

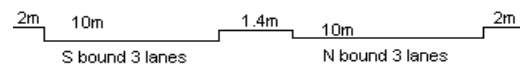
YEAR 2003

COVERAGE (B) STATION 6203

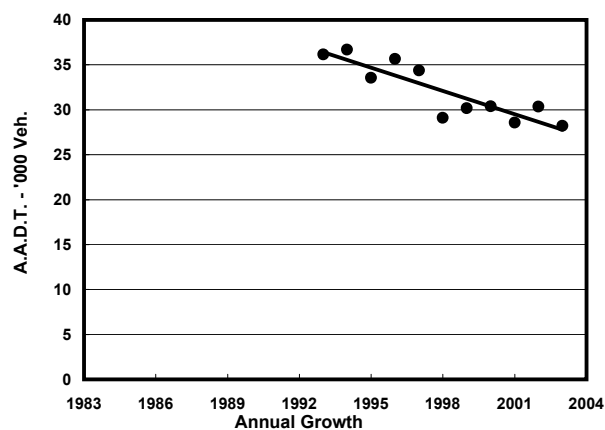
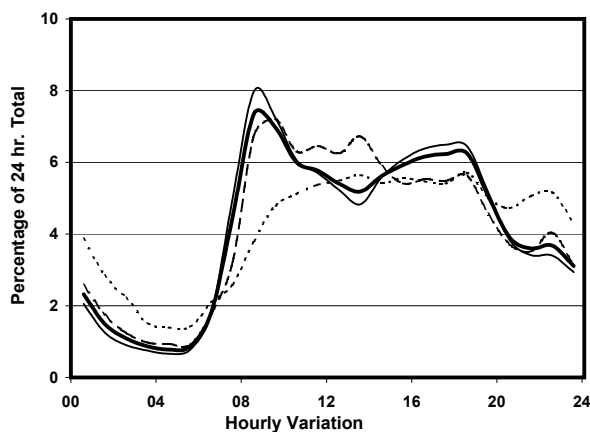
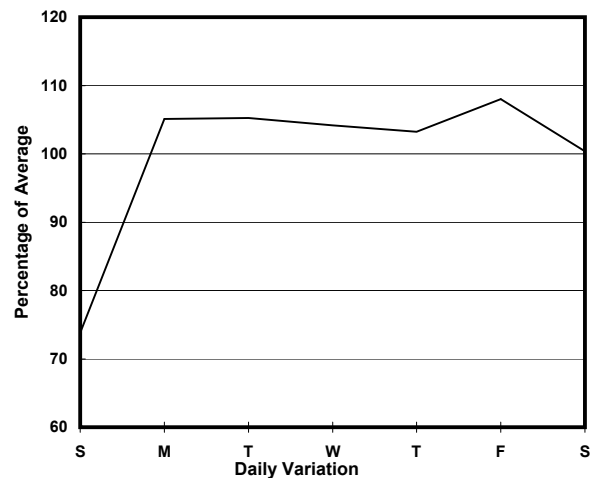
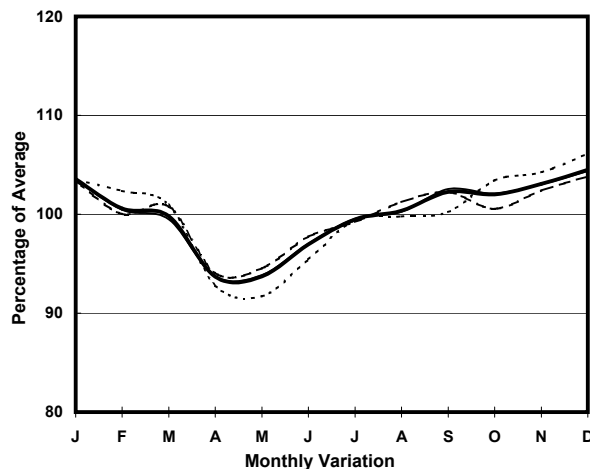
ROAD NETWORK MAJOR

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.	14730	15680	15170	11040
R 12 / 24 - %	73	74.5	71.9	63.8
R 16 / 24 - %	88.2	89.4	87	81.7
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	1210	1400	1150	600
T - % (AM)	-	9.6	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	920	1000	850	640
T - % (PM)	-	9.1	-	-
Prop.of commercial vehicles - 16 hr.	-	10.3	-	-
NORTH BOUND				
A.A.D.T.	13480	14410	13590	10010
R 12 / 24 - %	69.7	71.5	69.7	56.6
R 16 / 24 - %	87.1	88.3	86.4	78.9
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	900	1010	980	410
T - % (AM)	-	10.2	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1800-1900
One-way flow at PM peak hour	890	990	810	560
T - % (PM)	-	14.7	-	-
Prop.of commercial vehicles - 16 hr.	-	12.3	-	-

