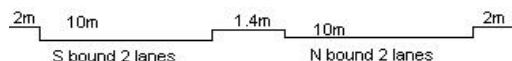
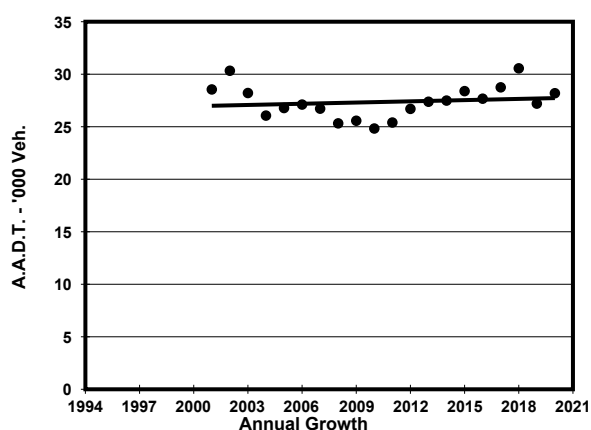
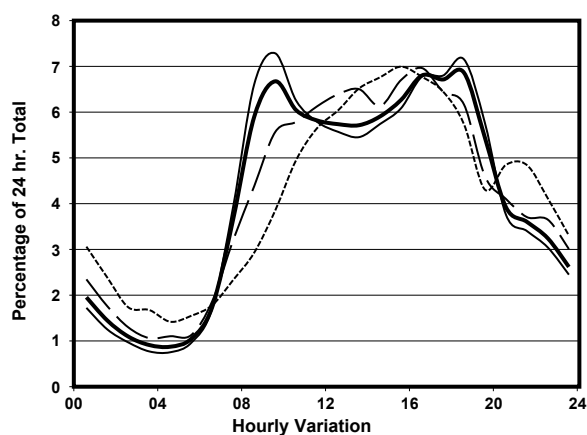
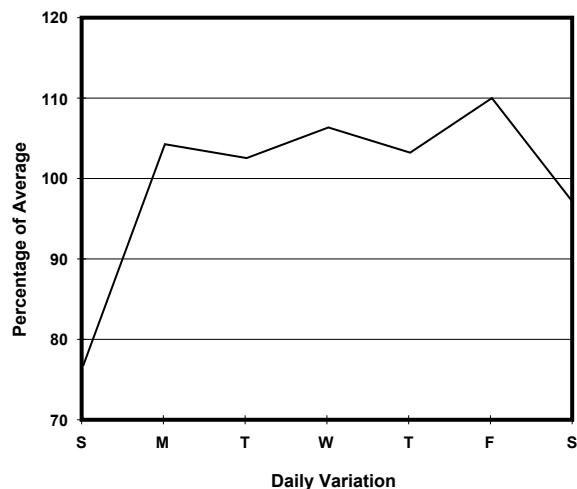
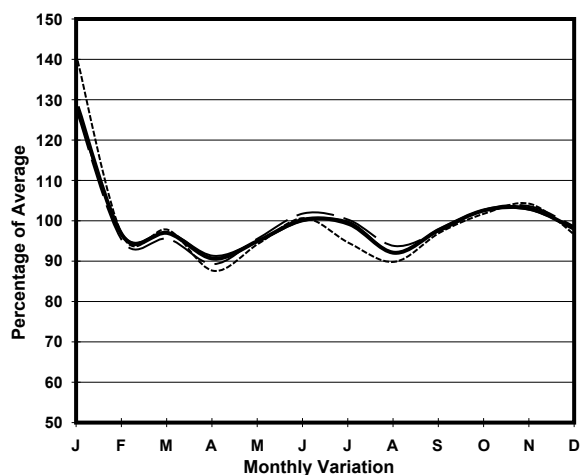


YEAR 2020
 COVERAGE (B) STATION 6203
 ROAD NETWORK MAJOR
 ROAD TYPE PRIMARY DISTRIBUTOR

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



1. TRAFFIC FLOW VARIATION AND GROWTH



— All day — Mon. - Fri. Sat. - - - - - Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	13590	14310	13600	11090
R 12 / 24 - %	73.6	75	72	66.9
R 16 / 24 - %	88.6	89.6	87.3	83.6
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	990	1140	840	480
T - % (AM)	-	4.6	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1700-1800
One-way flow at PM peak hour	910	1020	840	670
T - % (PM)	-	5.6	-	-
Prop.of commercial vehicles - 16 hr.	-	6.6	-	-
NORTH BOUND				
A.A.D.T.	14600	15690	13950	11010
R 12 / 24 - %	70.7	72.1	68.8	63.1
R 16 / 24 - %	88	89.2	85.6	82.5
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	890	1050	700	370
T - % (AM)	-	3.7	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	1090	1160	1070	840
T - % (PM)	-	7.6	-	-
Prop.of commercial vehicles - 16 hr.	-	6.6	-	-

