indicated On The Stop Sign	Permanent Stop	Bus Bay	Permanent Shelter	Queue Rail
126	6,15,15B,61,72	X		X(B)	X
127	6,15,61,72,260,262	X	X		
128	1,15B,72,17				
129	882	X		X(C)	
130	2,8,17,72	X		X(C)	
131	103	X		X(C)	
132				X(C)	
133	103,113		X	X(B)	
134	113,880		X		
135	113,880	X	X		
136	3C,7,7A,70,70A,103,207	X			
137	3C,7,7A,70,70A,103,207,880,881,882,884,887	X	X		X
138	3C,7,7A,70,70A,103,207		X		
139	7,70,70A,880,887,207		X		
140	7,70,70A,880,887,207		X		
141	7,70,70A,70M,880,887,207		X		
142	70,70M				
143	70,70A,70M,87,89				
144	70,70M,87,89		X		
145	70,70M,87,89		X		
146	70,70A,70M,87,89				
147	48,70,70A,70M,71,72,86,87,88,88A,88B,89				
148			X		

Note: (B) denotes bus shelter

(C) denotes canopy

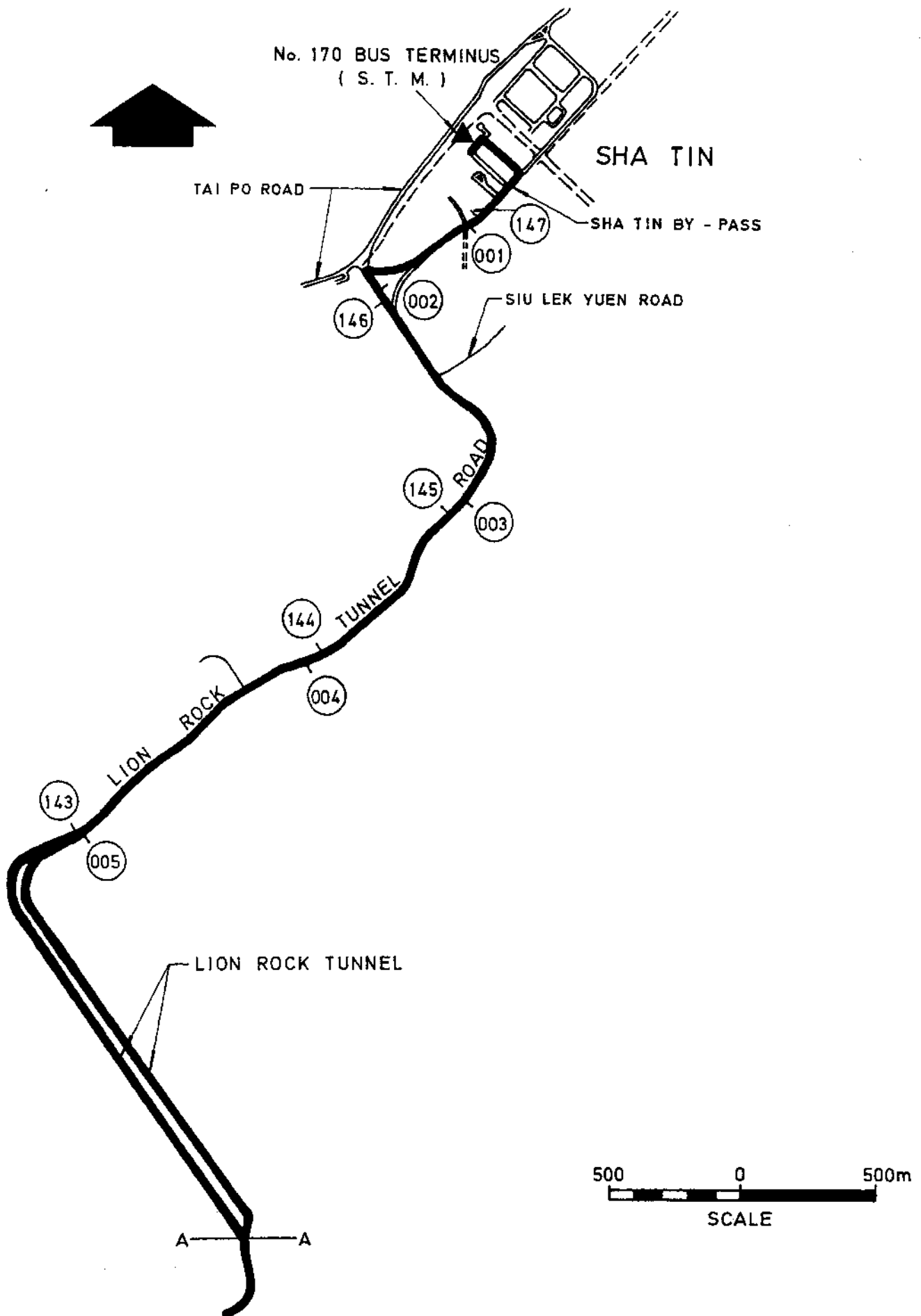


FIG. 1 GENERAL PLAN INDICATING XHB ROUTE NO. 170

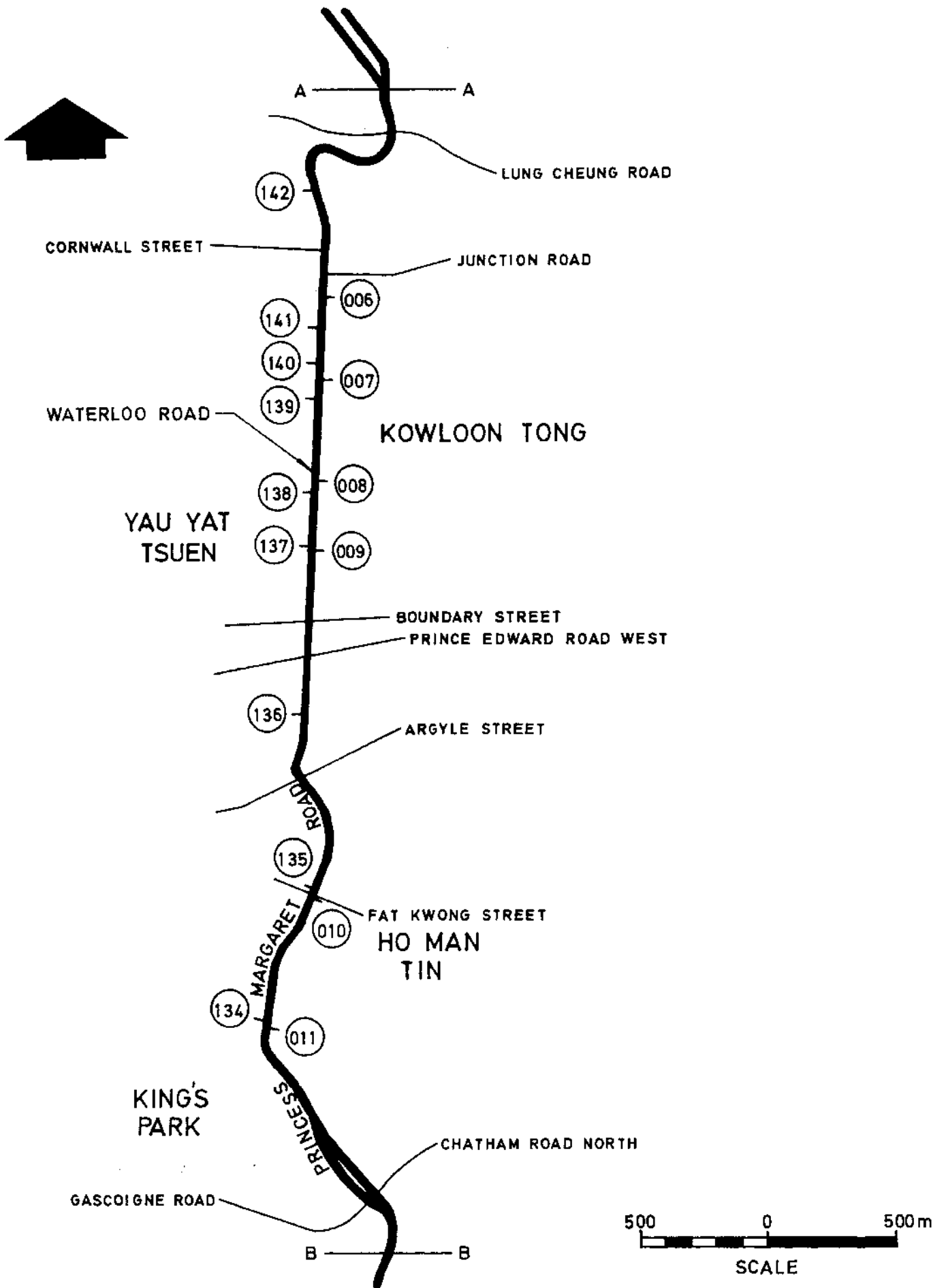


FIG. 1 (CONT'D)

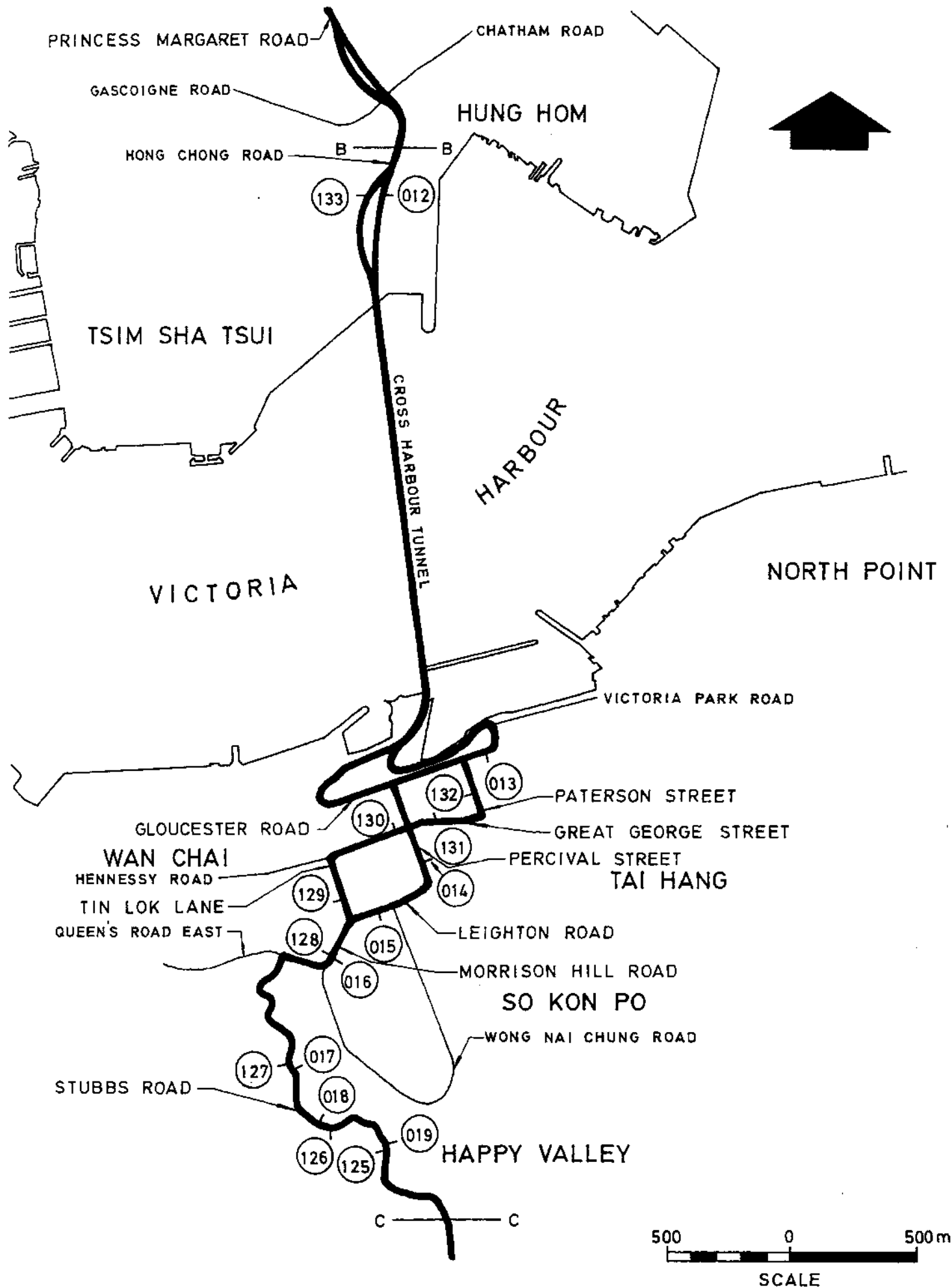


FIG. 1 (CONT'D)

