

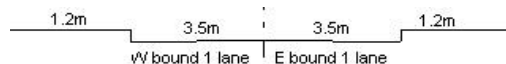
YEAR 2021

COVERAGE (B) STATION 6209

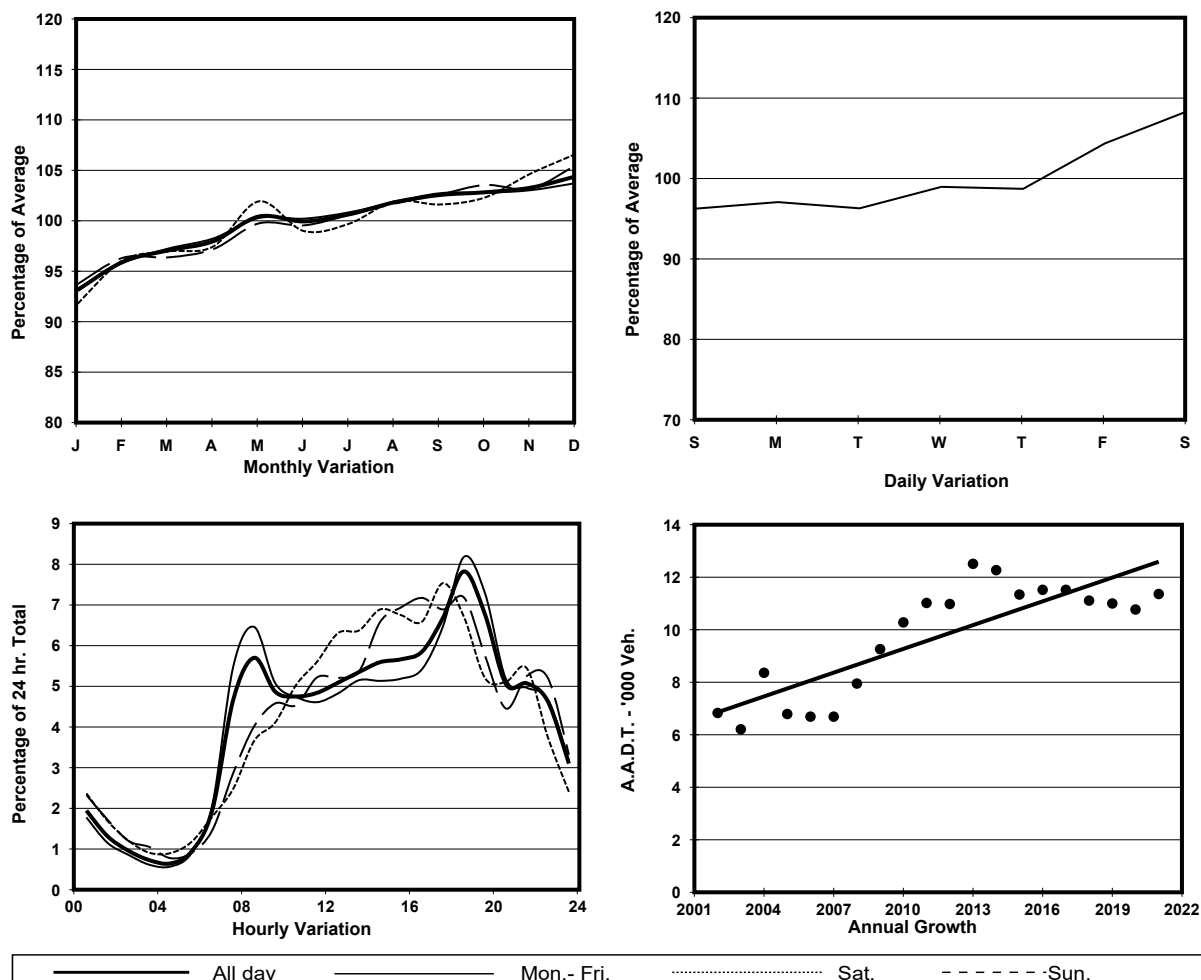
ROAD NETWORK MAJOR

ROAD TYPE RURAL ROAD

LINK CASTLE PEAK RD - TSUEN WAN, TING KAU & SHAM
TSENG (from TUEN MUN RD to SHAM TSENG)



