

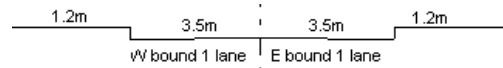
YEAR 2005

COVERAGE (B) STATION 6209

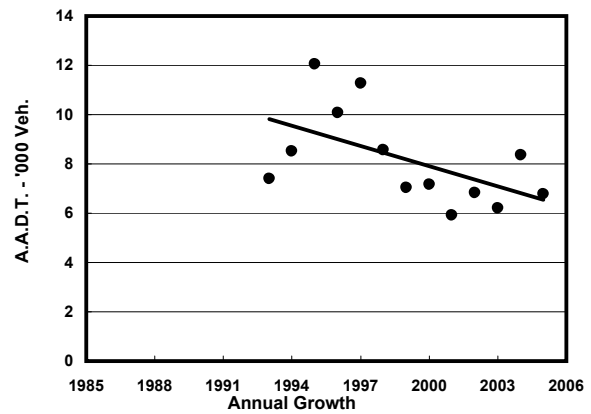
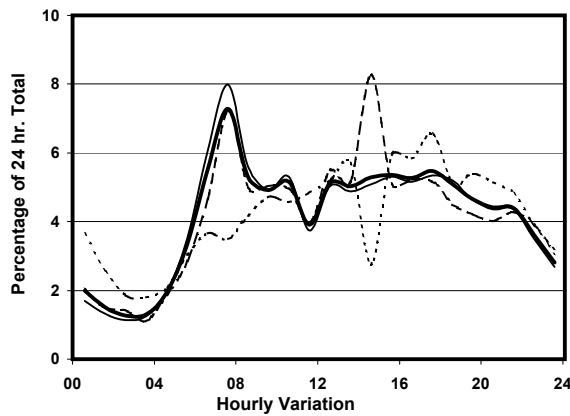
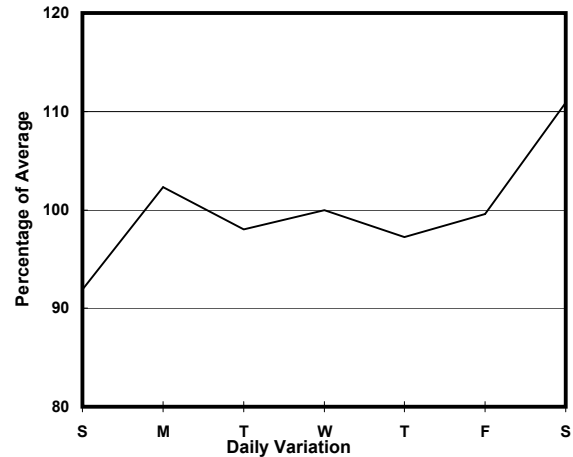
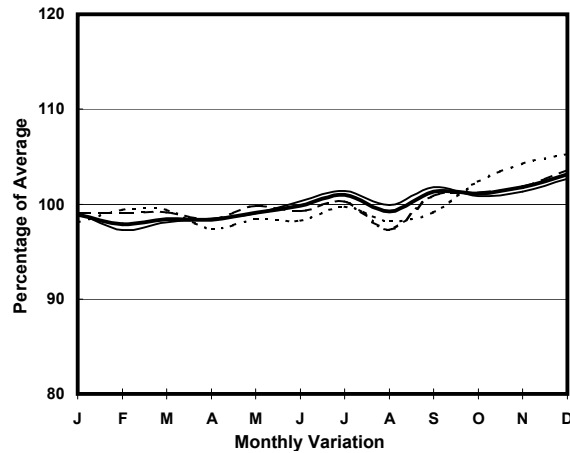
ROAD NETWORK MAJOR

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.
EAST BOUND				
A.A.D.T.	3080	3070	3540	2780
R 12 / 24 - %	63.3	63.5	65.1	59.8
R 16 / 24 - %	81.1	81.2	82.2	79.2
AM Peak Hour	0700-0800	0700-0800	0700-0800	0900-1000
One-way flow at AM peak hour	180	200	190	120
T - % (AM)	-	19	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1700-1800
One-way flow at PM peak hour	180	180	180	180
T - % (PM)	-	3.3	-	-
Prop.of commercial vehicles - 16 hr.	-	15.3	-	-
WEST BOUND				
A.A.D.T.	3710	3710	4030	3490
R 12 / 24 - %	63.1	63.6	65	58.1
R 16 / 24 - %	79.6	79.8	80.9	77.4
AM Peak Hour	0700-0800	0700-0800	0700-0800	0900-1000
One-way flow at AM peak hour	310	340	360	180
T - % (AM)	-	18.2	-	-
PM Peak Hour	1700-1800	1600-1700	1700-1800	1700-1800
One-way flow at PM peak hour	200	190	220	230
T - % (PM)	-	25.4	-	-
Prop.of commercial vehicles - 16 hr.	-	14.4	-	-

