

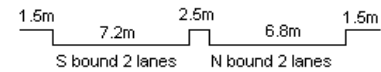
YEAR 2005

COVERAGE (B) STATION 6213

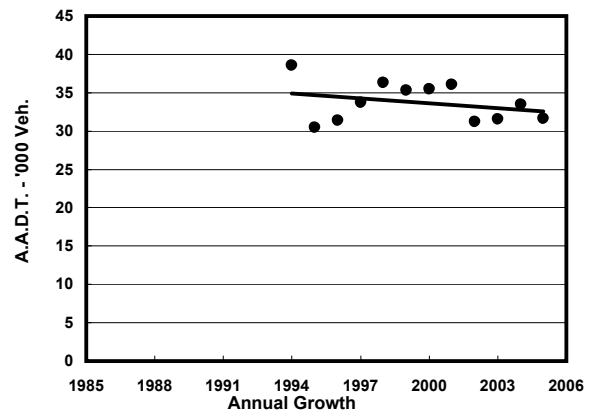
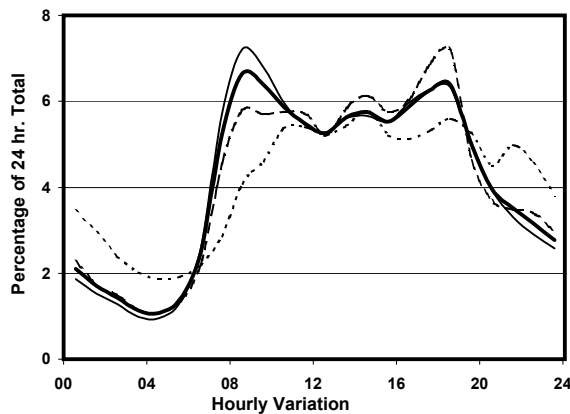
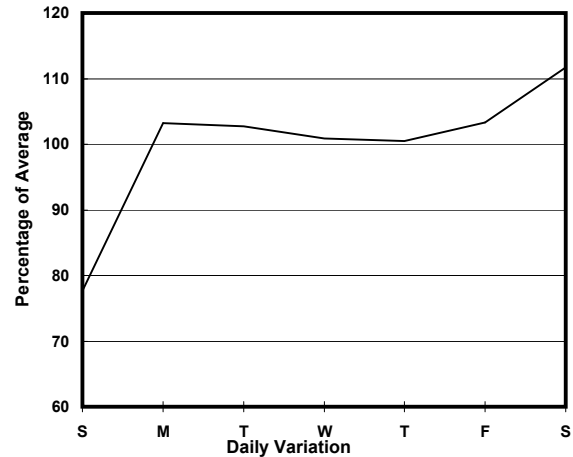
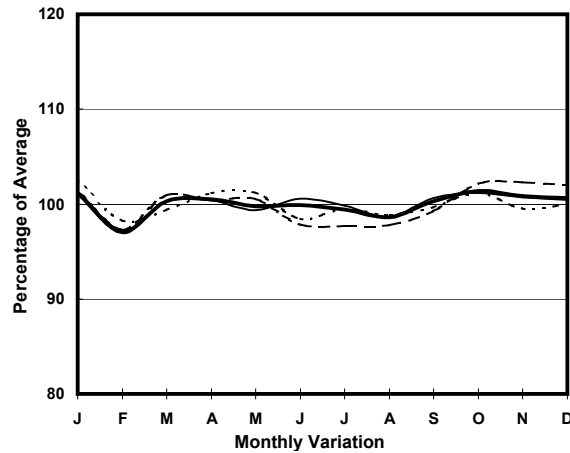
ROAD NETWORK MAJOR

ROAD TYPE RURAL TRUNK ROAD

LINK CASTLE PEAK RD - HUNG SHUI KIU (from TIN HA RD to LAM TEI INT)



1. TRAFFIC FLOW VARIATION AND GROWTH



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

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	15780	16380	17970	11830
R 12 / 24 - %	73.9	75.3	74	63.5
R 16 / 24 - %	87.1	87.9	87.3	80.9
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	1110	1230	1160	630
T - % (AM)	-	26.8	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1800-1900
One-way flow at PM peak hour	1010	1040	1330	660
T - % (PM)	-	35.5	-	-
Prop.of commercial vehicles - 16 hr.	-	28.7	-	-
NORTH BOUND				
A.A.D.T.	15840	16280	17780	12980
R 12 / 24 - %	66.7	68.1	67.1	56.9
R 16 / 24 - %	84.8	86	84.2	78
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	990	1130	910	510
T - % (AM)	-	22.5	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	1060	1050	1500	730
T - % (PM)	-	27.7	-	-
Prop.of commercial vehicles - 16 hr.	-	29.8	-	-

