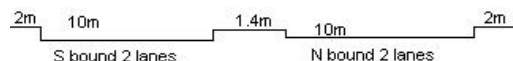
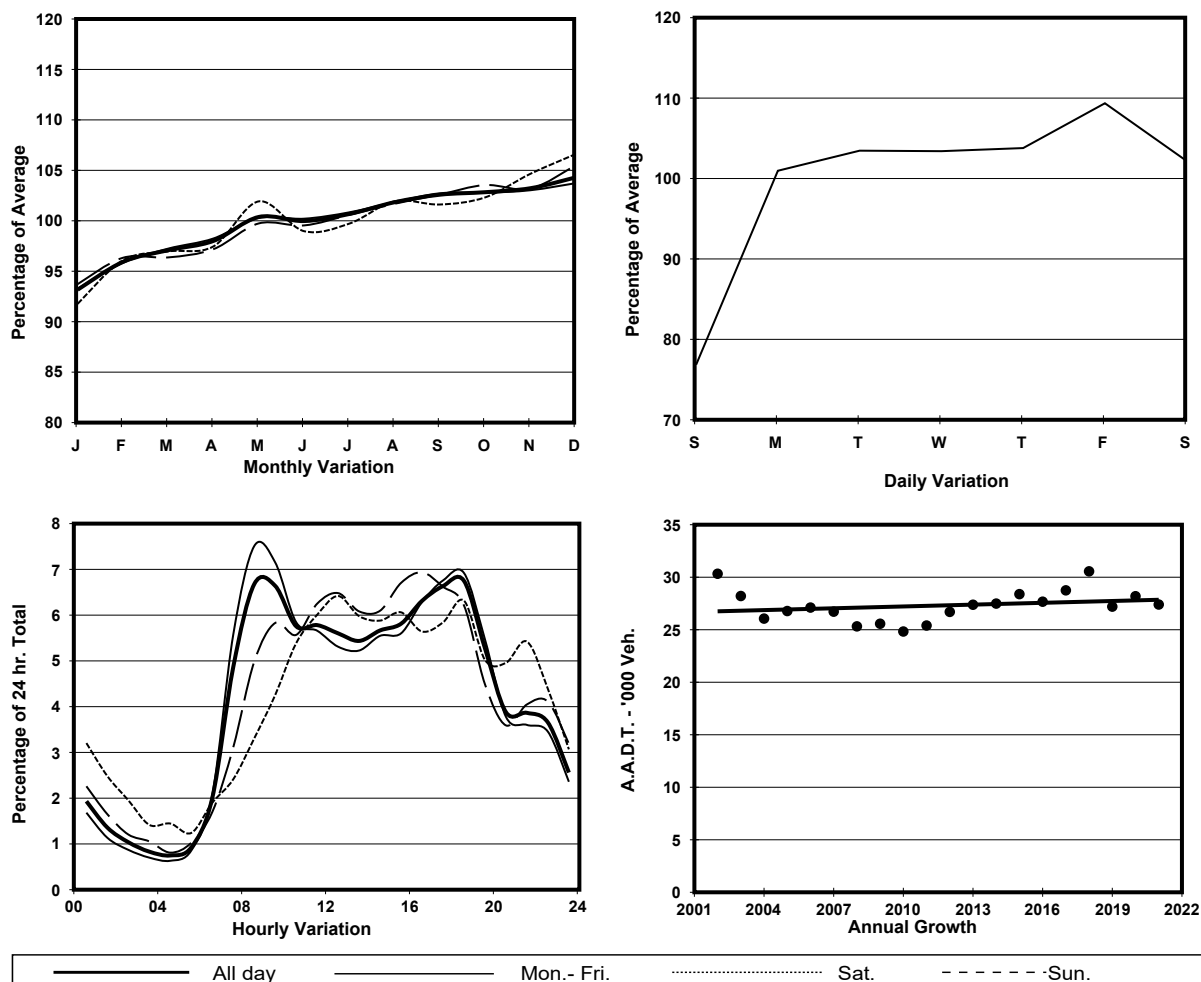


YEAR	2021	LINK	CASTLE PEAK RD - KWAI CHUNG (from CHING CHEUNG RD to TAI WO INT)
COVERAGE (B) STATION	6203		
ROAD NETWORK	MAJOR		
ROAD TYPE	PRIMARY DISTRIBUTOR		



