YEAR	2011	**LINK**	CASTLE PEAK RD - KWAI CHUNG (from CHING CHEUNG RD to TAI WO INT)
COVERAGE (B) STATION	6203		
ROAD NETWORK	MAJOR		
ROAD TYPE	PRIMARY DISTRIBUTOR		

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.	13070	13680	13390	10780
R 12 / 24 - %	72.1	73.4	71	64.8
R 16 / 24 - %	87.7	88.8	85.8	82.6
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	1090	1250	940	580
T - % (AM)	-	8.3	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	870	960	810	600
T - % (PM)	-	8.4	-	-
Prop.of commercial vehicles - 16 hr.	-	8.8	-	-
NORTH BOUND				
A.A.D.T.	12330	13160	12250	9240
R 12 / 24 - %	70.2	71.9	68.4	60.1
R 16 / 24 - %	87.2	88.3	85.3	81.7
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	840	960	800	360
T - % (AM)	-	13.9	-	-
PM Peak Hour	1600-1700	1600-1700	1700-1800	1600-1700
One-way flow at PM peak hour	820	910	680	560
T - % (PM)	-	10.5	-	-
Prop.of commercial vehicles - 16 hr.	-	11.3	-	-

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	6.6	21.5	29.8	2.1	8.3	17.0	2.4	6.9	0.0	5.5
	Ocp	1.1	1.3	2.1	8.6	13.5	1.4	1.5	12.3	0.0	73.0
0800-0900	Pro	5.5	36.2	23.5	1.2	6.9	15.9	2.9	3.5	0.0	4.3
Peak hour	Ocp	1.2	1.4	1.9	7.0	13.6	1.6	1.6	15.0	0.0	80.3
0900-1000	Pro	3.5	32.3	30.3	1.3	4.4	19.2	3.6	1.5	0.0	3.8
	Ocp	1.0	1.4	1.9	1.7	14.8	1.6	1.7	10.5	0.0	46.8
1000-1100	Pro	3.9	31.7	22.9	1.0	3.2	25.6	6.6	1.2	0.0	3.9
	Ocp	1.1	1.3	1.9	1.3	11.1	1.5	1.3	7.8	0.0	37.8
1100-1200	Pro	2.5	31.2	16.9	0.8	4.2	32.3	5.6	2.5	0.0	3.9
	Ocp	1.0	1.4	1.7	2.0	11.7	1.5	2.0	6.1	0.0	39.2
1200-1300	Pro	3.1	36.2	21.3	1.7	5.1	22.7	2.8	3.4	0.0	3.8
	Ocp	1.0	1.5	2.0	4.3	10.7	1.5	1.6	15.1	0.0	38.2
1300-1400	Pro	3.9	33.6	17.3	2.0	4.5	29.9	2.5	2.5	0.0	3.8
	Ocp	1.1	1.6	1.9	3.0	10.6	1.7	1.4	8.1	0.0	42.8
1400-1500	Pro	2.2	30.2	18.4	1.6	5.1	31.3	5.4	2.4	0.0	3.4
	Ocp	1.1	1.7	1.8	4.2	10.6	1.7	1.7	5.3	0.0	41.9
1500-1600	Pro	4.4	31.9	19.7	1.9	4.7	26.6	4.2	2.8	0.0	3.9
	Ocp	1.2	1.7	1.5	2.3	5.8	1.5	1.7	10.2	0.0	41.9
1600-1700	Pro	5.0	32.2	24.1	2.1	3.8	22.2	3.5	2.8	0.0	4.2
	Ocp	1.1	1.5	1.6	4.2	12.0	1.4	1.5	9.8	0.0	42.9
1700-1800	Pro	2.9	38.0	20.1	0.7	6.3	21.5	2.4	3.4	0.0	4.7
	Ocp	1.1	1.4	1.7	4.0	11.4	1.6	1.5	6.4	0.0	53.3
1800-1900	Pro	5.7	42.8	15.8	2.1	10.6	13.7	2.1	2.6	0.0	4.4
	Ocp	1.0	1.3	2.1	3.6	15.5	1.5	1.2	10.4	0.0	92.7
1900-2000	Pro	5.1	49.5	18.4	0.2	11.2	8.5	1.2	1.5	0.0	4.4
	Ocp	1.1	1.6	1.8	1.0	12.0	1.5	1.8	10.2	0.0	67.4
2000-2100	Pro	2.7	45.4	24.2	0.0	10.6	9.8	0.8	1.1	0.0	5.4
	Ocp	1.1	1.6	2.0	0.0	10.5	1.6	1.0	6.0	0.0	44.2
2100-2200	Pro	5.3	38.5	28.8	0.0	14.2	7.1	0.0	0.4	0.0	5.8
	Ocp	1.3	1.4	1.9	0.0	9.2	1.5	0.0	1.0	0.0	34.0
2200-2300	Pro	3.5	32.6	30.6	0.0	18.9	6.7	0.4	1.2	0.0	6.1
	Ocp	1.2	1.7	2.0	0.0	7.1	1.4	2.0	5.3	0.0	34.7
16 hours	Pro	4.2	35.2	22.4	1.3	7.1	19.9	3.1	2.6	0.0	4.3
	Ocp	1.1	1.5	1.9	4.0	11.4	1.6	1.6	10.2	0.0	53.1

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