

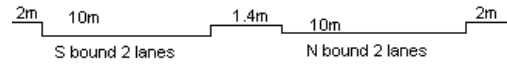
YEAR 2010

COVERAGE (B) STATION 6203

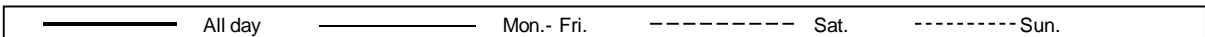
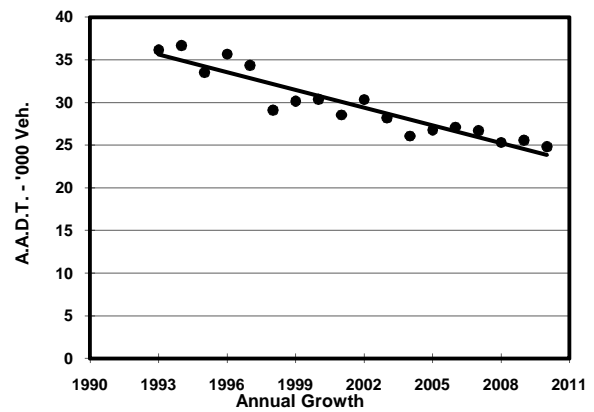
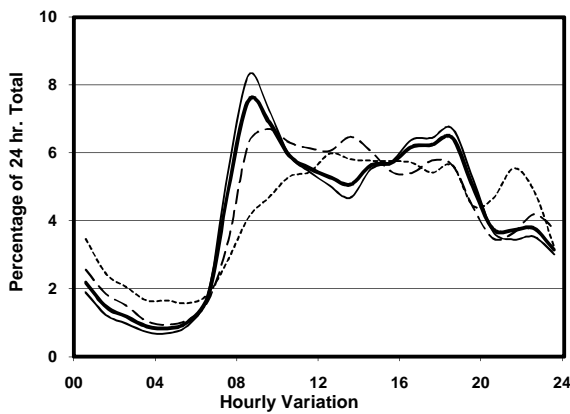
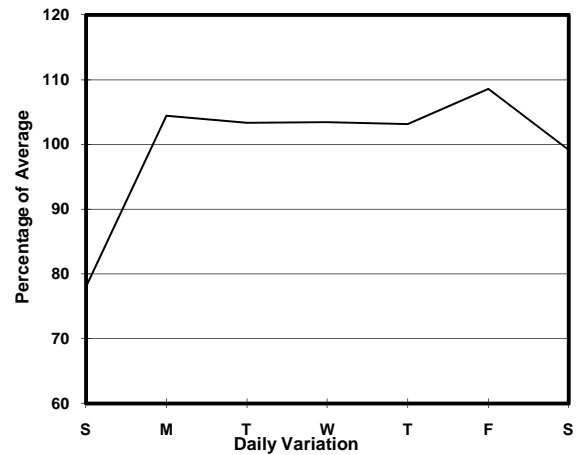
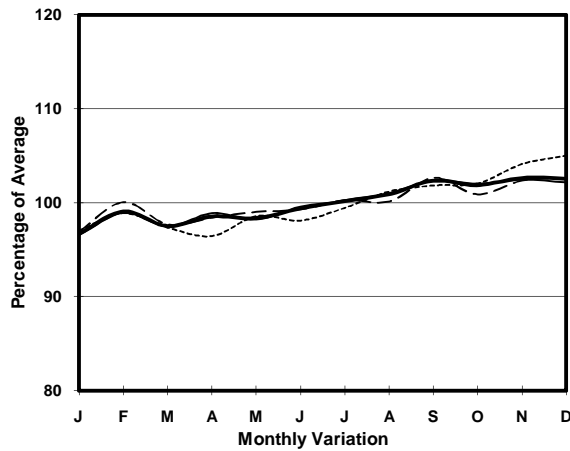
ROAD NETWORK MAJOR

ROAD TYPE PRIMARY DISTRIBUTOR

LINK CASTLE PEAK RD - KWAI CHUNG (from CHING CHEUNG RD to TAI WO INT)