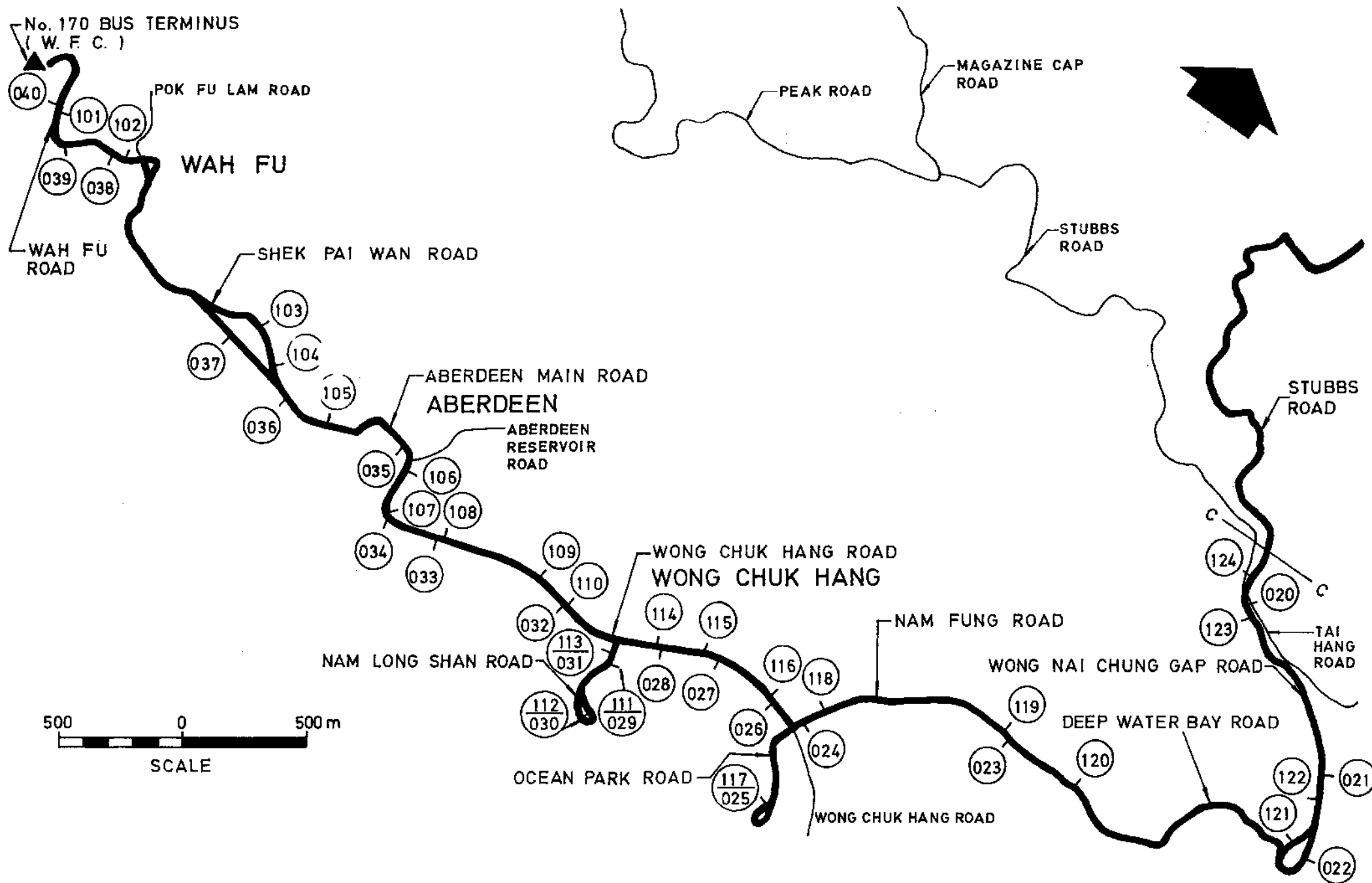


FIG. 1 (CONT'D)

