

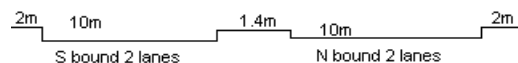
YEAR 2015

COVERAGE (B) STATION 6203

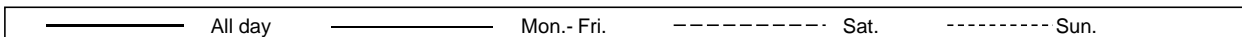
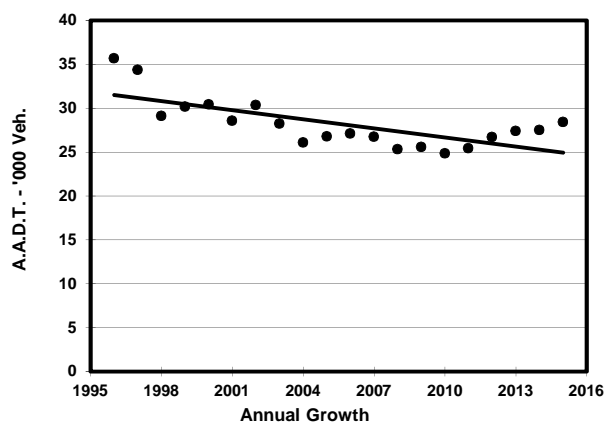
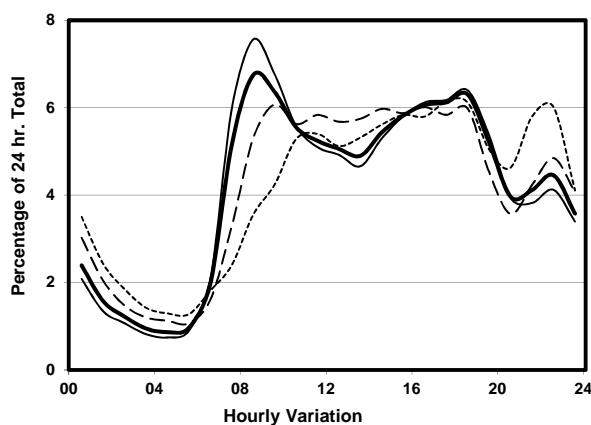
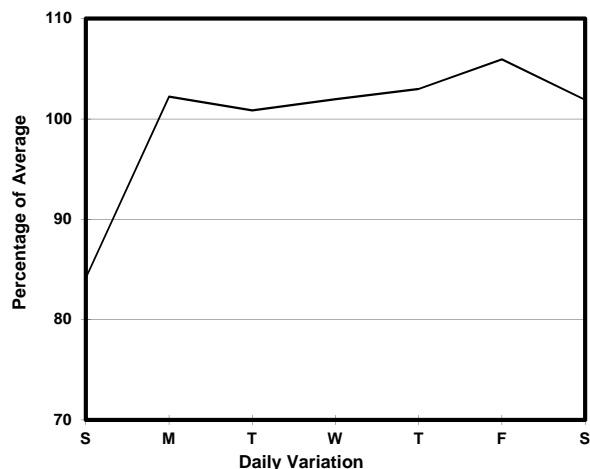
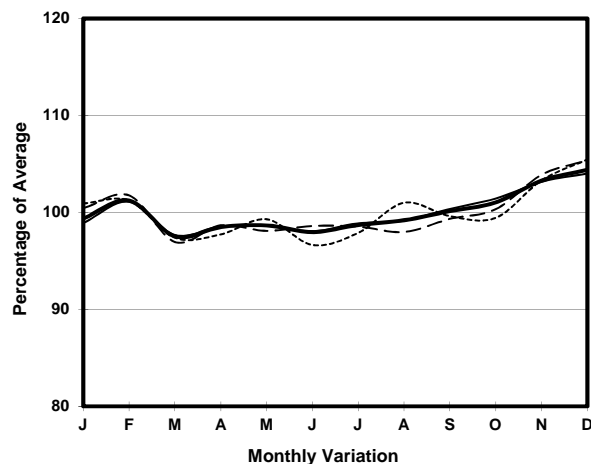
ROAD NETWORK MAJOR

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.	14580	15050	15050	12650
R 12 / 24 - %	70.1	71.5	68.9	63
R 16 / 24 - %	86.9	87.8	85.3	83.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1110	1270	980	630
T - % (AM)	-	10.1	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	950	1000	890	780
T - % (PM)	-	5.2	-	-
Prop.of commercial vehicles - 16 hr.	-	7.5	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	13810	14380	14100	11460
R 12 / 24 - %	67.3	69.1	65.5	58.4
R 16 / 24 - %	86.1	87.4	83.4	81.2
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	820	950	790	390
T - % (AM)	-	8.3	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1700-1800
One-way flow at PM peak hour	930	990	920	710
T - % (PM)	-	8.7	-	-
Prop.of commercial vehicles - 16 hr.	-	9.2	-	-

