YEAR 2011 **LINK** CASTLE PEAK RD - HUNG SHUI KIU (from TIN HA RD to LAM TEI INT)

COVERAGE (B) STATION 6213
ROAD NETWORK MAJOR
ROAD TYPE RURAL TRUNK ROAD

1. TRAFFIC FLOW VARIATION AND GROWTH

All day — Mon.- Fri. — Sat. — Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	16100	16580	17780	12980
R 12 / 24 - %	70.4	71.4	69.8	64.4
R 16 / 24 - %	84.7	85.3	84.1	81.3
AM Peak Hour	0700-0800	0700-0800	0800-0900	0900-1000
One-way flow at AM peak hour	1100	1260	1230	670
T - % (AM)	-	23.4	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1800-1900
One-way flow at PM peak hour	900	930	990	720
T - % (PM)	-	25.2	-	-
Prop.of commercial vehicles - 16 hr.	-	20.8	-	-
NORTH BOUND				
A.A.D.T.	14810	15090	16310	12840
R 12 / 24 - %	63.5	64.4	63.3	58.5
R 16 / 24 - %	83.9	85	82.1	80
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	750	810	860	460
T - % (AM)	-	21.2	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	990	1010	1060	830
T - % (PM)	-	12.7	-	-
Prop.of commercial vehicles - 16 hr.	-	21.4	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	1.9	36.5	12.7	1.0	2.9	20.3	16.2	6.7	0.8	1.1
	Ocp	1.1	1.4	1.9	4.5	12.4	1.6	1.3	8.6	16.9	44.1
0800-0900	Pro	2.3	42.8	11.5	1.7	2.4	17.7	17.8	2.4	0.7	0.7
Peak hour	Ocp	1.1	1.5	1.7	4.0	10.6	1.5	1.2	7.2	16.4	44.1
0900-1000	Pro	1.5	29.7	18.8	1.7	2.4	21.4	20.8	2.1	0.9	0.7
	Ocp	1.0	1.3	1.5	2.0	10.6	1.4	1.3	1.6	6.6	20.5
1000-1100	Pro	1.9	29.6	12.5	1.2	3.1	23.1	23.9	2.9	1.0	0.7
	Ocp	1.0	1.4	1.3	2.8	8.5	1.5	1.2	1.2	13.8	14.0
1100-1200	Pro	0.9	26.0	16.9	0.9	2.6	24.9	24.6	1.7	0.9	0.8
	Ocp	1.3	1.4	1.7	3.7	10.9	1.6	1.3	5.2	13.2	16.2
1200-1300	Pro	1.1	28.8	17.7	1.6	3.2	22.7	20.6	2.6	0.9	0.9
	Ocp	1.0	1.6	1.6	4.2	7.9	1.8	1.2	13.5	14.2	13.3
1300-1400	Pro	0.4	30.7	15.0	0.9	2.2	21.7	24.2	3.4	0.8	0.7
	Ocp	1.0	1.7	1.5	4.0	7.7	1.6	1.1	3.7	7.8	12.2
1400-1500	Pro	1.7	29.3	15.1	0.0	1.5	22.7	25.4	2.9	0.9	0.6
	Ocp	1.0	1.7	1.4	0.0	10.2	1.5	1.2	4.5	14.5	10.4
1500-1600	Pro	2.2	33.2	12.8	1.7	2.7	24.5	18.9	2.4	0.8	0.8
	Ocp	1.3	1.5	1.4	3.3	7.5	1.7	1.3	3.1	14.1	10.8
1600-1700	Pro	0.7	28.4	18.7	1.0	2.7	24.2	19.0	3.7	0.9	0.7
	Ocp	1.0	1.5	1.3	3.3	10.0	1.4	1.1	6.1	16.5	14.2
1700-1800	Pro	2.6	27.2	18.5	1.1	3.3	24.3	15.9	5.7	0.9	0.7
	Ocp	1.1	1.5	1.6	4.4	12.3	1.5	1.1	3.8	17.4	30.3
1800-1900	Pro	3.6	47.4	16.2	1.9	2.4	16.2	8.1	2.6	1.0	0.6
	Ocp	1.1	1.5	1.6	2.6	14.3	1.7	1.2	8.9	18.0	31.0
1900-2000	Pro	4.0	44.1	21.1	0.3	2.9	15.3	4.9	5.2	1.2	1.1
	Ocp	1.1	1.6	1.7	1.0	14.6	1.6	1.1	3.3	11.4	19.6
2000-2100	Pro	2.6	51.9	21.9	0.5	3.9	10.5	2.3	4.4	1.0	1.1
	Ocp	1.1	1.6	1.5	1.0	10.7	1.6	1.1	4.8	13.9	17.2
2100-2200	Pro	3.1	53.1	27.6	0.3	3.1	5.9	1.7	3.1	1.3	0.8
	Ocp	1.1	1.7	1.7	1.0	8.7	1.5	1.0	1.9	10.1	25.0
2200-2300	Pro	0.7	51.9	26.0	0.7	3.4	12.6	1.4	1.4	1.1	0.9
	Ocp	1.0	1.7	1.7	2.0	9.8	1.5	1.3	8.5	8.5	16.0
16 hours	Pro	1.9	36.3	17.2	1.1	2.8	19.7	16.0	3.4	0.9	0.8
	Ocp	1.1	1.5	1.6	3.2	10.4	1.6	1.2	5.3	13.4	22.1

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