

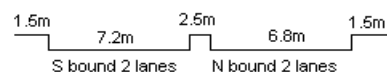
YEAR 2009

COVER AGE (B) STATION 6213

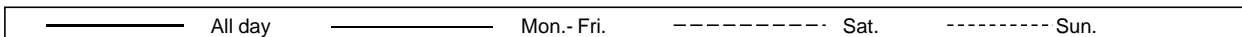
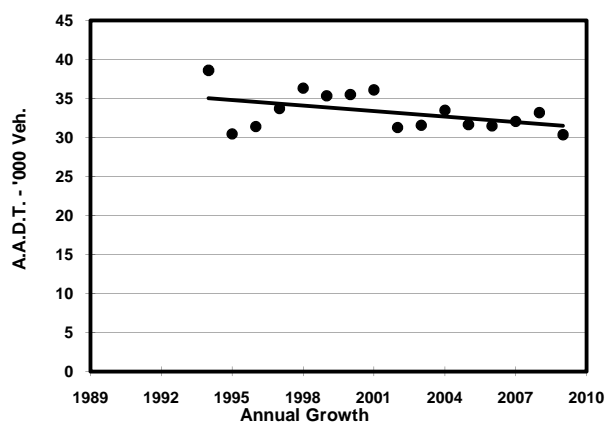
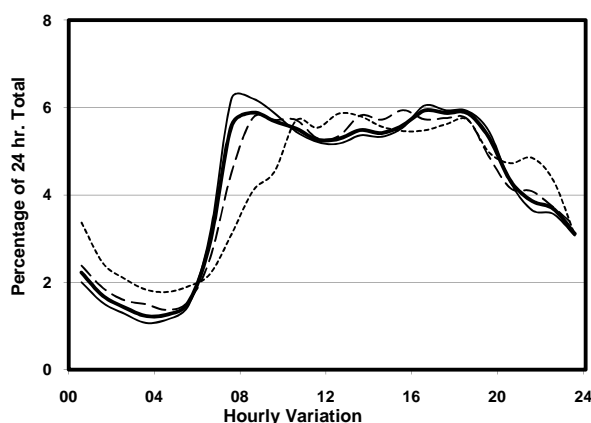
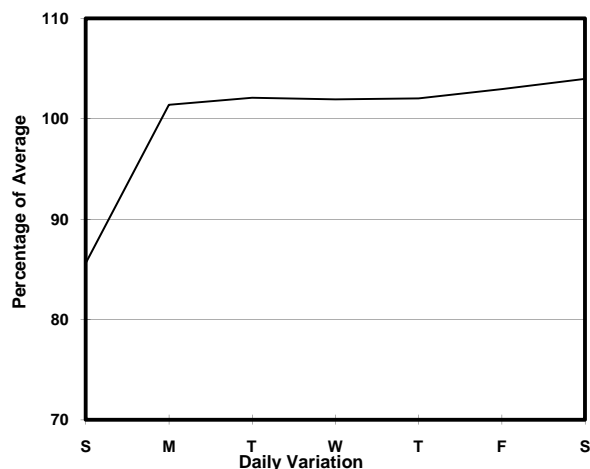
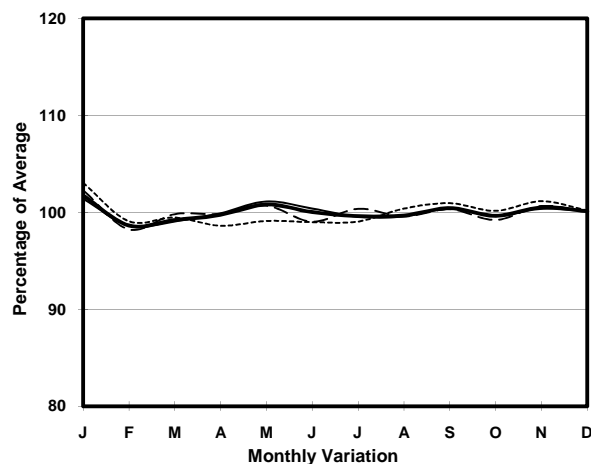
ROAD NETWORK MAJOR

