

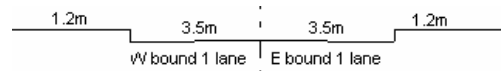
YEAR 2006

COVERAGE (B) STATION 6209

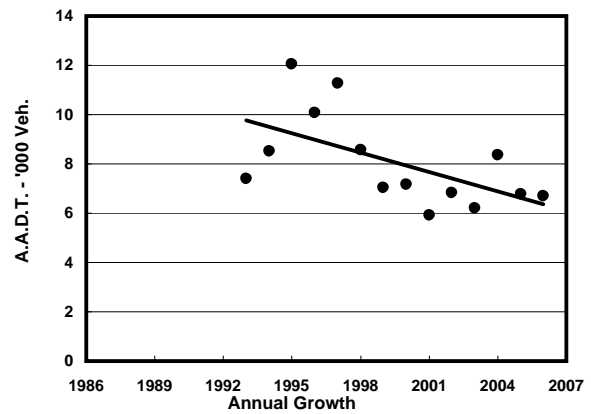
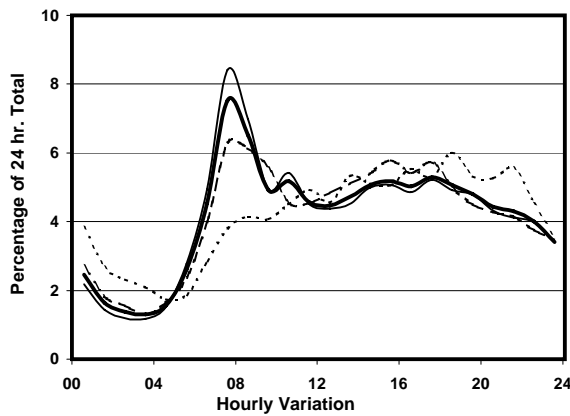
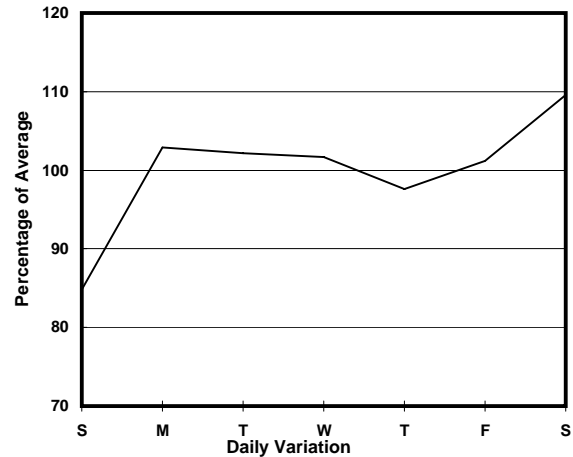
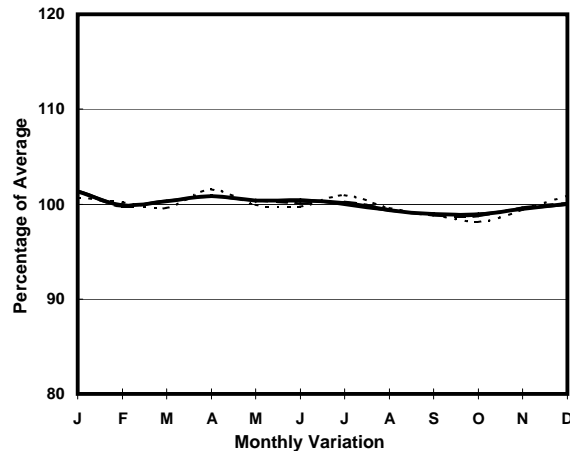
ROAD NETWORK MAJOR

ROAD TYPE RURAL ROAD

LINK CASTLE PEAK RD - TSUEN WAN, TING KAU & SHAM  
TSENG (from TUEN MUN RD to SHAM TSENG)



### 1. TRAFFIC FLOW VARIATION AND GROWTH



— All day — Mon.- Fri. - - - - Sat. - - - - - Sun.

