

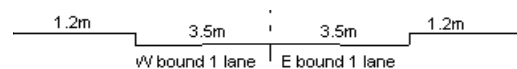
YEAR 2009

COVERAGE (B) STATION 6209

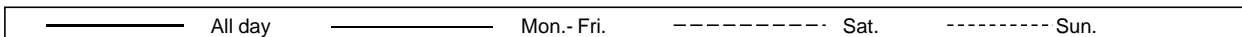
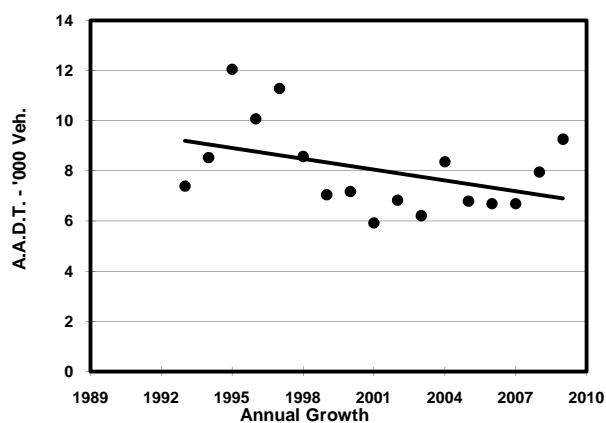
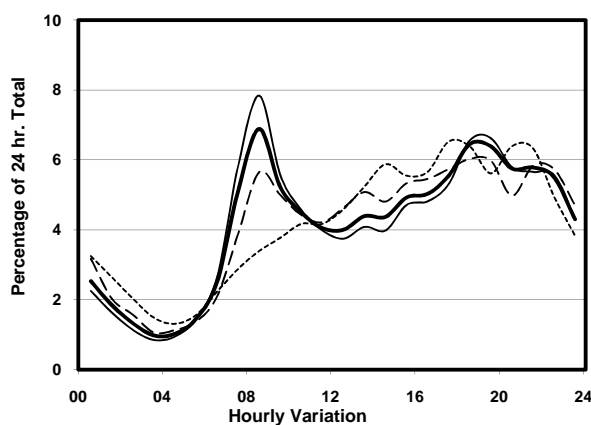
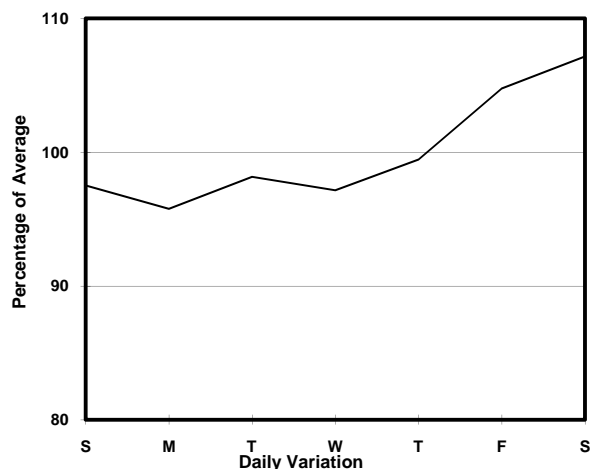
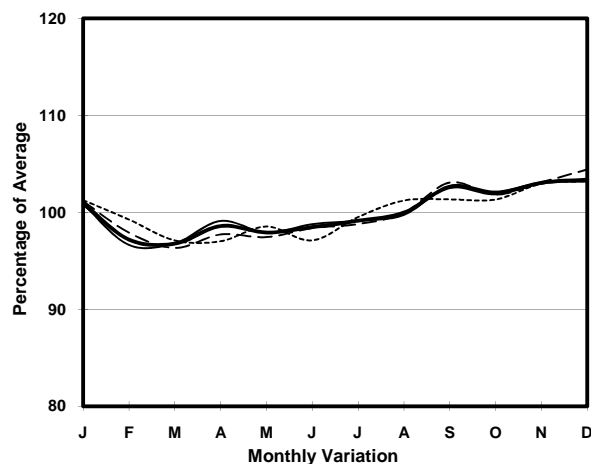
ROAD NETWORK MAJOR