3. OTHER INFORMATION AND COMMENT

Coverage (B) Station 6213
Year 2005

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	Pro	3.4	24.7	16.7	1.2	5.1	18.2	19.6	9.2	0.3	1.5
	Ocp	1.1	1.5	1.6	1.8	10.2	1.5	1.1	10.3	12.2	40.6
0800-0900 Peak hour	Pro	3.2	36.5	9.2	3.5	3.3	19.4	21.3	2.5	0.2	1.0
	Ocp	1.1	1.4	1.6	4.6	11.6	1.4	1.2	12.1	11.5	35.1
0900-1000	Pro	0.4	21.1	11.6	0.8	2.9	25.7	32.7	3.3	0.2	1.2
	Ocp	1.0	1.3	1.5	2.8	10.0	1.5	1.2	1.3	8.3	18.7
1000-1100	Pro	0.7	21.4	13.6	0.7	2.3	24.4	33.1	2.5	0.2	1.2
	Ocp	1.0	1.3	1.3	2.0	8.8	1.5	1.2	1.2	5.3	11.9
1100-1200	Pro	0.5	24.0	10.5	2.4	4.5	23.7	31.4	1.6	0.3	1.1
	Ocp	1.0	1.4	1.3	1.3	8.1	1.6	1.2	1.2	3.8	10.7
1200-1300	Pro	0.5	28.7	6.7	1.1	3.2	24.1	31.6	2.4	0.3	1.3
	Ocp	1.0	1.5	1.4	5.0	6.8	1.6	1.1	4.8	3.5	9.4
1300-1400	Pro	1.1	31.8	5.8	1.9	2.6	22.3	31.4	1.9	0.2	0.9
	Ocp	1.0	1.7	1.5	4.2	6.5	1.6	1.1	2.2	3.3	11.4
1400-1500	Pro	0.3	25.0	8.6	1.3	2.9	21.9	36.8	1.8	0.4	1.0
	Ocp	2.0	1.3	1.2	1.8	8.4	1.3	1.1	11.3	6.7	10.7
1500-1600	Pro	1.3	23.1	8.1	2.2	3.4	25.2	34.2	1.1	0.2	1.1
	Ocp	1.2	1.4	1.4	3.9	8.7	1.5	1.1	8.2	9.0	11.9
1600-1700	Pro	1.3	21.7	10.8	2.0	3.1	20.2	34.5	5.3	0.2	1.0
	Ocp	1.0	1.4	1.2	5.1	9.2	1.4	1.0	3.1	8.0	16.8
1700-1800	Pro	2.6	30.6	9.0	1.7	2.8	21.2	26.3	4.5	0.2	1.1
	Ocp	1.1	1.4	1.7	2.6	12.2	1.5	1.0	1.5	7.5	19.9
1800-1900	Pro	2.1	39.0	9.8	0.9	2.8	22.1	19.0	3.2	0.2	0.9
	Ocp	1.0	1.5	1.7	3.6	13.2	1.4	1.0	8.6	14.5	32.8
1900-2000	Pro	1.8	51.3	12.9	1.6	5.3	14.3	6.7	4.6	0.2	1.2
	Ocp	1.0	1.4	1.6	1.3	10.3	1.2	1.1	2.6	7.0	18.2
2000-2100	Pro	1.7	48.6	18.5	1.0	4.6	12.9	5.3	5.6	0.2	1.7
	Ocp	1.4	1.5	1.3	1.7	7.4	1.4	1.0	1.6	3.7	13.6
2100-2200	Pro	2.9	56.5	20.1	0.8	4.1	9.8	2.9	0.8	0.4	1.7
	Ocp	1.0	1.4	1.3	2.5	8.9	1.4	1.0	1.0	4.5	9.8
2200-2300	Pro	1.9	53.1	23.7	1.9	6.4	3.0	5.6	2.3	0.5	1.7
	Ocp	1.2	1.5	1.7	2.4	6.5	1.4	1.0	13.2	5.2	13.9
16 hours	Pro	1.6	32.3	11.5	1.6	3.6	20.1	24.5	3.3	0.2	1.2
	Ocp	1.1	1.4	1.5	3.3	9.3	1.5	1.1	5.4	7.2	18.6

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