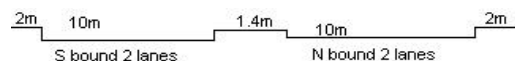
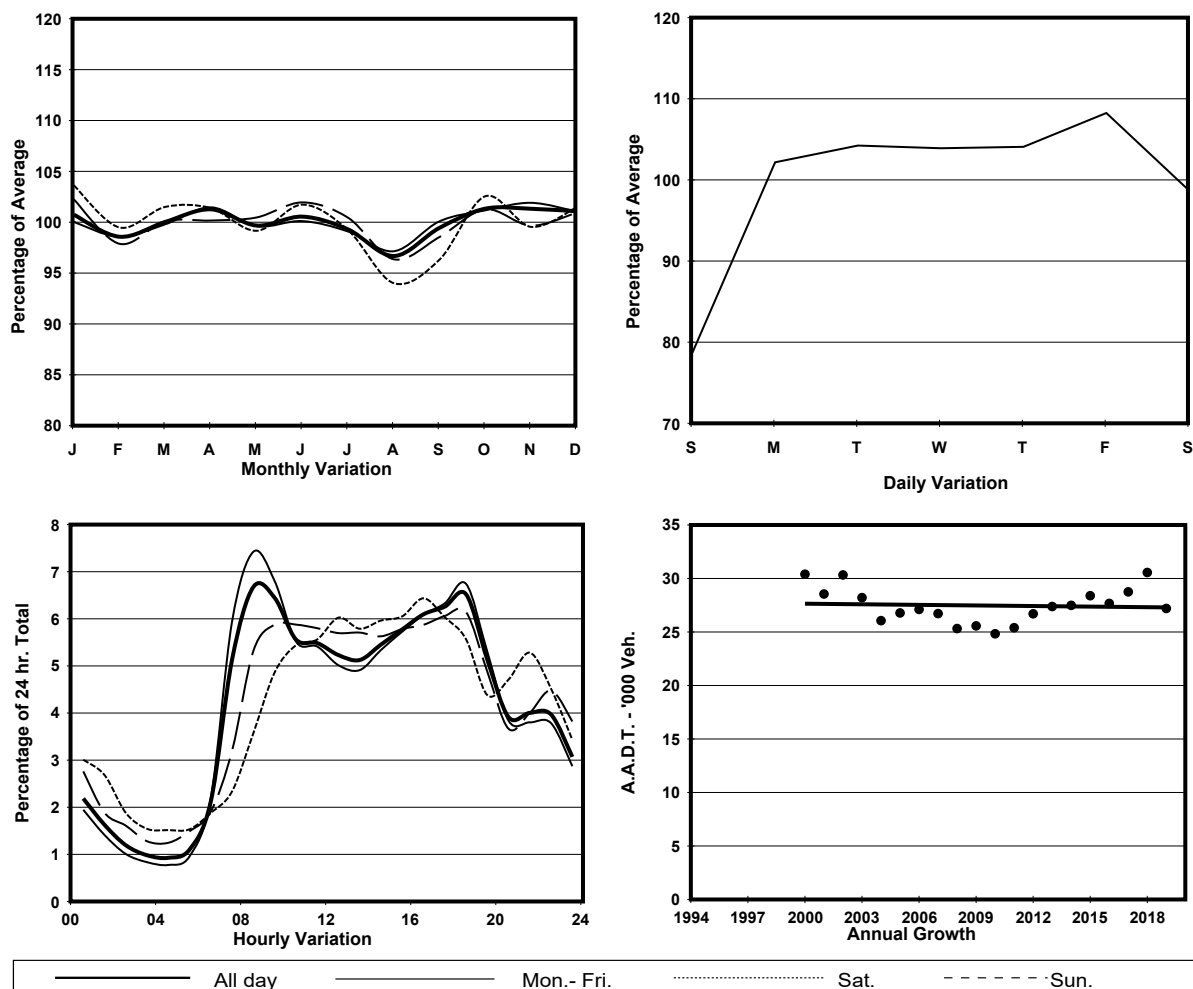


YEAR 2019  
 COVERAGE (B) STATION 6203  
 ROAD NETWORK MAJOR  
 ROAD TYPE PRIMARY DISTRIBUTOR

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.	12710	13370	12760	10420
R 12 / 24 - %	71.2	72.6	68.5	66
R 16 / 24 - %	87.3	88.2	85.1	83.5
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	970	1120	810	590
T - % (AM)	-	9.8	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	820	880	800	610
T - % (PM)	-	4.6	-	-
Prop.of commercial vehicles - 16 hr.	-	6.6	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	14490	15390	14390	11270
R 12 / 24 - %	68.5	70.1	65.7	61.4
R 16 / 24 - %	86.4	87.8	83	81.6
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	910	1040	790	470
T - % (AM)	-	6.5	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	960	1060	920	790
T - % (PM)	-	6.7	-	-
Prop.of commercial vehicles - 16 hr.	-	7.6	-	-

