

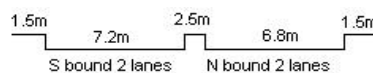
YEAR 2020

COVERAGE (B) STATION 6213

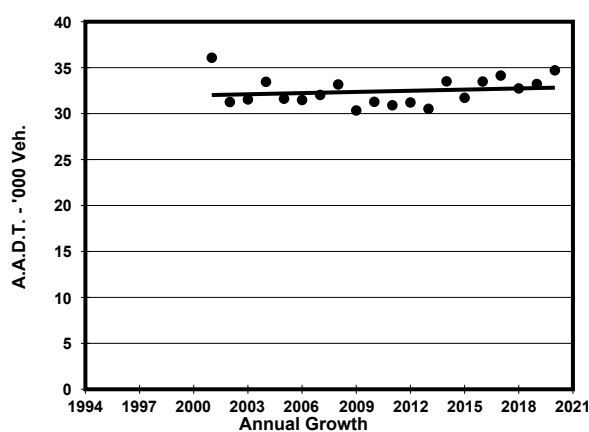
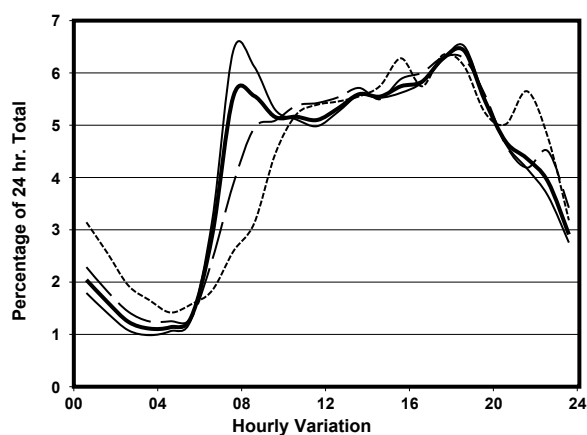
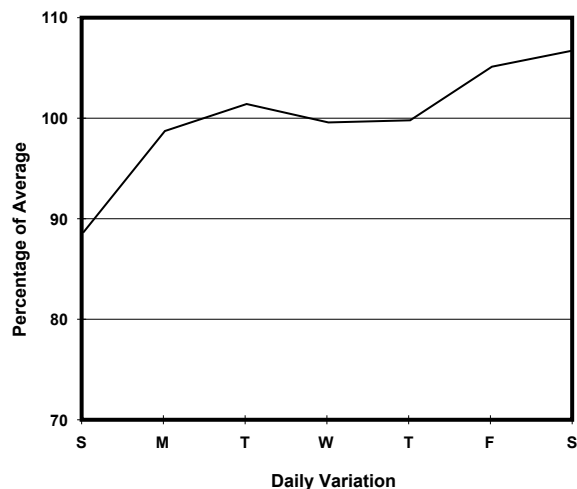
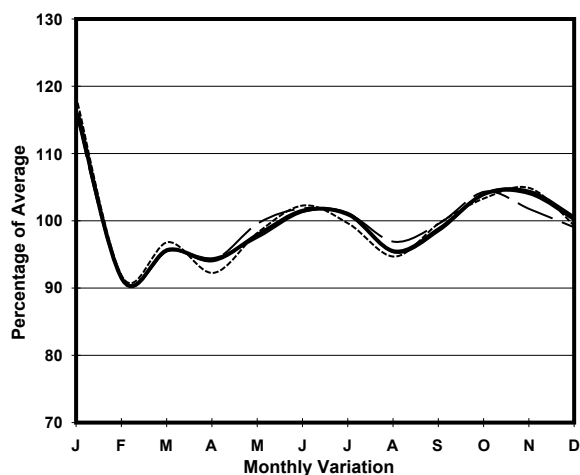
ROAD NETWORK MAJOR

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



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

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	17490	17790	18720	15500
R 12 / 24 - %	69.8	71	68	65.4
R 16 / 24 - %	85.7	86.2	85.1	83.6
AM Peak Hour	0700-0800	0700-0800	0800-0900	0900-1000
One-way flow at AM peak hour	1220	1450	1080	790
T - % (AM)	-	19.1	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1700-1800
One-way flow at PM peak hour	1040	1050	1140	980
T - % (PM)	-	13.6	-	-
Prop.of commercial vehicles - 16 hr.	-	15.9	-	-
NORTH BOUND				
A.A.D.T.	17220	17440	18470	15590
R 12 / 24 - %	64.7	66	63.8	58.7
R 16 / 24 - %	85.7	86.7	84.5	81.8
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	850	970	830	590
T - % (AM)	-	18.6	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	1210	1260	1240	990
T - % (PM)	-	11.1	-	-
Prop.of commercial vehicles - 16 hr.	-	16.4	-	-