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	2.2	5.6	11.1	1.1	44.6	16.7	8.9	4.5	2.0	3.3
	Ocp	1.0	1.0	1.2	6.0	11.8	1.8	1.3	4.0	15.0	14.3
0800-0900	Pro	0.8	23.1	13.1	0.0	26.9	15.4	13.8	3.8	1.3	1.7
	Ocp	1.0	2.1	1.3	0.0	10.4	1.9	1.5	15.0	10.1	17.0
0900-1000	Pro	4.5	22.6	9.0	0.9	24.4	19.0	15.4	0.9	1.1	2.3
	Ocp	1.0	1.6	1.3	2.0	8.5	1.5	1.2	1.0	8.8	9.6
1000-1100	Pro	1.3	26.8	11.5	0.0	29.3	6.4	20.4	0.0	2.2	2.2
	Ocp	1.0	1.9	1.0	0.0	8.3	2.0	1.1	0.0	8.0	12.1
1100-1200	Pro	2.4	27.5	2.4	4.8	26.3	28.7	4.8	0.0	1.5	1.5
	Ocp	1.0	1.8	1.0	4.0	8.5	2.2	1.0	0.0	9.0	10.8
1200-1300	Pro	1.6	20.3	6.3	1.6	39.1	17.2	4.7	4.7	2.3	2.3
	Ocp	1.0	1.5	1.0	4.0	8.2	2.3	1.7	4.3	5.8	9.7
1300-1400	Pro	1.3	14.0	10.2	2.5	29.2	20.3	14.0	3.8	1.9	2.9
	Ocp	1.0	2.3	1.3	6.5	8.8	1.6	1.4	9.0	8.5	13.1
1400-1500	Pro	6.8	16.3	10.9	2.7	25.9	17.7	12.2	2.7	2.0	2.7
	Ocp	1.0	2.2	1.1	1.0	9.3	1.9	1.4	9.5	12.0	8.9
1500-1600	Pro	3.0	16.7	9.1	1.5	24.2	30.3	9.1	0.0	3.0	3.0
	Ocp	1.0	2.0	1.3	12.0	9.7	1.7	1.5	0.0	6.0	12.0
1600-1700	Pro	0.0	20.2	7.8	1.6	40.5	4.7	12.5	7.8	2.3	2.7
	Ocp	0.0	1.8	1.2	3.0	10.0	2.3	1.3	5.0	12.3	11.6
1700-1800	Pro	4.7	22.2	8.2	0.0	37.4	16.4	4.7	2.3	1.5	2.6
	Ocp	1.0	1.6	1.0	0.0	10.8	2.0	1.0	3.5	12.2	12.9
1800-1900	Pro	6.4	32.1	7.5	1.1	37.4	8.6	1.1	2.1	1.6	2.1
	Ocp	1.3	2.0	1.1	4.0	11.1	2.3	1.0	5.5	15.7	24.5
1900-2000	Pro	3.2	25.4	5.3	1.1	51.9	3.2	2.1	4.2	1.3	2.4
	Ocp	1.0	2.4	1.0	3.0	9.8	2.0	1.0	14.8	4.6	25.1
2000-2100	Pro	6.8	22.8	9.1	1.1	50.1	4.6	0.0	1.1	1.7	2.6
	Ocp	1.0	1.8	1.1	2.0	8.0	2.8	0.0	36.0	4.8	18.4
2100-2200	Pro	1.4	21.0	16.8	0.0	54.5	1.4	0.0	0.0	2.1	2.8
	Ocp	1.0	1.9	1.4	0.0	9.5	3.0	0.0	0.0	3.0	9.0
2200-2300	Pro	0.0	25.4	11.7	0.0	52.7	2.0	0.0	2.0	2.9	3.4
	Ocp	0.0	1.6	1.7	0.0	7.9	2.0	0.0	6.0	4.3	8.3
16 hours	Pro	3.0	21.5	9.4	1.2	36.4	13.5	8.1	2.5	1.8	2.5
	Ocp	1.1	1.9	1.2	4.2	9.5	1.9	1.3	8.9	8.8	13.9

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