3. OTHER INFORMATION AND COMMENT

Coverage (B) Station 6203
Year 2003

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	7.2	23.4	28.4	0.7	5.8	18.3	2.9	6.1	0.0	7.3
	Ocp	1.0	1.5	1.7	8.5	11.9	1.8	1.4	18.4	0.0	70.3
0800-0900 Peak hour	Pro	6.2	34.9	23.4	2.1	6.4	16.5	2.9	3.3	0.0	4.3
	Ocp	1.1	1.3	1.9	4.7	15.1	1.7	1.4	19.6	0.0	68.3
0900-1000	Pro	3.0	37.2	21.9	2.0	4.6	20.7	6.1	0.5	0.0	4.1
	Ocp	1.1	1.3	1.7	2.4	10.8	1.5	1.1	6.0	0.0	33.9
1000-1100	Pro	4.3	30.4	19.1	1.7	5.6	27.4	8.1	0.0	0.0	3.3
	Ocp	1.1	1.4	1.8	2.8	8.7	1.6	1.2	0.0	0.0	27.2
1100-1200	Pro	5.8	29.5	15.4	1.7	4.8	31.4	7.4	0.5	0.0	3.5
	Ocp	1.2	1.4	1.8	2.0	8.6	1.4	1.5	2.0	0.0	35.0
1200-1300	Pro	2.1	35.3	12.0	1.5	5.4	30.8	6.0	3.3	0.0	3.8
	Ocp	1.1	1.5	1.6	7.2	7.1	1.4	1.3	8.1	0.0	29.5
1300-1400	Pro	3.6	32.4	12.5	1.5	6.5	30.3	7.4	1.8	0.0	4.1
	Ocp	1.1	1.2	1.8	2.0	8.8	1.6	1.4	4.7	0.0	35.9
1400-1500	Pro	3.9	29.6	12.6	2.4	4.4	33.2	9.4	1.0	0.0	3.5
	Ocp	1.1	1.4	1.5	3.0	10.2	1.5	1.4	1.5	0.0	38.5
1500-1600	Pro	4.2	33.5	13.4	2.3	4.2	30.9	5.8	2.1	0.0	3.7
	Ocp	1.1	1.4	1.5	1.8	7.6	1.5	1.6	12.3	0.0	32.8
1600-1700	Pro	2.8	35.2	16.8	2.6	3.5	24.7	5.1	4.7	0.0	4.7
	Ocp	1.2	1.4	1.2	3.3	12.6	1.5	1.2	5.3	0.0	34.7
1700-1800	Pro	7.2	36.6	16.0	1.8	5.1	23.7	3.6	0.8	0.0	5.3
	Ocp	1.1	1.4	1.5	4.1	10.3	1.5	1.5	1.3	0.0	51.4
1800-1900	Pro	6.8	43.5	14.0	1.8	7.4	16.0	3.6	2.0	0.0	4.8
	Ocp	1.1	1.6	1.9	2.0	13.5	1.6	1.2	16.1	0.0	72.5
1900-2000	Pro	6.0	48.5	16.7	0.0	10.7	10.4	1.9	0.8	0.0	4.9
	Ocp	1.2	1.5	1.8	0.0	11.7	1.7	1.0	29.3	0.0	60.7
2000-2100	Pro	3.0	45.3	19.8	0.4	12.7	10.1	1.1	1.9	0.0	5.7
	Ocp	1.1	1.6	1.7	1.0	10.8	1.9	1.7	7.0	0.0	47.4
2100-2200	Pro	6.9	38.6	24.7	0.4	11.7	8.2	2.6	0.4	0.0	6.3
	Ocp	1.1	1.7	1.7	1.0	10.5	2.2	2.0	1.0	0.0	42.1
2200-2300	Pro	6.7	43.6	24.8	0.0	13.8	4.3	0.4	0.8	0.0	5.7
	Ocp	1.1	1.6	1.7	0.0	11.5	1.3	2.0	6.5	0.0	37.7
16 hours	Pro	4.9	35.8	18.0	1.6	6.5	21.9	4.9	1.9	0.0	4.5
	Ocp	1.1	1.4	1.7	3.2	10.9	1.5	1.3	11.7	0.0	46.8

Legend

Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)
Ocp. Average occupancy of vehicles
M&H Medium and Heavy