

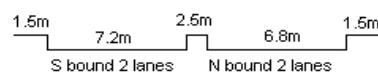
YEAR 2018

COVERAGE (B) STATION 6213

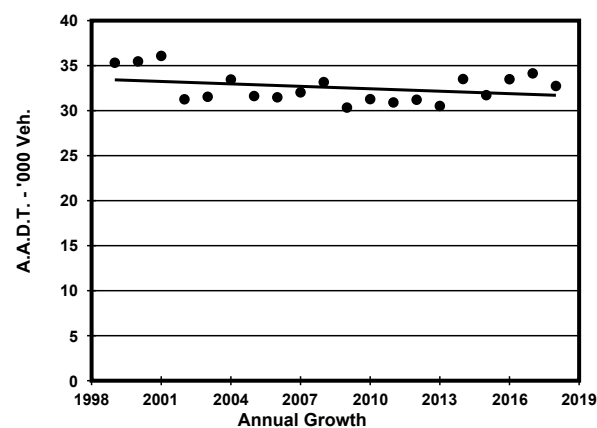
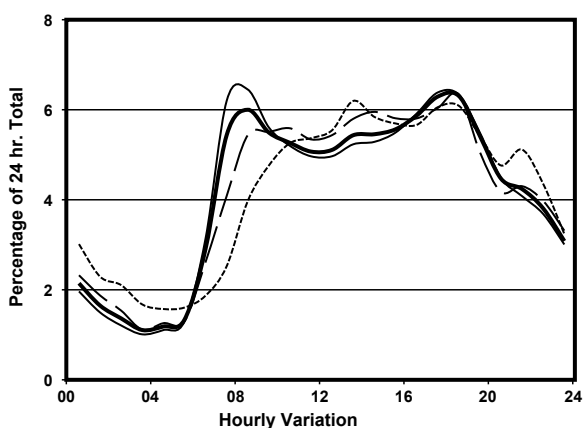
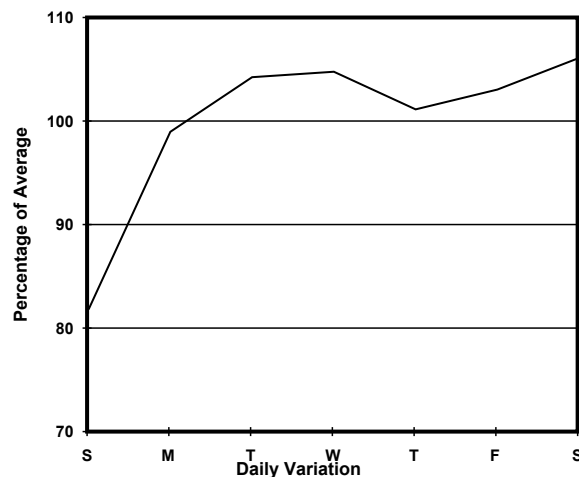
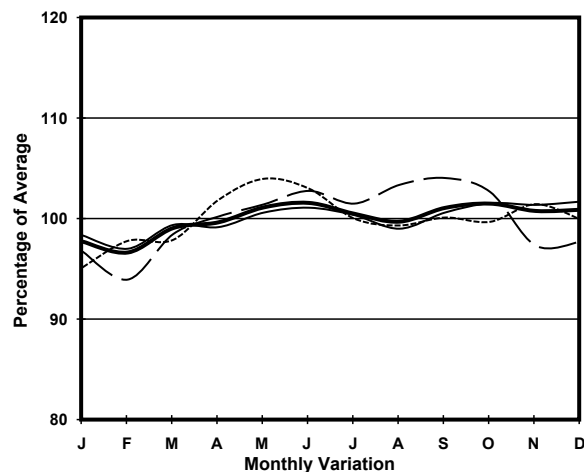
ROAD NETWORK MAJOR

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.
<b>SOUTH BOUND</b>				
A.A.D.T.	16520	17070	17870	13560
R 12 / 24 - %	70	70.8	69.4	66.3
R 16 / 24 - %	85.4	85.7	85.1	83.5
AM Peak Hour	0700-0800	0700-0800	0800-0900	0900-1000
One-way flow at AM peak hour	1140	1360	1130	750
T - % (AM)	-	22.9	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1700-1800
One-way flow at PM peak hour	970	1000	1070	800
T - % (PM)	-	12.6	-	-
Prop.of commercial vehicles - 16 hr.	-	16.8	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	16220	16790	17260	13470
R 12 / 24 - %	64.5	65.2	64.9	59.6
R 16 / 24 - %	85.1	85.8	84.2	81.8
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	850	970	810	540
T - % (AM)	-	14	-	-
PM Peak Hour	1800-1900	1700-1800	1800-1900	1800-1900
One-way flow at PM peak hour	1100	1160	1160	850
T - % (PM)	-	18.6	-	-
Prop.of commercial vehicles - 16 hr.	-	18.2	-	-

