

YEAR 2013

COVERAGE (B) STATION 6213

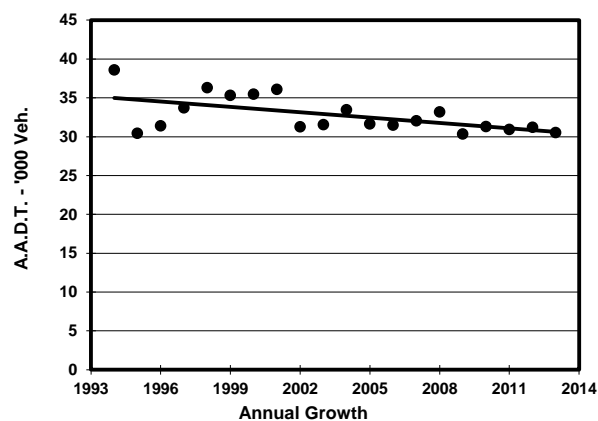
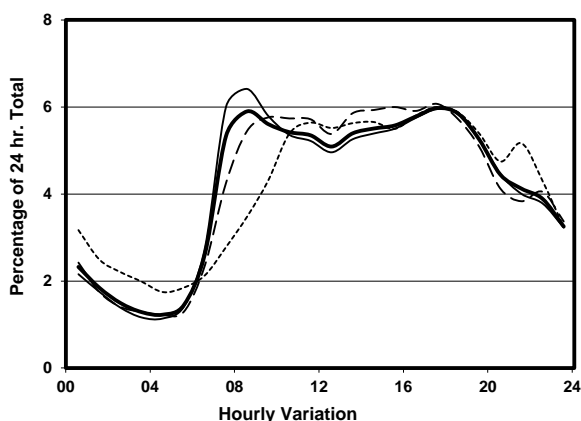
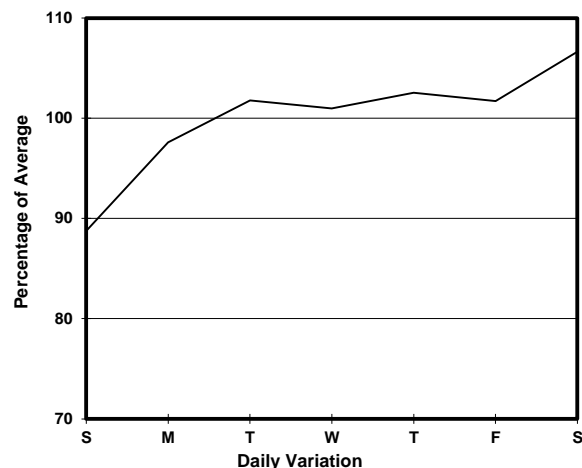
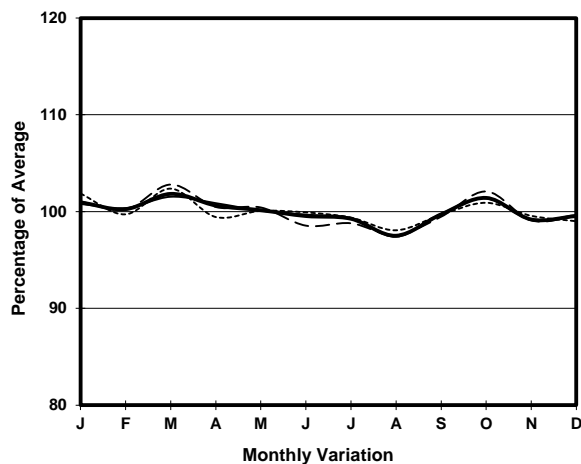
ROAD NETWORK MAJOR

ROAD TYPE RURAL TRUNK ROAD

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



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	15660	15970	16900	13470
R 12 / 24 - %	70.4	71.3	70.9	64.9
R 16 / 24 - %	85.2	85.7	85.6	82.3
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	1050	1170	1110	660
T - % (AM)	-	28.8	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	910	930	990	780
T - % (PM)	-	22.9	-	-
Prop.of commercial vehicles - 16 hr.	-	19.6	-	-
NORTH BOUND				
A.A.D.T.	14860	15020	15810	13800
R 12 / 24 - %	63	63.5	64.5	58.4
R 16 / 24 - %	83.7	84.3	84.1	80.1
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	750	840	780	510
T - % (AM)	-	16.5	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	940	940	1020	860
T - % (PM)	-	27.2	-	-
Prop.of commercial vehicles - 16 hr.	-	20.1	-	-