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	6.8	38.2	24.6	0.3	5.9	14.2	2.5	2.2	0.0	5.5
	Ocp	1.0	1.4	1.9	12.0	12.9	1.4	1.5	10.6	0.0	59.2
0800-0900	Pro	6.8	36.9	24.8	0.2	4.9	18.4	3.3	0.6	0.0	4.1
	Ocp	1.0	1.3	1.9	2.0	15.8	1.5	1.4	29.0	0.0	77.4
0900-1000 Peak hour	Pro	5.0	41.1	24.7	0.2	3.9	21.0	0.9	0.2	0.0	3.0
	Ocp	1.0	1.4	1.8	3.0	10.4	1.6	2.2	1.0	0.0	53.5
1000-1100	Pro	3.7	40.9	23.5	0.8	2.0	22.0	2.7	0.8	0.0	3.6
	Ocp	1.1	1.3	1.7	1.0	12.4	1.4	1.5	3.0	0.0	38.4
1100-1200	Pro	3.6	34.5	25.2	1.7	5.0	22.7	3.6	0.0	0.0	3.6
	Ocp	1.2	1.4	1.8	1.3	6.6	1.4	1.7	0.0	0.0	43.0
1200-1300	Pro	3.5	45.3	13.6	1.5	5.5	22.4	4.6	0.3	0.0	3.3
	Ocp	1.0	1.3	1.9	1.8	6.7	1.5	1.8	1.0	0.0	40.2
1300-1400	Pro	5.1	40.7	21.0	0.9	3.7	23.9	1.1	0.3	0.0	3.3
	Ocp	1.0	1.4	1.7	1.7	8.2	1.5	1.3	1.0	0.0	49.2
1400-1500	Pro	1.9	42.1	26.3	1.3	1.1	17.7	6.4	0.3	0.0	3.0
	Ocp	1.0	1.4	1.7	3.4	12.8	1.5	1.6	23.0	0.0	36.7
1500-1600	Pro	3.4	42.5	19.7	1.0	3.4	24.9	1.3	0.5	0.0	3.2
	Ocp	1.1	1.5	1.5	4.8	6.8	1.7	1.2	3.0	0.0	41.9
1600-1700	Pro	2.2	45.0	23.3	0.7	3.4	19.3	2.7	0.7	0.0	2.9
	Ocp	1.2	1.4	1.3	1.7	11.1	1.5	1.7	11.3	0.0	45.4
1700-1800	Pro	7.6	48.0	13.2	0.4	4.0	21.8	0.4	0.4	0.0	4.0
	Ocp	1.1	1.4	2.0	3.5	13.6	1.5	1.5	1.0	0.0	66.2
1800-1900	Pro	8.3	53.8	16.2	0.0	5.5	11.6	0.5	0.7	0.0	3.4
	Ocp	1.1	1.3	1.9	0.0	15.3	1.5	1.0	13.7	0.0	79.2
1900-2000	Pro	5.9	56.1	19.0	0.0	6.2	5.7	1.2	1.5	0.0	4.5
	Ocp	1.2	1.3	1.5	0.0	12.8	1.5	1.2	1.0	0.0	57.6
2000-2100	Pro	4.9	52.8	22.7	0.0	5.8	8.8	1.0	0.0	0.0	4.1
	Ocp	1.3	1.4	1.8	0.0	9.9	1.3	1.7	0.0	0.0	36.7
2100-2200	Pro	4.0	49.7	24.2	0.0	9.2	6.2	0.9	0.4	0.0	5.5
	Ocp	1.1	1.3	1.8	0.0	7.3	1.4	1.0	1.0	0.0	38.1
2200-2300	Pro	5.1	45.9	24.6	0.0	11.1	6.0	0.9	0.0	0.0	6.3
	Ocp	1.0	1.5	2.0	0.0	7.2	1.2	1.5	0.0	0.0	33.9
16 hours	Pro	5.0	44.3	21.6	0.6	4.7	17.4	2.1	0.6	0.0	3.8
	Ocp	1.1	1.4	1.7	2.6	10.7	1.5	1.5	8.4	0.0	51.9

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