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



## 2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
<b>EAST BOUND</b>				
A.A.D.T.	4750	4720	5110	4610
R 12 / 24 - %	63.3	64.1	62.3	60.3
R 16 / 24 - %	83.4	84	82.3	81.3
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	420	470	390	210
T - % (AM)	-	10.8	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	250	240	270	310
T - % (PM)	-	3.3	-	-
Prop.of commercial vehicles - 16 hr.	-	9.4	-	-
<b>WEST BOUND</b>				
A.A.D.T.	4510	4470	4840	4440
R 12 / 24 - %	57.7	57.9	58.1	56.2
R 16 / 24 - %	84.7	85.5	83.4	81.9
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	220	250	200	140
T - % (AM)	-	24.2	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	340	360	330	320
T - % (PM)	-	5.1	-	-
Prop.of commercial vehicles - 16 hr.	-	12.8	-	-

## 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	Pro	2.4	20.7	11.2	1.6	27.9	15.9	2.4	15.1	1.0	1.8
	Ocp	1.0	1.2	1.4	11.5	11.2	1.5	1.0	14.0	18.6	22.8
0800-0900	Pro	4.6	37.4	10.3	1.7	20.1	10.3	5.2	8.0	1.0	1.3
	Ocp	1.1	1.4	1.4	2.7	10.7	1.4	1.1	6.7	14.0	35.8
0900-1000	Pro	4.1	39.7	5.0	0.8	24.8	9.9	6.6	6.6	0.8	1.7
	Ocp	1.2	1.4	1.3	2.0	9.5	1.8	1.1	15.8	13.3	24.1
1000-1100	Pro	5.9	35.4	8.3	0.0	23.6	14.2	7.1	2.4	1.5	1.8
	Ocp	1.2	1.6	1.0	0.0	10.3	1.6	1.2	5.0	10.2	14.7
1100-1200	Pro	0.0	34.8	10.1	1.1	24.7	18.0	6.7	1.1	1.7	1.7
	Ocp	0.0	1.7	1.1	7.0	8.3	1.6	1.8	2.0	10.8	11.7
1200-1300	Pro	1.3	26.3	7.5	6.3	30.0	15.0	2.5	7.5	1.9	1.9
	Ocp	1.0	1.9	1.7	5.6	9.7	1.8	1.0	8.8	13.7	15.0
1300-1400	Pro	2.6	34.7	7.7	2.6	25.7	14.1	6.4	2.6	1.6	1.9
	Ocp	1.0	1.6	1.5	2.0	11.8	1.9	1.0	13.0	8.2	13.0
1400-1500	Pro	1.1	36.7	10.0	0.0	23.3	18.9	5.6	1.1	1.7	1.7
	Ocp	1.0	1.4	1.4	0.0	10.7	1.8	1.6	7.0	11.0	17.5
1500-1600	Pro	3.6	31.5	8.1	1.8	18.9	19.8	6.3	7.2	1.4	1.4
	Ocp	1.3	1.5	1.6	2.5	10.9	1.8	1.1	18.6	10.3	21.7
1600-1700	Pro	0.9	31.6	13.0	3.7	24.1	12.1	2.8	9.3	1.2	1.4
	Ocp	1.0	1.6	1.4	3.8	9.3	2.0	1.0	3.3	10.4	20.2
1700-1800	Pro	4.9	38.4	17.2	2.5	18.0	11.5	0.0	4.9	1.4	1.2
	Ocp	1.0	1.4	1.7	3.3	12.0	2.0	0.0	13.3	15.0	33.7
1800-1900	Pro	5.6	38.2	13.9	0.7	30.6	6.9	0.0	2.1	1.0	1.0
	Ocp	1.0	1.5	1.6	2.0	11.8	1.9	0.0	19.3	17.8	31.7
1900-2000	Pro	2.9	37.2	21.7	0.0	29.8	3.4	0.0	3.4	0.7	0.9
	Ocp	1.0	1.8	1.6	0.0	10.0	1.3	0.0	7.2	10.6	35.5
2000-2100	Pro	3.6	42.8	15.2	0.0	29.7	1.5	0.0	5.1	1.1	1.1
	Ocp	1.0	1.6	1.6	0.0	10.2	1.0	0.0	14.1	9.2	24.0
2100-2200	Pro	4.0	34.4	14.4	0.8	36.8	0.0	0.8	6.4	1.0	1.4
	Ocp	1.0	1.7	1.2	3.0	9.8	0.0	1.0	14.8	9.2	22.4
2200-2300	Pro	4.3	31.9	18.1	2.6	37.1	0.9	0.0	2.6	1.3	1.3
	Ocp	1.2	1.6	1.7	4.0	9.7	1.0	0.0	6.3	7.5	8.2
16 hours	Pro	3.4	34.9	12.6	1.5	26.7	9.9	2.9	5.5	1.2	1.4
	Ocp	1.1	1.5	1.5	4.3	10.3	1.7	1.2	11.4	11.9	22.4

**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