

YEAR 2013

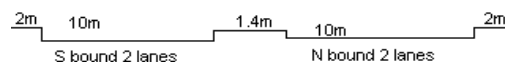
LINK

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

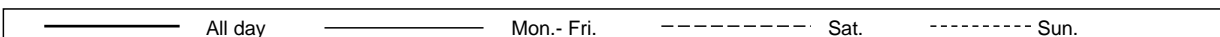
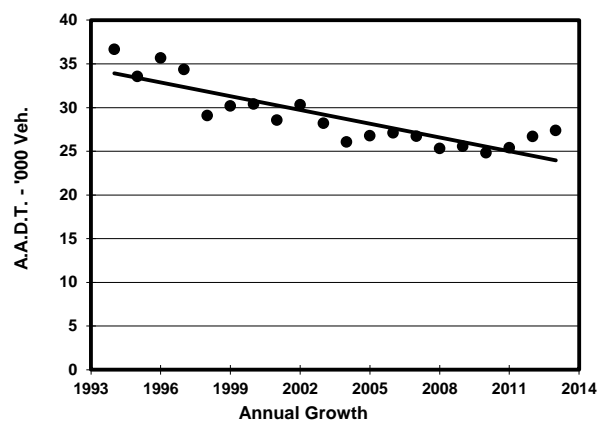
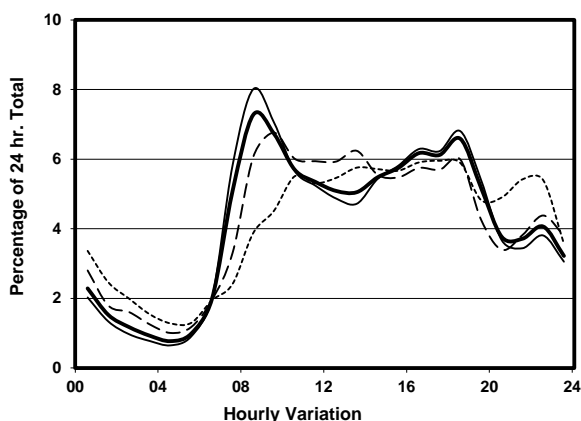
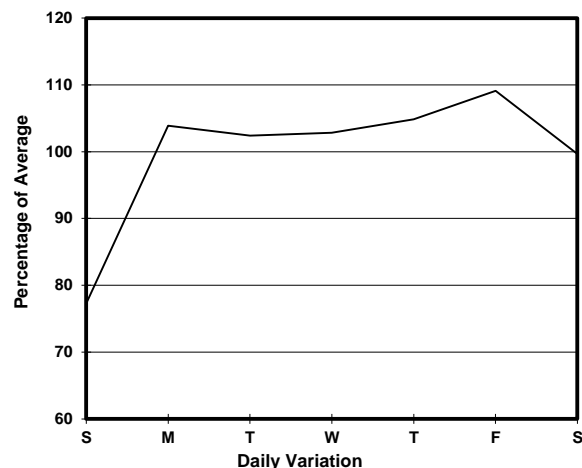
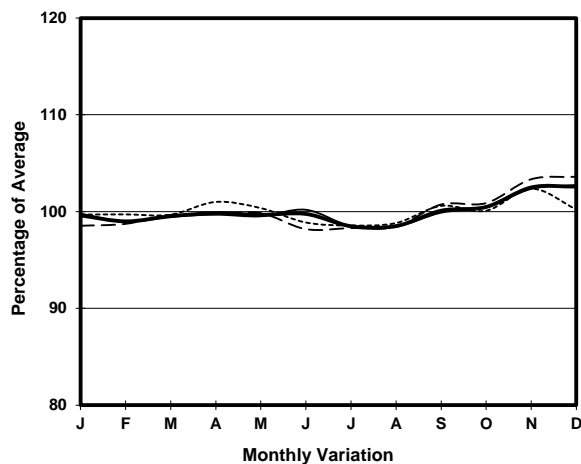
COVERAGE (B) STATION 6203

ROAD NETWORK MAJOR

ROAD TYPE PRIMARY DISTRIBUTOR



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	14310	15120	14390	11440
R 12 / 24 - %	71.5	73	69.5	64
R 16 / 24 - %	87.2	88.3	84.9	83.1
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1160	1350	1040	580
T - % (AM)	-	6.5	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	920	1000	810	690
T - % (PM)	-	7.2	-	-
Prop.of commercial vehicles - 16 hr.	-	7.1	-	-
NORTH BOUND				
A.A.D.T.	13070	13890	13250	9980
R 12 / 24 - %	69.2	70.9	67.9	59.7
R 16 / 24 - %	87	88.3	84.3	81.9
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	840	980	830	390
T - % (AM)	-	8.7	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	890	970	840	630
T - % (PM)	-	10.6	-	-
Prop.of commercial vehicles - 16 hr.	-	9.4	-	-

