

YEAR

2022

LINK

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

COVERAGE (B) STATION

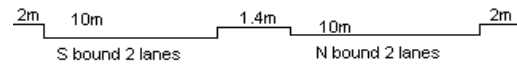
6203

ROAD NETWORK

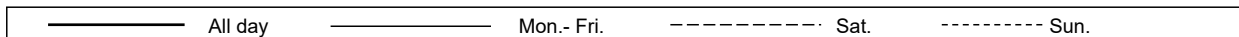
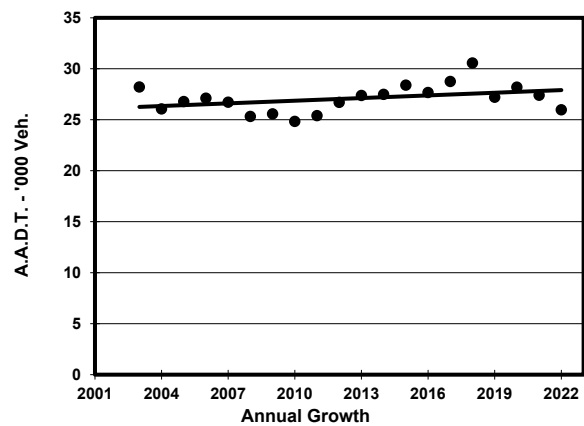
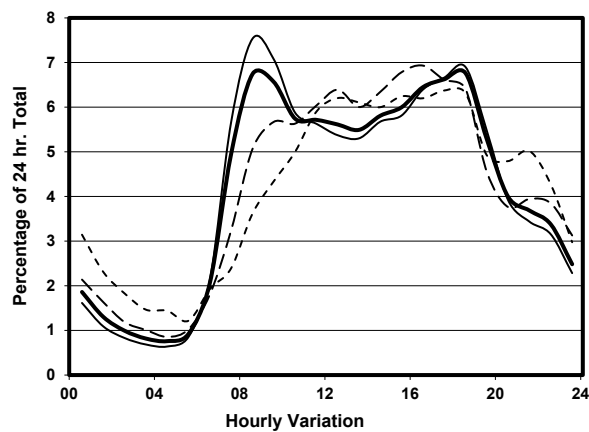
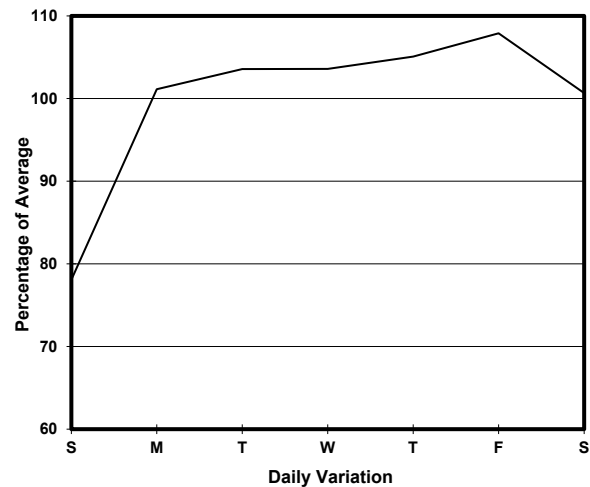
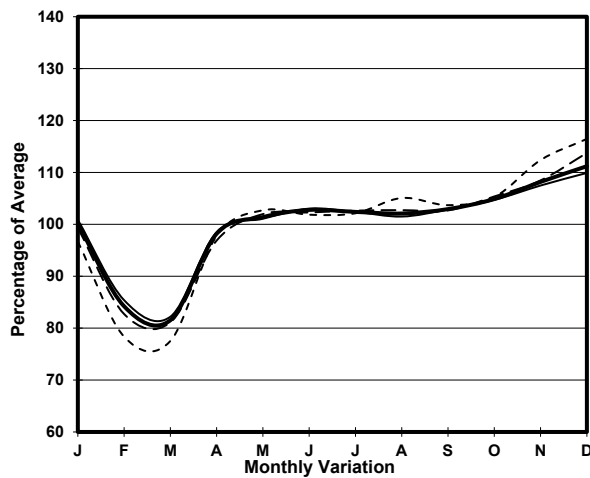
MAJOR

