

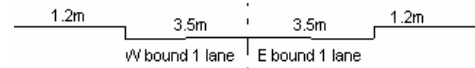
YEAR 2007

COVERAGE (B) STATION 6209

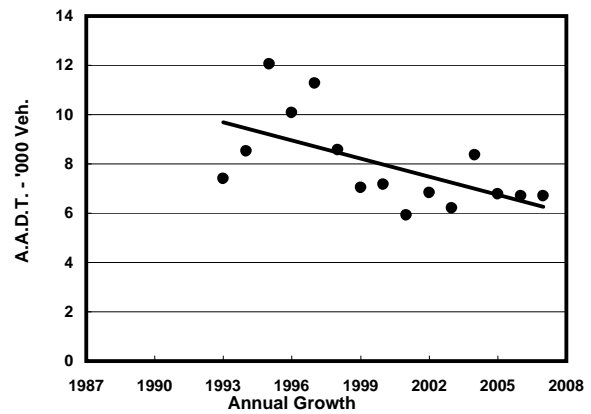
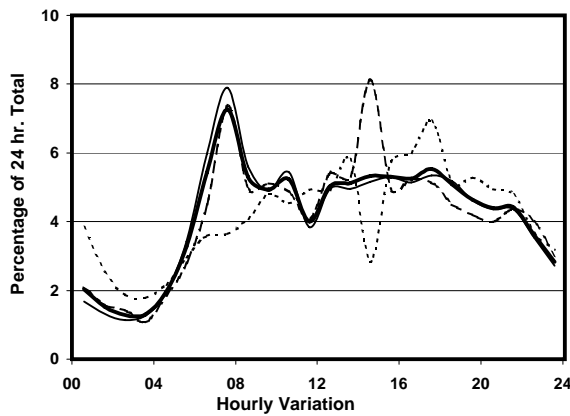
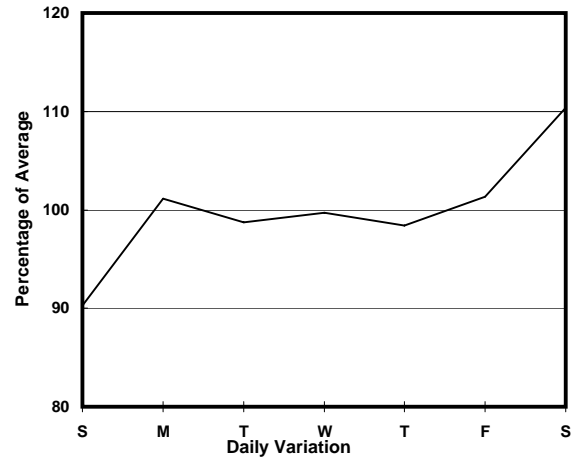
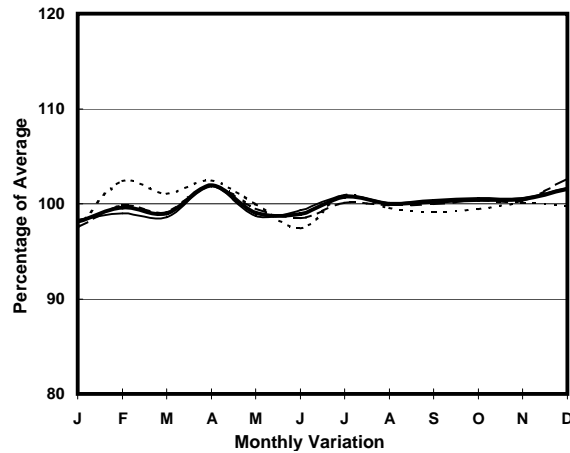
ROAD NETWORK MAJOR

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.	3040	3040	3470	2710
R 12 / 24 - %	63.5	63.8	65	60.2
R 16 / 24 - %	81.2	81.4	82.2	78.7
AM Peak Hour	0700-0800	0700-0800	0700-0800	0900-1000
One-way flow at AM peak hour	180	200	190	110
T - % (AM)	-	22.2	-	-
PM Peak Hour	1700-1800	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	170	180	180	180
T - % (PM)	-	3.6	-	-
Prop.of commercial vehicles - 16 hr.	-	8.5	-	-
<b>WEST BOUND</b>				
A.A.D.T.	3650	3670	3950	3370
R 12 / 24 - %	63.2	63.6	65.1	58.8
R 16 / 24 - %	79.8	79.8	81.1	77.6
AM Peak Hour	0700-0800	0700-0800	0700-0800	0900-1000
One-way flow at AM peak hour	300	330	360	180
T - % (AM)	-	21.5	-	-
PM Peak Hour	1700-1800	1600-1700	1700-1800	1700-1800
One-way flow at PM peak hour	200	190	220	240
T - % (PM)	-	19.3	-	-
Prop.of commercial vehicles - 16 hr.	-	9.6	-	-