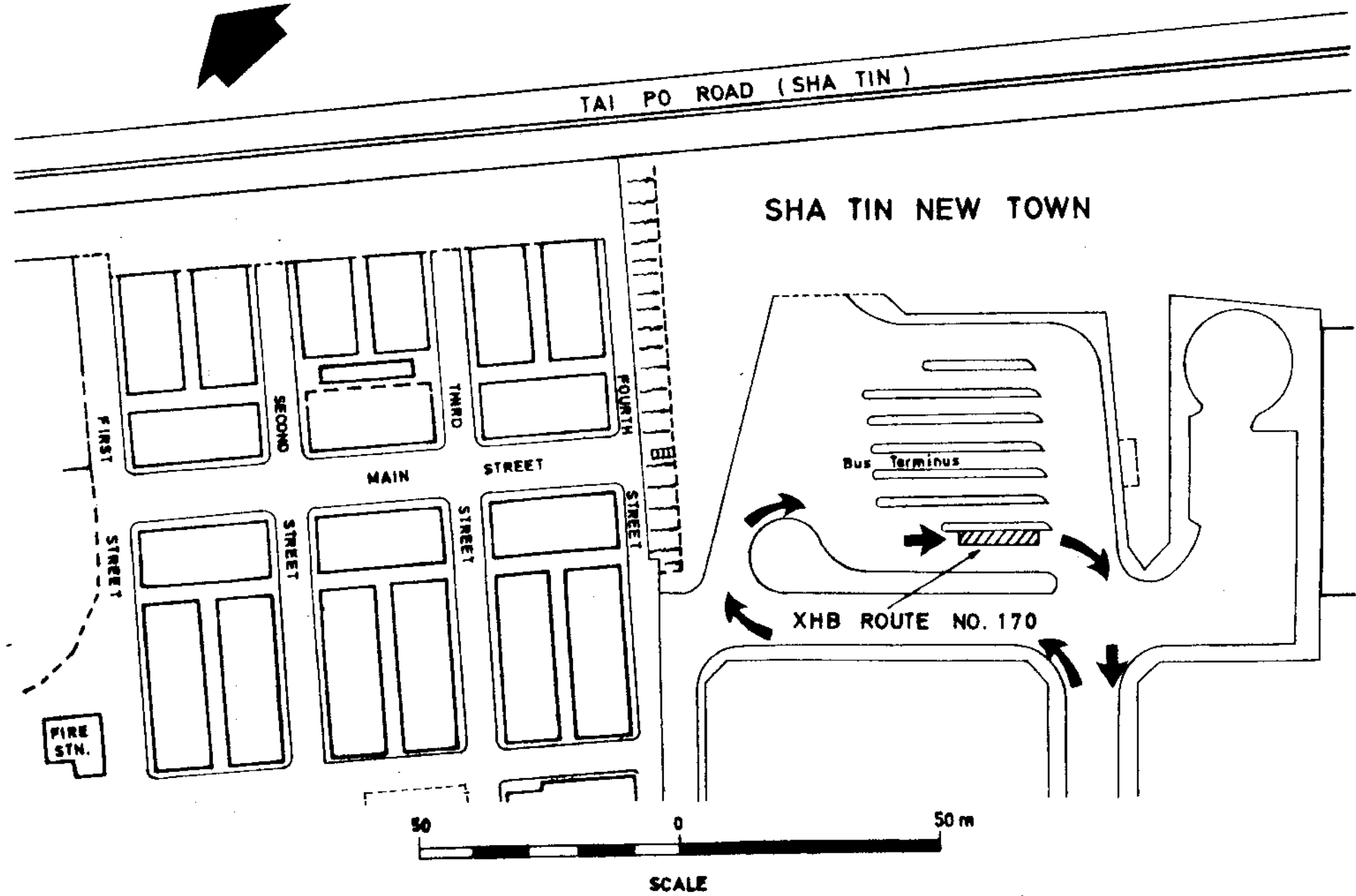


FIG. 2 LAYOUT OF SHA TIN MARKET BUS TERMINUS

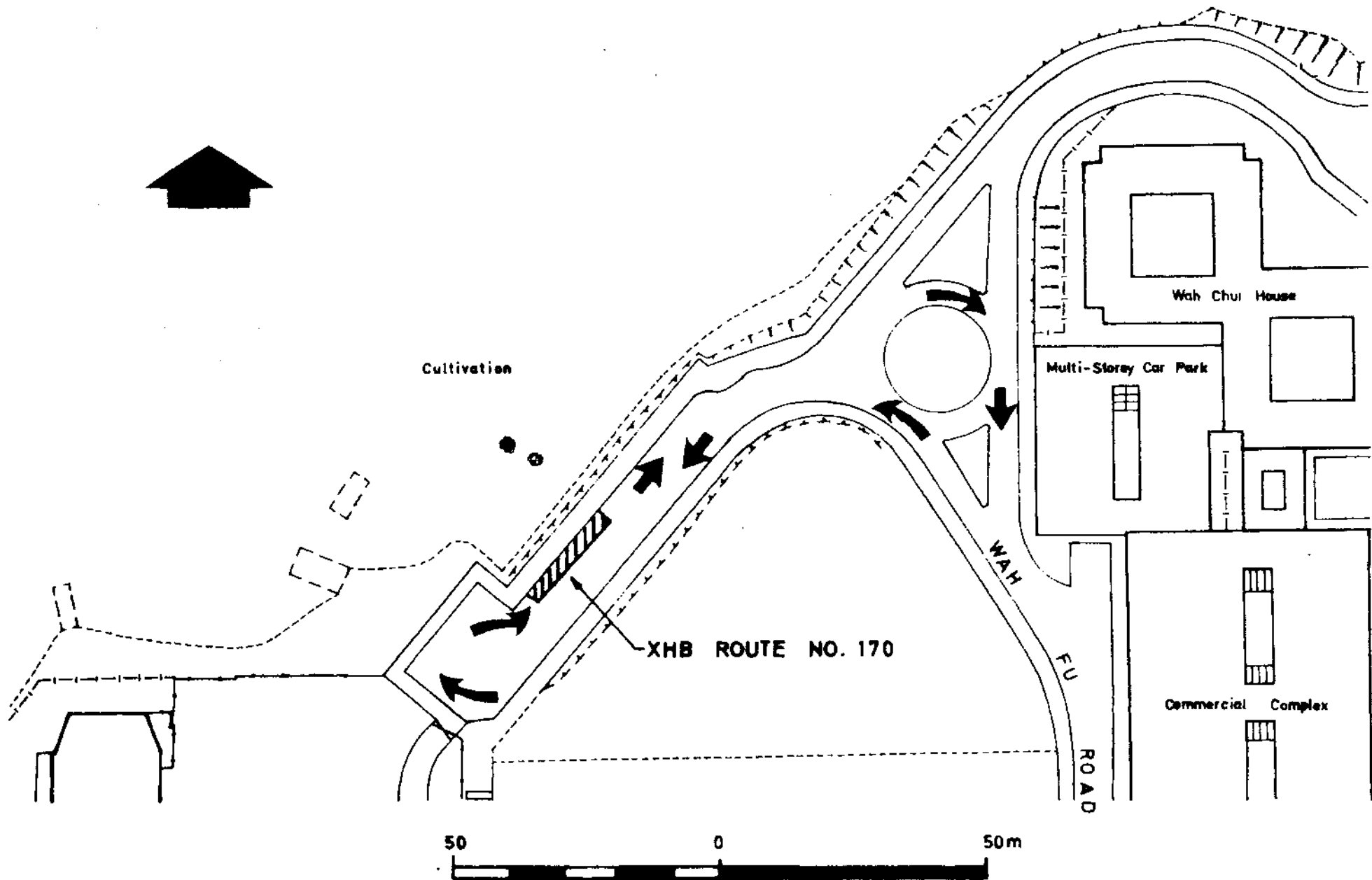


FIG. 3 LAYOUT OF WAH FU (CENTRAL) BUS TERMINUS





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