## 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	6.6	28.8	26.9	3.8	6.0	17.3	1.1	4.1	0.0	5.2
	Ocp	1.1	1.3	2.1	9.6	14.5	1.6	1.0	18.0	0.0	58.3
0800-0900 Peak hour	Pro	4.8	39.2	24.2	1.2	6.6	14.7	2.9	2.4	0.0	4.1
	Ocp	1.1	1.3	2.1	11.7	16.2	1.6	1.5	23.1	0.0	71.0
0900-1000	Pro	3.7	40.9	27.1	0.0	3.3	18.8	2.2	0.8	0.0	3.1
	Ocp	1.0	1.3	1.9	0.0	15.2	1.6	1.8	13.6	0.0	54.4
1000-1100	Pro	1.0	38.2	21.2	0.7	3.2	26.7	4.0	0.7	0.0	4.2
	Ocp	1.0	1.4	1.9	1.7	13.6	1.6	1.8	10.7	0.0	34.6
1100-1200	Pro	3.6	36.1	22.4	0.0	3.9	26.7	2.1	1.2	0.0	3.9
	Ocp	1.1	1.5	1.9	0.0	11.2	1.5	2.1	5.5	0.0	37.5
1200-1300	Pro	1.8	38.1	17.6	2.7	4.2	25.0	4.2	2.7	0.0	3.8
	Ocp	1.3	1.4	1.6	9.8	9.2	1.6	1.6	11.8	0.0	31.5
1300-1400	Pro	3.1	34.2	20.5	1.2	4.4	25.8	3.4	2.5	0.0	4.9
	Ocp	1.0	1.6	1.9	4.5	12.1	1.5	1.9	18.0	0.0	34.2
1400-1500	Pro	1.7	33.4	22.3	0.9	4.9	29.4	2.0	1.7	0.0	3.9
	Ocp	1.0	1.4	1.8	1.3	9.6	1.5	1.4	4.5	0.0	37.0
1500-1600	Pro	3.1	33.4	26.4	2.6	2.9	24.6	1.6	1.8	0.0	3.6
	Ocp	1.0	1.4	1.5	5.7	11.9	1.4	1.3	13.1	0.0	36.5
1600-1700	Pro	2.3	36.1	24.1	1.8	3.2	24.4	0.9	3.2	0.0	3.9
	Ocp	1.0	1.4	1.5	5.5	13.1	1.5	1.5	10.7	0.0	44.9
1700-1800	Pro	5.7	35.7	18.1	1.6	3.8	24.9	3.2	2.9	0.0	4.1
	Ocp	1.0	1.3	1.6	1.6	15.0	1.4	1.6	13.8	0.0	56.1
1800-1900	Pro	5.9	49.1	17.1	1.1	7.0	12.6	1.8	0.7	0.0	4.7
	Ocp	1.0	1.3	2.1	3.0	14.4	1.5	1.5	19.0	0.0	76.7
1900-2000	Pro	3.0	48.0	20.9	0.0	10.9	9.2	1.7	1.7	0.0	4.5
	Ocp	1.2	1.3	2.1	0.0	11.7	1.8	1.9	7.0	0.0	59.7
2000-2100	Pro	3.2	44.6	26.5	0.3	8.8	8.5	0.6	2.5	0.0	4.9
	Ocp	1.0	1.5	1.9	1.0	11.2	1.3	2.0	7.5	0.0	44.1
2100-2200	Pro	4.2	39.9	31.1	0.0	9.7	8.0	0.0	1.7	0.0	5.5
	Ocp	1.2	1.5	2.1	0.0	10.3	1.6	0.0	1.0	0.0	40.0
2200-2300	Pro	2.6	35.5	33.2	0.0	17.2	5.2	0.0	1.1	0.0	5.1
	Ocp	1.1	1.6	2.0	0.0	7.6	1.5	0.0	1.7	0.0	41.2
16 hours	Pro	3.6	38.5	23.4	1.1	5.9	19.1	2.1	2.0	0.0	4.2
	Ocp	1.1	1.4	1.9	6.5	12.2	1.5	1.7	12.9	0.0	49.6

**Legend**

**Pro.** Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)\*

**Ocp.** Average occupancy of vehicles including both driver and passengers\*

**M&H** Medium and Heavy

\* All traffic data are collected from combined bounds except for one way traffic