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	5390	5380	5830	5110
R 12 / 24 - %	68.3	68.9	65.4	68.4
R 16 / 24 - %	85.8	86.3	83.7	85.2
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	390	450	320	240
T - % (AM)	-	14.6	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	330	310	390	370
T - % (PM)	-	4.9	-	-
Prop.of commercial vehicles - 16 hr.	-	8.4	-	-
WEST BOUND				
A.A.D.T.	5970	5910	6500	5830
R 12 / 24 - %	65.6	64.8	67.6	67.7
R 16 / 24 - %	90.8	91.1	90.4	89.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	250	280	250	210
T - % (AM)	-	8.7	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1700-1800
One-way flow at PM peak hour	560	620	510	450
T - % (PM)	-	3.5	-	-
Prop.of commercial vehicles - 16 hr.	-	6.5	-	-

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	1.9	41.4	6.7	1.9	18.3	11.6	2.9	10.6	1.0	3.6
	Ocp	1.0	1.6	1.1	8.5	9.7	1.9	1.0	9.8	16.3	42.7
0800-0900	Pro	3.3	50.7	10.4	3.8	9.8	9.3	6.0	4.9	0.7	1.2
	Ocp	1.2	1.4	1.8	8.3	11.7	1.5	1.1	21.6	23.6	22.4
0900-1000	Pro	0.0	55.2	14.2	2.4	11.8	10.3	0.8	3.2	0.4	1.8
	Ocp	0.0	1.3	1.3	2.7	8.2	2.0	1.0	7.8	9.5	20.4
1000-1100	Pro	2.3	51.0	8.5	1.5	13.9	15.4	1.5	3.9	0.6	1.4
	Ocp	1.0	1.2	1.5	6.0	10.3	1.3	1.0	10.0	16.0	26.6
1100-1200	Pro	0.8	50.0	14.8	1.6	9.8	16.4	1.6	3.3	0.6	1.0
	Ocp	1.0	1.6	1.6	7.0	11.3	1.6	1.0	9.5	18.0	20.6
1200-1300	Pro	1.6	44.3	14.8	1.6	11.7	17.9	0.8	5.4	0.8	1.4
	Ocp	1.0	1.4	1.4	4.5	14.5	1.6	1.0	11.7	15.5	25.0
1300-1400	Pro	2.4	46.9	14.3	3.2	11.1	11.9	0.0	8.0	0.6	1.6
	Ocp	1.7	1.6	1.3	5.0	14.6	1.3	0.0	20.0	25.0	32.3
1400-1500	Pro	1.7	46.8	11.1	0.9	10.2	19.6	1.7	6.0	0.9	1.3
	Ocp	1.0	1.5	1.6	1.0	13.3	1.3	1.5	5.1	16.5	27.2
1500-1600	Pro	0.9	51.1	18.7	2.6	11.9	7.7	1.7	3.4	0.6	1.5
	Ocp	1.0	1.4	1.3	1.3	9.3	1.4	1.0	10.3	16.7	30.3
1600-1700	Pro	3.1	49.0	12.2	3.1	11.2	12.2	1.0	5.1	1.0	2.0
	Ocp	1.0	1.6	1.3	4.3	10.8	1.3	1.0	10.2	23.5	27.3
1700-1800	Pro	4.1	59.9	12.2	0.0	9.6	10.2	0.5	2.0	0.4	1.1
	Ocp	1.0	1.3	1.6	0.0	12.2	1.4	1.0	7.8	23.0	40.3
1800-1900 Peak hour	Pro	1.0	61.5	11.7	0.5	12.2	9.1	1.0	1.5	0.4	1.0
	Ocp	1.0	1.3	1.6	2.0	12.8	1.4	1.5	20.7	44.0	51.3
1900-2000	Pro	0.9	68.0	14.6	0.0	9.0	3.8	0.0	1.9	0.5	1.3
	Ocp	1.0	1.6	1.2	0.0	12.2	1.6	0.0	23.3	22.3	47.0
2000-2100	Pro	1.8	59.7	16.7	0.0	11.4	5.3	0.0	2.6	0.7	2.0
	Ocp	1.5	1.4	1.2	0.0	12.7	1.7	0.0	5.0	14.0	30.6
2100-2200	Pro	5.6	50.2	22.3	0.0	9.6	7.2	0.0	3.2	0.6	1.4
	Ocp	1.0	1.4	1.4	0.0	8.4	1.6	0.0	5.3	6.0	33.0
2200-2300	Pro	1.7	62.0	19.2	0.0	9.6	1.7	0.0	3.5	0.9	1.3
	Ocp	1.5	1.5	1.3	0.0	9.5	1.0	0.0	12.8	5.8	7.2
16 hours	Pro	2.1	54.1	13.7	1.4	11.1	10.3	1.3	4.0	0.6	1.5
	Ocp	1.1	1.4	1.4	5.3	11.4	1.5	1.1	12.5	18.6	31.9

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