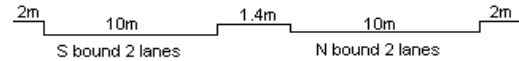
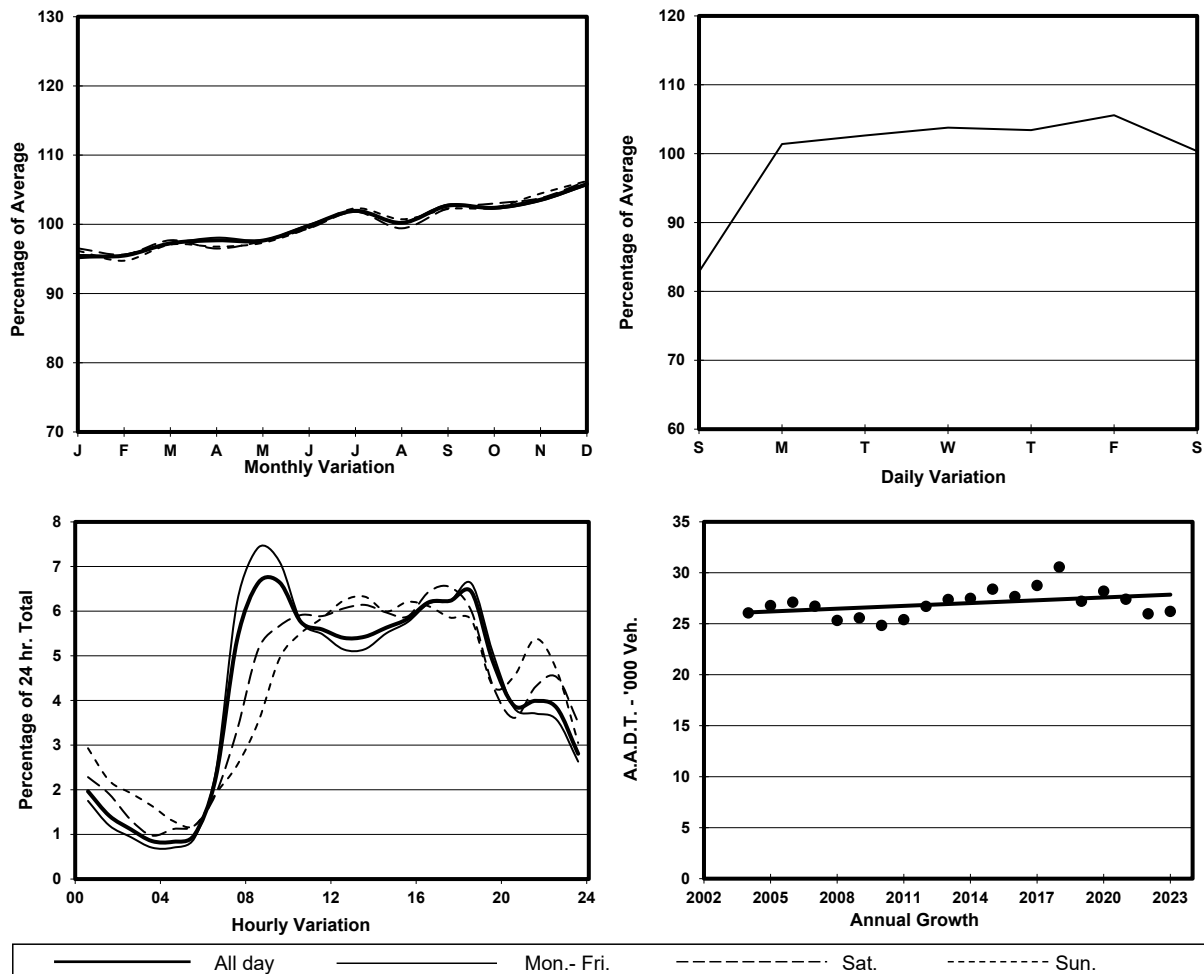


YEAR	2023	LINK	CASTLE PEAK RD - KWAI CHUNG (from CHING CHEUNG RD to TAI WO INT)
COVERAGE (B) STATION	6203		
ROAD NETWORK	MAJOR		
ROAD TYPE	PRIMARY DISTRIBUTOR		