## 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	1.0	42.5	12.2	2.0	2.2	16.1	16.1	5.1	0.3	2.4
	Ocp	1.0	1.5	1.9	8.3	10.8	1.4	1.1	20.8	24.0	39.7
0800-0900 Peak hour	Pro	1.6	46.8	15.0	1.0	1.0	16.9	13.0	3.3	0.2	1.2
	Ocp	1.0	1.3	2.0	5.8	11.5	1.7	1.1	5.1	26.8	39.6
0900-1000	Pro	1.6	43.8	11.5	1.4	1.2	19.7	17.6	1.6	0.3	1.4
	Ocp	1.1	1.3	1.6	1.7	8.3	1.4	1.1	2.0	19.0	20.4
1000-1100	Pro	0.5	31.8	15.1	1.9	1.1	22.0	22.5	2.9	0.4	1.9
	Ocp	1.0	1.4	1.7	2.0	10.8	1.3	1.1	1.4	16.8	22.3
1100-1200	Pro	1.4	37.5	10.9	1.7	1.7	24.6	19.2	1.1	0.3	1.5
	Ocp	1.0	1.2	1.9	1.3	7.7	1.3	1.1	3.8	20.5	25.7
1200-1300	Pro	2.1	35.0	12.9	0.9	2.9	23.2	18.8	2.4	0.4	1.5
	Ocp	1.1	1.3	1.8	2.3	4.6	1.4	1.1	3.6	16.6	24.5
1300-1400	Pro	0.7	36.8	12.9	1.5	2.0	21.9	19.9	2.2	0.4	1.6
	Ocp	1.0	1.4	1.6	4.2	9.8	1.6	1.1	5.2	17.5	19.3
1400-1500	Pro	1.6	32.0	16.6	1.0	1.3	25.7	18.2	1.8	0.4	1.4
	Ocp	1.0	1.6	1.4	2.0	7.0	1.4	1.2	3.7	13.0	16.3
1500-1600	Pro	1.8	37.7	15.3	0.8	1.8	21.4	17.6	1.8	0.6	1.3
	Ocp	1.1	1.4	1.7	6.0	11.0	1.3	1.1	10.1	20.7	18.0
1600-1700	Pro	0.4	34.7	22.1	4.2	1.3	17.7	15.4	2.5	0.3	1.3
	Ocp	1.5	1.4	1.5	4.9	9.5	1.5	1.1	6.7	23.0	24.2
1700-1800	Pro	2.1	43.7	12.9	2.5	1.7	21.4	11.0	2.9	0.4	1.4
	Ocp	1.0	1.4	1.7	2.4	12.5	1.5	1.0	2.3	23.6	29.8
1800-1900	Pro	2.7	54.7	12.7	1.5	1.5	16.9	6.7	1.8	0.3	1.2
	Ocp	1.1	1.2	1.6	1.9	16.0	1.3	1.1	5.6	24.7	37.5
1900-2000	Pro	2.2	59.2	16.7	0.2	1.7	9.8	4.8	3.9	0.3	1.2
	Ocp	1.1	1.3	1.6	4.0	11.1	1.4	1.1	8.2	21.6	30.7
2000-2100	Pro	3.3	53.8	23.8	0.5	1.5	9.0	2.6	3.3	0.4	1.6
	Ocp	1.0	1.4	1.5	2.0	8.2	1.6	1.0	3.1	24.3	25.2
2100-2200	Pro	2.8	53.6	25.1	0.3	3.1	8.6	2.5	2.1	0.5	1.4
	Ocp	1.3	1.3	1.6	1.0	6.3	1.3	1.1	3.4	15.1	27.3
2200-2300	Pro	2.8	47.2	30.0	1.2	3.2	10.8	1.6	0.8	0.7	1.7
	Ocp	1.3	1.2	1.5	2.0	8.6	1.3	1.0	7.5	16.0	28.1
16 hours	Pro	1.8	43.6	16.1	1.4	1.7	18.0	13.1	2.5	0.4	1.5
	Ocp	1.1	1.3	1.7	3.6	9.5	1.4	1.1	6.8	20.1	27.5

**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