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



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	15600	16150	16200	13110
R 12 / 24 - %	70.8	71.8	70.1	65.9
R 16 / 24 - %	84.9	85.4	84.5	82.3
AM Peak Hour	0700-0800	0700-0800	0800-0900	0900-1000
One-way flow at AM peak hour	1110	1280	1070	690
T - % (AM)	-	34.6	-	-
PM Peak Hour	1600-1700	1600-1700	1700-1800	1800-1900
One-way flow at PM peak hour	900	950	910	730
T - % (PM)	-	23.1	-	-
Prop.of commercial vehicles - 16 hr.	-	19.9	-	-
NORTH BOUND				
A.A.D.T.	14740	15060	15600	13080
R 12 / 24 - %	63.7	64.6	63.8	59
R 16 / 24 - %	84.2	85.1	83.2	80.3
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	780	840	800	490
T - % (AM)	-	20.1	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	940	980	950	780
T - % (PM)	-	18.2	-	-
Prop.of commercial vehicles - 16 hr.	-	20.1	-	-

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	0.3	27.4	13.6	1.1	4.5	22.9	16.1	12.2	0.3	1.6
	Ocp	1.0	1.5	1.6	14.0	9.5	1.6	1.2	9.1	11.8	31.3
0800-0900	Pro	0.9	47.3	12.6	1.1	3.2	18.3	11.9	3.4	0.2	1.1
	Ocp	1.0	1.5	1.7	6.8	10.9	1.5	1.2	6.1	9.3	35.0
0900-1000	Pro	1.5	29.2	14.6	2.2	4.0	27.0	17.7	2.4	0.3	1.1
	Ocp	1.0	1.4	1.4	2.5	8.2	1.6	1.2	2.9	5.2	12.7
1000-1100	Pro	2.2	26.4	14.7	1.0	4.2	25.9	22.4	2.0	0.2	1.1
	Ocp	1.0	1.5	1.3	3.0	6.7	1.5	1.1	2.0	14.0	11.8
1100-1200	Pro	1.3	23.5	13.1	2.9	3.4	29.3	22.5	2.6	0.3	1.1
	Ocp	1.0	1.5	1.6	1.6	8.3	1.6	1.1	6.9	10.8	10.9
1200-1300	Pro	3.2	28.3	14.4	2.7	3.7	26.7	15.8	3.7	0.2	1.1
	Ocp	1.0	1.6	1.4	6.4	8.2	1.7	1.2	8.4	9.0	9.5
1300-1400	Pro	1.9	29.5	13.4	0.5	3.8	23.8	22.1	3.3	0.3	1.2
	Ocp	1.1	1.7	1.6	2.5	7.1	1.6	1.2	8.3	9.4	10.5
1400-1500	Pro	1.1	31.5	12.9	1.1	2.4	23.7	22.6	3.2	0.3	1.0
	Ocp	1.0	1.7	1.4	1.8	10.3	1.6	1.1	10.3	6.6	11.3
1500-1600	Pro	1.5	23.8	17.9	1.3	2.8	28.7	19.2	3.6	0.2	1.0
	Ocp	1.0	1.5	1.3	1.4	8.1	1.5	1.1	2.9	9.7	9.7
1600-1700	Pro	0.7	28.9	27.0	1.7	1.9	18.9	15.6	4.0	0.2	1.1
	Ocp	1.0	1.6	1.4	5.1	10.8	1.6	1.1	6.5	9.5	11.7
1700-1800	Pro	2.1	29.7	16.8	1.4	3.7	24.2	16.1	4.8	0.2	1.0
	Ocp	1.1	1.6	1.6	4.2	9.1	1.5	1.3	5.3	14.0	20.4
1800-1900	Pro	3.4	48.4	19.0	2.1	3.2	10.5	7.8	4.4	0.2	1.0
	Ocp	1.1	1.6	1.4	3.6	14.4	1.5	1.2	5.0	15.8	25.4
1900-2000	Pro	2.7	46.7	19.9	0.2	4.4	13.8	4.4	6.4	0.2	1.2
	Ocp	1.1	1.5	1.7	1.0	10.4	1.5	1.1	3.1	14.5	16.4
2000-2100	Pro	2.9	52.8	21.9	1.2	3.8	6.6	2.9	6.4	0.3	1.3
	Ocp	1.0	1.4	1.7	1.3	9.8	1.3	1.1	2.9	8.5	13.2
2100-2200	Pro	1.1	52.1	24.4	0.7	4.7	10.8	2.9	1.4	0.4	1.5
	Ocp	1.0	1.5	1.8	3.0	8.2	1.8	1.0	8.5	5.3	14.2
2200-2300	Pro	1.2	50.7	30.4	0.4	4.1	5.3	2.4	3.7	0.4	1.4
	Ocp	1.0	1.7	1.6	4.0	11.7	1.8	1.0	8.0	5.8	20.6
16 hours	Pro	1.8	35.5	17.5	1.4	3.6	20.3	14.4	4.2	0.3	1.2
	Ocp	1.0	1.5	1.5	4.0	9.4	1.6	1.2	6.0	9.8	16.9

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