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	4.2	20.1	31.1	3.6	5.8	20.1	2.3	7.1	0.0	5.7
	Ocp	1.0	1.4	2.1	9.9	14.7	1.5	1.9	12.6	0.0	72.2
0800-0900 Peak hour	Pro	4.6	38.2	27.4	1.7	6.8	13.9	1.5	2.1	0.0	3.8
	Ocp	1.0	1.4	2.0	8.8	14.2	1.8	1.3	21.8	0.0	85.5
0900-1000	Pro	5.2	37.2	26.0	1.3	3.5	20.9	1.7	0.6	0.0	3.6
	Ocp	1.1	1.4	1.9	2.6	15.0	1.7	1.8	26.7	0.0	53.8
1000-1100	Pro	5.6	34.8	27.8	0.7	3.5	20.8	1.4	1.4	0.0	4.0
	Ocp	1.1	1.4	1.8	1.3	10.3	1.6	1.2	7.2	0.0	37.7
1100-1200	Pro	2.6	36.6	24.8	1.0	4.4	23.6	1.8	1.3	0.0	4.0
	Ocp	1.0	1.5	1.9	1.8	8.9	1.6	1.9	15.8	0.0	32.9
1200-1300	Pro	3.7	30.8	22.1	3.1	4.7	25.8	2.8	2.8	0.0	4.1
	Ocp	1.1	1.5	1.9	4.0	10.4	1.6	1.8	19.3	0.0	33.5
1300-1400	Pro	4.0	34.7	16.4	0.6	4.0	28.2	4.5	4.0	0.0	3.7
	Ocp	1.1	1.5	1.7	4.5	10.7	1.5	1.9	12.9	0.0	37.5
1400-1500	Pro	3.6	34.5	15.3	1.1	5.2	32.3	3.0	1.4	0.0	3.7
	Ocp	1.2	1.4	1.7	1.8	8.3	1.7	2.0	7.2	0.0	33.2
1500-1600	Pro	2.7	39.2	20.2	1.5	4.6	24.6	1.2	2.4	0.0	3.5
	Ocp	1.3	1.6	1.6	6.0	9.9	1.6	1.4	12.7	0.0	33.9
1600-1700	Pro	3.6	35.2	20.5	2.2	4.0	24.7	1.8	4.0	0.0	4.1
	Ocp	1.1	1.5	1.5	3.8	9.2	1.4	1.8	8.5	0.0	39.7
1700-1800	Pro	3.8	36.7	19.4	1.2	3.8	25.0	1.9	3.4	0.0	4.7
	Ocp	1.0	1.4	1.7	3.6	13.4	1.8	1.4	11.6	0.0	48.0
1800-1900	Pro	6.8	48.7	16.5	1.5	7.3	10.1	1.5	2.6	0.0	4.8
	Ocp	1.1	1.5	2.0	1.4	13.0	1.5	1.1	17.2	0.0	77.8
1900-2000	Pro	3.8	54.1	17.8	0.0	10.4	7.8	1.7	0.9	0.0	3.5
	Ocp	1.0	1.5	2.0	0.0	13.1	1.4	1.3	4.5	0.0	68.7
2000-2100	Pro	7.5	37.9	32.3	0.0	7.9	9.0	0.4	0.0	0.0	5.0
	Ocp	1.1	1.5	1.8	0.0	11.7	1.4	2.0	0.0	0.0	50.6
2100-2200	Pro	6.1	35.2	31.9	0.0	11.5	8.6	0.8	0.4	0.0	5.5
	Ocp	1.2	1.5	2.0	0.0	10.7	1.6	2.0	2.0	0.0	38.3
2200-2300	Pro	5.3	39.9	29.6	0.0	16.0	2.1	0.7	0.4	0.0	6.0
	Ocp	1.1	1.5	1.9	0.0	7.5	2.0	2.0	2.0	0.0	36.2
16 hours	Pro	4.5	37.6	23.3	1.3	6.1	19.0	1.8	2.2	0.0	4.3
	Ocp	1.1	1.5	1.9	4.9	11.4	1.6	1.7	13.3	0.0	50.9

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