ROAD TYPE

PRIMARY DISTRIBUTOR



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	12010	12540	12740	9660
R 12 / 24 - %	73.7	75.2	72.3	66
R 16 / 24 - %	88.9	89.8	87.4	84.5
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	920	1090	810	480
T - % (AM)	-	6.5	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	750	800	820	570
T - % (PM)	-	4.3	-	-
Prop.of commercial vehicles - 16 hr.	-	6	-	-
NORTH BOUND				
A.A.D.T.	13960	14770	14140	10890
R 12 / 24 - %	71.4	72.8	70.1	63.6
R 16 / 24 - %	88.7	89.9	87.1	83
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	860	1000	710	410
T - % (AM)	-	3.8	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1700-1800
One-way flow at PM peak hour	1000	1090	1040	760
T - % (PM)	-	4.6	-	-
Prop.of commercial vehicles - 16 hr.	-	7	-	-

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	9.9	33.5	29.9	1.7	4.2	13.2	3.1	0.3	0.0	4.2
	Ocp	1.0	1.3	2.0	11.2	13.5	1.4	2.0	25.0	0.0	77.5
0800-0900 Peak hour	Pro	5.6	45.9	21.2	0.7	3.6	15.0	3.8	1.2	0.0	3.0
	Ocp	1.1	1.3	2.0	1.3	12.5	1.5	1.6	14.6	0.0	82.2
0900-1000	Pro	3.7	38.8	27.8	0.6	2.5	21.7	1.9	0.2	0.0	2.8
	Ocp	1.1	1.3	1.8	2.0	11.2	1.6	2.1	8.0	0.0	54.4
1000-1100	Pro	2.5	36.8	28.0	2.1	2.3	22.1	3.2	0.2	0.0	2.8
	Ocp	1.0	1.4	1.9	1.9	10.5	1.5	1.6	1.0	0.0	46.4
1100-1200	Pro	6.4	39.9	22.2	0.8	2.5	21.9	2.8	0.6	0.0	3.0
	Ocp	1.0	1.3	1.9	3.0	7.9	1.5	1.6	2.5	0.0	43.1
1200-1300	Pro	5.2	42.9	17.7	0.7	3.2	22.5	3.7	1.0	0.0	2.9
	Ocp	1.0	1.4	1.7	1.7	6.6	1.5	1.3	4.0	0.0	39.5
1300-1400	Pro	3.9	40.2	19.2	1.6	2.6	21.3	7.0	1.6	0.0	2.7
	Ocp	1.0	1.5	1.8	5.8	8.1	1.5	1.4	15.8	0.0	44.2
1400-1500	Pro	3.2	42.5	16.3	2.4	0.8	26.6	3.4	1.8	0.0	3.0
	Ocp	1.2	1.3	1.9	3.1	18.0	1.4	1.9	6.0	0.0	40.6
1500-1600	Pro	4.1	35.3	28.3	1.4	1.7	22.6	3.4	0.5	0.0	2.8
	Ocp	1.1	1.3	1.6	1.8	11.1	1.4	1.8	9.0	0.0	39.4
1600-1700	Pro	6.9	42.7	22.8	0.7	3.4	16.7	3.4	0.7	0.0	2.7
	Ocp	1.0	1.4	1.4	1.0	11.0	1.3	1.1	4.3	0.0	53.3
1700-1800	Pro	8.3	48.9	19.1	0.7	2.4	15.5	1.9	0.0	0.0	3.2
	Ocp	1.0	1.4	1.7	2.7	11.6	1.4	1.3	0.0	0.0	78.3
1800-1900	Pro	9.8	51.5	19.4	0.6	3.5	10.8	0.8	0.6	0.0	3.0
	Ocp	1.1	1.4	2.1	2.0	15.2	1.4	1.3	34.3	0.0	86.8
1900-2000	Pro	5.9	57.8	20.1	0.2	5.0	5.2	1.2	0.9	0.0	3.7
	Ocp	1.1	1.4	1.9	1.0	12.3	1.4	1.2	3.8	0.0	55.7
2000-2100	Pro	7.9	50.7	25.7	0.6	5.1	6.0	0.3	0.6	0.0	3.1
	Ocp	1.1	1.4	1.9	1.5	9.4	1.2	3.0	2.0	0.0	39.7
2100-2200	Pro	8.6	46.0	28.1	0.4	5.6	7.5	0.4	0.0	0.0	3.5
	Ocp	1.0	1.4	1.7	1.0	8.1	1.5	2.0	0.0	0.0	36.9
2200-2300	Pro	4.0	40.8	31.6	0.8	10.0	6.8	0.8	0.8	0.0	4.5
	Ocp	1.2	1.5	2.0	1.0	3.7	1.4	1.5	1.0	0.0	38.4
16 hours	Pro	5.9	43.5	23.2	1.0	3.4	16.4	2.7	0.7	0.0	3.1
	Ocp	1.1	1.4	1.8	3.2	10.2	1.5	1.6	10.0	0.0	56.0

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