### 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	1.4	13.7	6.9	1.4	41.1	13.7	4.1	12.3	2.4	3.1
	Ocp	1.0	1.4	1.0	2.0	10.7	1.4	1.0	7.6	15.1	31.7
0800-0900	Pro	0.7	37.9	4.5	0.7	27.5	12.6	7.4	5.9	1.3	1.3
	Ocp	1.0	1.6	1.3	5.0	9.8	1.8	1.2	8.3	14.9	32.6
0900-1000	Pro	2.1	38.2	13.4	2.1	22.7	13.4	4.1	1.0	1.0	1.8
	Ocp	1.0	1.5	1.3	1.5	11.7	1.5	1.0	1.0	9.3	21.1
1000-1100	Pro	2.5	31.6	5.1	3.8	32.9	13.9	5.1	1.3	1.9	1.9
	Ocp	1.0	1.2	1.0	1.7	8.2	1.2	1.8	1.0	11.0	19.2
1100-1200	Pro	3.5	26.0	13.9	0.0	34.6	15.6	1.7	0.0	2.6	2.2
	Ocp	1.0	1.4	1.5	0.0	9.9	1.7	1.0	0.0	12.2	21.6
1200-1300	Pro	0.0	28.8	10.6	1.5	31.8	16.7	1.5	4.5	2.3	2.3
	Ocp	0.0	1.5	1.7	5.0	9.0	1.3	1.0	11.3	10.8	22.8
1300-1400	Pro	0.0	33.3	7.9	1.6	36.5	11.1	4.8	0.0	2.4	2.4
	Ocp	0.0	1.7	2.2	2.0	10.9	1.4	1.7	0.0	11.5	25.5
1400-1500	Pro	1.6	27.4	16.1	0.0	29.0	16.1	4.8	0.0	2.4	2.4
	Ocp	1.0	1.5	1.6	0.0	8.5	1.3	1.3	0.0	8.3	19.5
1500-1600	Pro	0.0	20.5	11.0	3.2	36.2	18.9	3.2	1.6	3.2	2.4
	Ocp	0.0	1.2	1.1	3.5	9.6	1.4	1.0	30.0	9.5	25.3
1600-1700	Pro	2.8	12.5	8.3	8.3	34.7	16.7	4.2	8.3	2.1	2.1
	Ocp	1.0	1.2	1.7	3.5	9.8	1.4	1.0	4.5	12.0	18.2
1700-1800	Pro	2.2	34.1	5.5	3.3	29.7	15.4	0.0	6.6	1.6	1.6
	Ocp	1.0	1.6	1.2	2.7	11.4	1.1	0.0	5.3	15.7	27.5
1800-1900	Pro	4.2	41.1	12.6	0.0	35.8	2.1	0.0	1.1	1.6	1.6
	Ocp	1.0	1.6	1.4	0.0	12.8	1.0	0.0	1.0	20.3	31.8
1900-2000	Pro	1.8	39.1	8.2	0.0	42.7	5.5	0.0	0.0	1.4	1.4
	Ocp	1.0	1.3	1.1	0.0	9.1	1.0	0.0	0.0	9.8	27.2
2000-2100	Pro	7.1	31.3	13.1	0.0	42.4	3.0	0.0	0.0	1.5	1.5
	Ocp	1.1	1.3	1.5	0.0	8.0	1.3	0.0	0.0	7.5	16.0
2100-2200	Pro	5.8	26.7	10.5	0.0	50.0	3.5	0.0	0.0	1.7	1.7
	Ocp	1.0	1.7	1.0	0.0	8.3	2.3	0.0	0.0	5.8	20.3
2200-2300	Pro	3.6	31.5	14.5	0.0	41.2	4.8	0.0	0.0	2.4	1.8
	Ocp	1.3	1.8	1.2	0.0	9.9	2.0	0.0	0.0	7.5	10.5
16 hours	Pro	2.6	30.8	9.8	1.5	35.5	10.8	2.6	2.7	1.9	1.9
	Ocp	1.1	1.5	1.4	2.9	9.8	1.4	1.2	7.2	11.3	23.5

**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