### 1. TRAFFIC FLOW VARIATION AND GROWTH



### 2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
<b>SOUTH BOUND</b>				
A.A.D.T.	12760	13370	13010	10500
R 12 / 24 - %	72.3	73.7	71	64.6
R 16 / 24 - %	87.8	89	85.8	82.5
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1060	1220	910	550
T - % (AM)	-	8.4	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	840	920	750	600
T - % (PM)	-	7.1	-	-
Prop.of commercial vehicles - 16 hr.	-	8.3	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	12070	12910	11880	9040
R 12 / 24 - %	70.3	72.1	68.5	60.2
R 16 / 24 - %	87.4	88.6	85.3	81.7
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	830	960	760	370
T - % (AM)	-	10.3	-	-
PM Peak Hour	1600-1700	1600-1700	1700-1800	1600-1700
One-way flow at PM peak hour	800	890	680	540
T - % (PM)	-	11	-	-
Prop.of commercial vehicles - 16 hr.	-	10	-	-

### 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	6.4	20.9	33.5	2.3	7.7	16.1	2.3	4.8	0.0	6.0
	Ocp	1.1	1.8	2.1	13.6	12.9	1.7	1.0	15.3	0.0	67.0
0800-0900	Pro	6.1	35.7	25.5	1.5	6.3	15.6	2.4	2.6	0.0	4.3
	Ocp	1.0	1.3	2.0	6.0	15.1	1.7	1.4	17.3	0.0	82.7
0900-1000	Pro	2.7	34.0	25.1	1.3	6.2	22.3	2.4	2.4	0.0	3.8
	Ocp	1.0	1.4	2.0	2.6	12.9	1.5	1.7	8.5	0.0	50.6
1000-1100	Pro	3.3	27.2	25.1	0.7	4.9	30.3	3.3	1.2	0.0	4.0
	Ocp	1.3	1.5	1.7	4.3	10.1	1.4	1.4	15.4	0.0	35.6
1100-1200	Pro	2.9	31.9	16.9	0.8	3.6	33.0	5.5	2.1	0.0	3.4
	Ocp	1.0	1.4	1.8	1.3	12.6	1.6	1.7	8.8	0.0	35.7
1200-1300	Pro	2.4	29.9	19.2	1.6	4.3	31.0	3.7	4.3	0.0	3.5
	Ocp	1.1	1.6	1.7	4.8	9.4	1.5	1.7	12.7	0.0	38.5
1300-1400	Pro	3.8	32.4	21.3	1.8	4.1	26.0	2.9	3.5	0.0	4.2
	Ocp	1.0	1.4	2.1	3.5	9.5	1.7	1.3	9.1	0.0	40.7
1400-1500	Pro	2.6	30.3	17.2	2.0	5.4	33.7	4.0	0.9	0.0	3.9
	Ocp	1.2	1.5	1.9	1.9	9.3	1.5	1.5	25.3	0.0	39.3
1500-1600	Pro	3.1	32.7	22.1	2.2	4.3	27.0	2.9	2.5	0.0	3.4
	Ocp	1.1	1.4	1.6	3.6	9.6	1.7	1.8	10.4	0.0	37.1
1600-1700	Pro	2.9	35.2	22.2	1.8	4.0	24.0	2.6	3.5	0.0	3.7
	Ocp	1.3	1.6	1.7	3.0	11.3	1.6	1.4	11.4	0.0	33.8
1700-1800	Pro	3.3	32.6	22.3	1.2	3.9	25.3	4.3	2.7	0.0	4.4
	Ocp	1.1	1.5	1.7	3.0	12.6	1.6	1.5	10.9	0.0	44.5
1800-1900	Pro	3.3	45.6	18.9	0.8	6.4	16.2	2.9	2.1	0.0	3.9
	Ocp	1.1	1.4	1.9	2.3	14.6	1.6	1.4	10.5	0.0	80.5
1900-2000	Pro	3.3	44.0	22.6	0.2	9.8	13.1	1.0	1.7	0.0	4.3
	Ocp	1.1	1.4	1.9	4.0	12.9	1.6	1.8	10.9	0.0	67.9
2000-2100	Pro	2.4	42.7	25.9	0.0	13.1	9.8	0.7	0.7	0.0	4.8
	Ocp	1.1	1.6	1.9	0.0	10.7	1.6	1.5	1.0	0.0	39.4
2100-2200	Pro	3.3	38.0	27.9	0.0	12.1	11.5	2.3	0.0	0.0	4.9
	Ocp	1.0	1.6	1.9	0.0	8.2	1.8	1.3	0.0	0.0	36.3
2200-2300	Pro	5.9	40.5	27.3	0.0	15.6	5.5	0.0	0.3	0.0	4.8
	Ocp	1.2	1.8	1.9	0.0	7.2	1.9	0.0	1.0	0.0	41.3
16 hours	Pro	3.6	34.8	23.1	1.2	6.6	21.7	2.8	2.3	0.0	4.1
	Ocp	1.1	1.5	1.9	4.4	11.2	1.6	1.5	11.9	0.0	50.5

**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