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	1.8	43.4	14.5	1.0	2.0	19.0	12.7	3.7	0.2	1.8
	Ocp	1.2	1.4	1.9	8.8	9.0	1.4	1.1	17.3	16.5	49.5
0800-0900	Pro	1.4	46.1	15.3	1.0	1.2	17.0	13.3	3.6	0.1	1.1
	Ocp	1.0	1.3	1.9	4.3	8.9	1.5	1.1	5.2	19.5	32.4
0900-1000	Pro	1.8	41.9	12.7	1.2	1.8	18.1	18.3	2.4	0.1	1.6
	Ocp	1.1	1.3	1.6	1.7	6.3	1.4	1.1	3.5	12.0	17.1
1000-1100	Pro	1.6	36.2	16.6	0.7	1.4	21.0	19.6	1.2	0.1	1.6
	Ocp	1.0	1.3	1.5	2.0	11.0	1.6	1.1	4.0	11.5	16.1
1100-1200	Pro	2.5	40.0	13.4	0.6	2.0	19.0	19.8	1.4	0.2	1.1
	Ocp	1.2	1.3	1.6	3.5	6.4	1.4	1.2	5.0	12.0	19.1
1200-1300	Pro	2.1	37.5	17.0	2.1	1.6	18.3	18.6	1.6	0.1	1.1
	Ocp	1.1	1.4	1.6	5.0	5.0	1.5	1.1	7.0	24.0	15.8
1300-1400	Pro	0.7	44.8	17.9	1.8	0.9	14.1	16.6	2.0	0.2	1.0
	Ocp	1.0	1.4	1.7	2.9	16.5	1.4	1.2	8.0	15.0	27.3
1400-1500	Pro	3.0	40.5	16.7	0.7	0.9	17.4	17.9	1.9	0.1	0.8
	Ocp	1.1	1.5	1.6	1.3	13.0	1.4	1.1	3.3	17.5	24.5
1500-1600	Pro	2.1	42.6	18.1	0.5	1.2	17.8	15.5	0.9	0.2	1.1
	Ocp	1.0	1.6	1.8	3.5	10.8	1.4	1.1	3.5	15.0	23.1
1600-1700	Pro	1.7	38.0	17.6	0.9	1.3	20.8	17.4	1.3	0.1	0.9
	Ocp	1.1	1.4	1.6	1.5	12.5	1.5	1.0	3.2	21.5	25.1
1700-1800	Pro	3.9	44.5	13.0	0.6	1.5	22.5	11.3	1.7	0.1	0.9
	Ocp	1.1	1.4	1.6	2.3	11.1	1.2	1.0	7.9	11.0	27.3
1800-1900 Peak hour	Pro	7.2	54.0	14.6	0.6	1.6	12.7	6.4	2.0	0.1	0.8
	Ocp	1.1	1.4	1.7	5.7	15.8	1.5	1.1	4.2	30.5	48.8
1900-2000	Pro	3.0	60.7	16.1	0.2	1.5	10.2	4.2	2.8	0.2	1.1
	Ocp	1.1	1.5	1.4	5.0	12.1	1.3	1.2	1.1	13.0	39.4
2000-2100	Pro	2.7	57.9	21.4	0.5	1.7	7.4	4.0	2.7	0.2	1.5
	Ocp	1.0	1.4	1.6	1.0	8.0	1.3	1.0	2.8	14.7	31.7
2100-2200	Pro	4.1	64.1	15.6	0.9	3.0	5.6	3.0	2.4	0.3	1.1
	Ocp	1.1	1.4	1.6	2.0	6.4	1.1	1.0	6.3	13.5	28.7
2200-2300	Pro	2.5	48.6	28.0	0.3	3.2	11.4	2.9	1.6	0.2	1.3
	Ocp	1.3	1.3	1.5	1.0	7.3	1.5	1.0	3.8	15.5	24.3
16 hours	Pro	2.6	46.1	16.5	0.9	1.6	16.0	12.8	2.1	0.1	1.2
	Ocp	1.1	1.4	1.6	3.5	9.5	1.4	1.1	6.1	15.9	28.9

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