### 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.	12820	13360	14020	10010
R 12 / 24 - %	73.4	74.9	72.7	64.3
R 16 / 24 - %	88.7	89.7	87.6	83.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	980	1170	920	480
T - % (AM)	-	9.3	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1800-1900
One-way flow at PM peak hour	810	870	900	620
T - % (PM)	-	4.4	-	-
Prop.of commercial vehicles - 16 hr.	-	6.3	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	14580	15560	14310	11270
R 12 / 24 - %	70.7	72.1	69.1	62.8
R 16 / 24 - %	88.5	89.6	86.6	83
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	910	1060	730	430
T - % (AM)	-	4.3	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1700-1800
One-way flow at PM peak hour	1040	1140	1070	740
T - % (PM)	-	5.5	-	-
Prop.of commercial vehicles - 16 hr.	-	5.5	-	-

### 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	5.6	35.1	30.9	2.2	5.0	14.2	0.6	1.4	0.0	5.1
	Ocp	1.0	1.5	2.1	5.6	12.2	1.3	1.0	6.4	0.0	71.5
0800-0900 Peak hour	Pro	6.5	38.4	27.4	0.6	4.4	15.3	1.5	1.5	0.0	4.3
	Ocp	1.1	1.3	2.0	2.3	13.0	1.5	2.0	15.5	0.0	66.9
0900-1000	Pro	4.1	43.0	25.2	0.6	3.1	19.2	0.6	1.0	0.0	3.3
	Ocp	1.0	1.3	1.8	1.0	11.5	1.4	1.0	1.0	0.0	52.7
1000-1100	Pro	3.1	40.0	24.4	0.8	1.8	24.1	1.8	0.5	0.0	3.5
	Ocp	1.0	1.3	1.8	1.0	12.0	1.4	1.6	2.5	0.0	40.3
1100-1200	Pro	4.9	41.4	21.9	3.0	4.2	18.5	2.2	0.7	0.0	3.1
	Ocp	1.1	1.4	1.9	1.5	8.1	1.4	1.6	1.3	0.0	39.7
1200-1300	Pro	7.2	41.5	21.5	1.0	6.7	17.5	0.5	1.0	0.0	3.3
	Ocp	1.1	1.3	1.7	3.3	4.2	1.3	1.0	1.5	0.0	36.0
1300-1400	Pro	2.6	41.5	22.4	2.1	2.1	20.5	4.8	1.0	0.0	3.0
	Ocp	1.2	1.4	2.0	4.9	9.0	1.6	1.8	9.0	0.0	41.5
1400-1500	Pro	5.7	38.9	23.4	1.7	2.0	23.4	1.7	0.2	0.0	2.9
	Ocp	1.0	1.6	1.8	2.0	11.5	1.4	1.9	1.0	0.0	38.4
1500-1600	Pro	4.6	41.8	24.9	0.8	2.7	19.1	2.2	0.0	0.0	3.8
	Ocp	1.2	1.4	1.6	2.3	6.5	1.5	1.3	0.0	0.0	37.2
1600-1700	Pro	5.4	38.9	25.4	0.5	2.1	22.1	1.4	0.9	0.0	3.3
	Ocp	1.0	1.4	1.5	1.5	9.7	1.5	1.3	6.8	0.0	50.2
1700-1800	Pro	9.1	52.0	18.9	1.1	3.4	10.5	0.5	0.7	0.0	3.7
	Ocp	1.1	1.3	1.7	2.8	13.3	1.8	2.0	1.3	0.0	63.5
1800-1900	Pro	9.6	57.5	13.3	0.2	4.9	9.0	0.4	1.3	0.0	3.8
	Ocp	1.1	1.5	1.9	2.0	15.4	1.3	1.0	12.7	0.0	76.7
1900-2000	Pro	5.9	58.6	17.8	0.2	5.4	6.1	0.5	1.6	0.0	3.9
	Ocp	1.1	1.4	1.9	1.0	13.0	1.3	1.0	1.6	0.0	50.6
2000-2100	Pro	3.2	49.7	27.9	0.0	7.7	6.1	0.4	0.0	0.0	5.1
	Ocp	1.0	1.4	1.7	0.0	9.8	1.2	2.0	0.0	0.0	35.7
2100-2200	Pro	4.6	45.5	33.9	0.5	5.1	4.2	0.5	0.5	0.0	5.2
	Ocp	1.3	1.4	1.9	2.0	9.5	1.9	2.0	1.0	0.0	34.7
2200-2300	Pro	6.1	44.1	30.0	0.5	8.9	4.7	0.5	0.5	0.0	4.8
	Ocp	1.1	1.5	1.9	1.0	9.1	1.7	1.0	1.0	0.0	39.4
16 hours	Pro	5.6	44.2	23.6	1.0	4.1	15.5	1.3	0.9	0.0	3.8
	Ocp	1.1	1.4	1.8	2.8	10.5	1.4	1.6	6.2	0.0	50.8

**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