## 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	5.9	32.3	26.7	4.6	5.9	14.0	2.0	3.8	0.0	4.8
	Ocp	1.0	1.2	2.1	7.7	12.8	1.4	1.1	15.9	0.0	63.4
0800-0900 Peak hour	Pro	4.5	47.1	18.6	2.4	5.9	13.8	2.1	2.1	0.0	3.5
	Ocp	1.0	1.2	2.1	7.0	15.0	1.6	1.5	17.8	0.0	80.3
0900-1000	Pro	4.0	41.2	28.7	1.7	2.7	16.2	0.8	1.3	0.0	3.5
	Ocp	1.0	1.4	1.9	2.7	13.4	1.5	1.8	6.1	0.0	52.3
1000-1100	Pro	2.4	39.5	22.0	1.3	3.9	22.8	2.9	1.6	0.0	3.7
	Ocp	1.1	1.3	1.9	2.0	10.5	1.5	2.1	10.7	0.0	38.7
1100-1200	Pro	3.3	41.0	20.9	1.6	3.3	22.5	2.7	0.8	0.0	4.0
	Ocp	1.1	1.4	1.9	2.2	7.8	1.3	1.8	14.7	0.0	36.6
1200-1300	Pro	4.1	37.8	19.9	2.2	5.2	23.7	1.4	2.2	0.0	3.4
	Ocp	1.1	1.3	1.8	6.6	7.2	1.4	1.6	7.6	0.0	40.3
1300-1400	Pro	3.5	32.8	18.7	3.5	4.1	29.6	2.1	2.1	0.0	3.7
	Ocp	1.2	1.3	1.8	5.0	9.5	1.4	1.7	16.1	0.0	39.9
1400-1500	Pro	3.6	37.6	19.0	1.8	2.3	27.0	3.1	2.1	0.0	3.5
	Ocp	1.1	1.3	1.9	3.3	11.6	1.5	1.9	9.8	0.0	36.4
1500-1600	Pro	2.0	41.4	24.2	1.5	1.3	23.5	2.0	0.5	0.0	3.6
	Ocp	1.0	1.4	1.4	4.3	16.6	1.6	1.5	23.0	0.0	41.2
1600-1700	Pro	4.0	35.6	27.5	2.6	3.3	20.7	0.9	2.1	0.0	3.4
	Ocp	1.1	1.3	1.4	3.2	11.4	1.4	1.3	17.1	0.0	40.5
1700-1800	Pro	7.8	41.9	20.8	1.3	4.4	16.1	0.5	2.6	0.0	4.6
	Ocp	1.2	1.3	1.7	1.8	16.0	1.5	1.5	4.9	0.0	57.3
1800-1900	Pro	5.2	53.9	16.1	0.5	6.1	12.5	0.2	1.8	0.0	3.7
	Ocp	1.1	1.2	1.8	1.0	14.7	1.3	3.0	20.0	0.0	84.2
1900-2000	Pro	5.2	51.6	20.7	0.0	7.2	8.0	1.7	1.0	0.0	4.5
	Ocp	1.1	1.2	2.1	0.0	11.5	1.5	1.0	13.8	0.0	65.1
2000-2100	Pro	2.4	52.6	25.3	0.0	10.0	5.2	0.0	0.3	0.0	4.2
	Ocp	1.4	1.4	2.1	0.0	10.3	1.2	0.0	22.0	0.0	40.0
2100-2200	Pro	4.0	45.1	24.3	0.0	14.1	6.2	0.0	0.4	0.0	5.9
	Ocp	1.0	1.3	1.7	0.0	6.8	1.4	0.0	1.0	0.0	39.9
2200-2300	Pro	4.9	43.7	25.6	0.0	14.3	6.0	0.4	0.4	0.0	4.8
	Ocp	1.0	1.3	1.9	0.0	7.8	1.3	1.0	1.0	0.0	33.5
16 hours	Pro	4.2	42.2	22.3	1.7	5.4	17.1	1.5	1.7	0.0	3.9
	Ocp	1.1	1.3	1.8	4.8	11.1	1.5	1.6	13.2	0.0	51.5

**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