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	0.8	29.0	16.2	1.4	3.3	20.5	18.6	8.2	0.8	1.1
	Ocp	1.3	1.3	1.9	5.0	9.2	1.5	1.1	7.3	10.6	43.8
0800-0900 Peak hour	Pro	0.9	46.8	13.6	1.7	1.8	17.1	12.9	3.5	0.8	0.7
	Ocp	1.0	1.5	1.6	5.8	13.8	1.4	1.0	7.0	16.7	49.9
0900-1000	Pro	0.9	35.8	14.6	1.2	2.8	23.2	16.5	3.3	1.0	0.7
	Ocp	1.3	1.4	1.6	3.4	10.8	1.5	1.2	1.9	17.3	21.6
1000-1100	Pro	0.7	30.9	20.4	1.0	3.0	20.9	20.2	1.0	0.9	0.9
	Ocp	1.3	1.3	1.5	1.8	10.0	1.5	1.3	3.3	21.6	15.3
1100-1200	Pro	0.9	32.0	15.6	0.9	2.9	23.1	22.2	0.6	1.2	0.9
	Ocp	1.0	1.4	1.7	2.3	11.6	1.5	1.2	9.0	23.4	14.6
1200-1300	Pro	1.3	34.6	15.4	2.5	3.0	19.0	20.2	2.0	1.1	0.8
	Ocp	1.2	1.5	1.5	4.6	7.2	1.5	1.1	4.8	21.7	14.7
1300-1400	Pro	0.8	27.3	15.2	1.1	3.0	23.0	24.9	2.7	1.2	0.9
	Ocp	1.0	1.6	1.5	3.3	10.5	1.5	1.2	6.0	24.1	14.1
1400-1500	Pro	0.5	29.9	13.4	1.0	2.6	24.1	24.1	2.6	1.0	0.8
	Ocp	1.0	1.6	1.4	1.5	7.0	1.5	1.3	3.3	16.7	12.1
1500-1600	Pro	1.2	27.9	22.4	1.5	3.0	16.8	21.5	3.9	1.0	0.8
	Ocp	1.2	1.4	1.4	4.0	9.3	1.5	1.0	3.6	22.1	15.8
1600-1700	Pro	1.2	33.1	18.6	1.6	1.6	20.2	18.8	3.3	0.9	0.6
	Ocp	1.0	1.5	1.4	2.4	15.0	1.4	1.1	6.9	21.8	15.4
1700-1800	Pro	0.7	35.7	16.1	3.1	2.1	20.6	16.1	3.8	1.0	0.8
	Ocp	1.0	1.5	1.6	2.5	10.9	1.5	1.1	4.2	19.6	29.5
1800-1900	Pro	1.1	46.1	20.8	1.1	2.7	15.1	8.1	3.4	0.8	0.7
	Ocp	1.2	1.6	1.7	1.2	15.9	1.5	1.1	5.3	23.4	26.3
1900-2000	Pro	1.9	50.3	21.6	0.7	2.4	12.9	4.9	3.6	0.8	0.8
	Ocp	1.0	1.6	1.7	3.0	13.9	1.4	1.3	4.5	23.4	30.1
2000-2100	Pro	2.2	50.8	25.9	0.8	3.2	7.3	2.4	5.1	1.3	0.9
	Ocp	1.1	1.6	1.7	1.3	9.8	1.6	1.0	2.3	15.1	24.3
2100-2200	Pro	0.7	45.6	34.5	0.0	4.4	8.4	1.7	2.7	0.7	1.4
	Ocp	1.0	1.9	1.9	0.0	7.8	1.2	1.0	7.4	17.6	21.2
2200-2300	Pro	1.4	51.4	28.9	0.3	3.6	7.8	2.8	1.9	1.0	0.8
	Ocp	1.0	1.9	1.9	1.0	5.9	1.6	1.1	8.6	7.7	17.3
16 hours	Pro	1.1	38.1	19.2	1.3	2.8	17.7	14.9	3.3	1.0	0.8
	Ocp	1.1	1.5	1.6	3.2	10.3	1.5	1.2	5.2	19.0	23.7

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