### 2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
<b>EAST BOUND</b>				
A.A.D.T.	3130	3130	3450	2990
R 12 / 24 - %	64.2	65.3	63.8	59.2
R 16 / 24 - %	82.2	83.1	80.7	79.3
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	260	290	270	140
T - % (AM)	-	24.6	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1800-1900
One-way flow at PM peak hour	180	180	210	180
T - % (PM)	-	8.7	-	-
Prop.of commercial vehicles - 16 hr.	-	13.4	-	-
<b>WEST BOUND</b>				
A.A.D.T.	3560	3690	3950	2750
R 12 / 24 - %	62.9	63.3	64.9	57.5
R 16 / 24 - %	80.1	80	81.5	78.9
AM Peak Hour	0700-0800	0700-0800	0700-0800	0800-0900
One-way flow at AM peak hour	310	360	300	110
T - % (AM)	-	20.6	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	180	180	230	180
T - % (PM)	-	22.3	-	-
Prop.of commercial vehicles - 16 hr.	-	14.8	-	-

### 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 Peak hour	Pro	2.0	7.1	15.2	4.0	29.3	19.2	8.1	10.1	2.3	2.8
	Ocp	1.0	1.3	1.1	8.8	12.1	1.9	1.1	7.9	11.0	13.7
0800-0900	Pro	0.0	24.3	10.2	0.8	29.7	12.5	13.3	5.5	1.8	2.0
	Ocp	0.0	1.8	1.5	3.0	9.6	1.7	1.5	11.0	13.8	15.2
0900-1000	Pro	2.6	22.2	9.2	1.3	30.1	22.2	7.8	0.0	2.3	2.3
	Ocp	1.0	1.7	1.7	5.0	10.4	1.9	1.3	0.0	12.3	10.3
1000-1100	Pro	1.3	21.5	6.7	1.3	33.7	21.5	9.4	0.0	2.4	2.0
	Ocp	1.0	1.6	1.2	2.0	7.6	1.7	1.1	0.0	9.3	11.8
1100-1200	Pro	0.0	18.7	10.1	1.4	40.3	17.3	2.9	4.3	2.9	2.2
	Ocp	0.0	1.5	1.0	2.0	5.8	2.3	2.0	1.3	10.6	9.0
1200-1300	Pro	1.5	24.4	10.7	1.5	33.6	15.3	4.6	3.1	3.1	2.3
	Ocp	1.0	1.5	1.0	3.0	8.5	1.7	1.3	6.0	11.4	12.0
1300-1400	Pro	2.9	15.8	4.3	2.9	34.5	25.9	7.2	1.4	2.9	2.2
	Ocp	1.0	3.0	1.3	2.0	7.9	1.3	1.8	3.0	8.5	8.5
1400-1500	Pro	0.0	27.4	12.0	0.0	30.8	10.3	10.3	3.4	3.4	2.6
	Ocp	0.0	1.5	1.3	0.0	8.1	1.3	1.5	12.0	8.8	9.8
1500-1600	Pro	3.1	17.1	10.9	0.0	34.2	17.1	4.7	6.2	4.3	2.3
	Ocp	1.0	1.1	1.1	0.0	8.7	1.6	2.3	19.3	7.0	8.8
1600-1700	Pro	3.1	16.9	4.6	4.6	33.7	16.9	12.3	3.1	2.7	2.3
	Ocp	1.0	1.6	1.0	5.0	8.6	1.5	1.1	1.5	7.6	12.5
1700-1800	Pro	7.7	15.4	9.0	1.3	37.3	11.6	7.7	5.1	2.3	2.6
	Ocp	1.0	1.7	1.0	1.0	10.6	2.6	1.2	2.8	15.0	23.1
1800-1900	Pro	3.8	24.0	12.6	1.3	41.6	3.8	3.8	5.0	2.5	1.6
	Ocp	1.0	1.7	1.1	2.0	11.9	1.3	1.0	3.8	14.6	22.4
1900-2000	Pro	8.1	22.8	12.1	0.0	49.7	1.3	0.0	1.3	2.0	2.7
	Ocp	1.0	1.2	1.2	0.0	8.3	1.0	0.0	22.0	7.8	15.8
2000-2100	Pro	1.2	22.2	7.4	1.2	57.8	6.2	0.0	0.0	2.5	1.5
	Ocp	1.0	1.5	1.0	1.0	8.7	1.2	0.0	0.0	7.8	13.8
2100-2200	Pro	10.0	21.4	10.0	1.4	50.0	2.9	0.0	0.0	2.9	1.4
	Ocp	1.0	1.1	1.1	4.0	7.2	1.0	0.0	0.0	7.5	4.8
2200-2300	Pro	1.5	19.4	11.9	0.0	58.2	4.5	0.0	0.0	3.0	1.5
	Ocp	1.0	1.5	1.1	0.0	7.5	1.3	0.0	0.0	5.3	12.5
16 hours	Pro	3.0	19.9	9.9	1.5	38.6	13.0	6.1	3.3	2.6	2.1
	Ocp	1.0	1.6	1.2	4.3	8.8	1.7	1.4	8.2	9.9	13.2

**Legend**

- Pro.** Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)
- Ocp.** Average occupancy of vehicles
- M&H** Medium and Heavy