## 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.	12170	12590	12440	10580
R 12 / 24 - %	72.5	73.7	70.9	67.4
R 16 / 24 - %	87.7	88.5	86.4	84.9
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	880	1030	810	610
T - % (AM)	-	8.8	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1600-1700
One-way flow at PM peak hour	750	790	800	620
T - % (PM)	-	4.5	-	-
Prop.of commercial vehicles - 16 hr.	-	6.7	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	14040	14730	14090	11470
R 12 / 24 - %	70	71.6	67.4	62.7
R 16 / 24 - %	87.7	89	85.2	82.8
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	890	1030	700	480
T - % (AM)	-	5.4	-	-
PM Peak Hour	1600-1700	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	930	1020	980	730
T - % (PM)	-	6.3	-	-
Prop.of commercial vehicles - 16 hr.	-	7.2	-	-

## 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	7.0	37.6	26.5	3.1	3.6	13.7	1.4	2.0	0.0	5.3
	Ocp	1.1	1.4	2.0	9.6	15.5	1.2	1.4	20.0	0.0	69.2
0800-0900 Peak hour	Pro	7.9	34.4	27.0	1.3	4.0	16.9	1.5	2.2	0.0	4.8
	Ocp	1.1	1.3	2.0	6.5	10.9	1.4	1.3	9.0	0.0	72.6
0900-1000	Pro	3.5	41.3	29.3	1.0	4.3	14.9	1.6	0.8	0.0	3.4
	Ocp	1.0	1.3	1.9	2.6	8.1	1.4	1.9	3.8	0.0	47.7
1000-1100	Pro	2.5	34.8	30.4	1.4	3.3	21.2	1.7	0.8	0.0	3.9
	Ocp	1.0	1.4	1.8	1.6	10.2	1.4	1.5	2.0	0.0	37.5
1100-1200	Pro	4.2	33.8	22.1	2.7	3.9	25.7	2.7	0.9	0.0	4.0
	Ocp	1.0	1.3	1.9	1.8	7.5	1.3	1.4	2.0	0.0	34.1
1200-1300	Pro	3.1	42.1	21.2	1.5	4.3	21.5	0.9	1.2	0.0	4.1
	Ocp	1.0	1.4	1.9	2.4	6.1	1.5	1.3	4.0	0.0	34.1
1300-1400	Pro	5.0	40.0	24.1	3.4	4.4	15.3	3.1	0.3	0.0	4.4
	Ocp	1.0	1.4	1.8	5.8	8.3	1.6	1.5	16.0	0.0	34.5
1400-1500	Pro	4.2	38.4	17.8	2.7	3.3	26.6	0.9	1.5	0.0	4.5
	Ocp	1.1	1.4	1.8	2.0	10.5	1.5	2.0	15.6	0.0	30.4
1500-1600	Pro	5.7	34.0	21.2	1.7	3.1	26.9	1.7	1.7	0.0	4.0
	Ocp	1.1	1.4	1.8	8.2	10.1	1.5	2.0	13.2	0.0	35.0
1600-1700	Pro	7.9	40.7	21.6	0.5	2.2	18.7	1.7	2.5	0.0	4.3
	Ocp	1.0	1.5	1.5	5.0	11.1	1.5	1.4	8.9	0.0	39.3
1700-1800	Pro	11.8	39.3	19.0	1.4	3.8	17.3	1.6	1.1	0.0	4.7
	Ocp	1.0	1.3	1.7	1.6	13.4	1.5	1.5	5.3	0.0	63.8
1800-1900	Pro	9.5	53.9	17.2	0.2	3.6	10.2	0.7	0.5	0.0	4.1
	Ocp	1.1	1.3	2.0	3.0	18.8	1.3	1.0	25.5	0.0	86.3
1900-2000	Pro	4.4	52.9	25.6	0.0	5.4	5.6	0.5	0.7	0.0	4.9
	Ocp	1.0	1.3	2.0	0.0	11.4	1.3	1.5	1.0	0.0	55.4
2000-2100	Pro	6.2	49.7	23.7	0.0	5.4	9.3	0.0	0.0	0.0	5.6
	Ocp	1.1	1.3	1.8	0.0	9.6	1.2	0.0	0.0	0.0	40.6
2100-2200	Pro	4.7	51.7	25.9	0.0	7.1	5.5	0.0	0.0	0.0	5.2
	Ocp	1.0	1.3	1.8	0.0	5.9	1.2	0.0	0.0	0.0	33.2
2200-2300	Pro	4.5	43.4	27.0	0.0	10.5	7.5	1.0	0.0	0.0	6.1
	Ocp	1.1	1.2	1.8	0.0	6.8	1.1	1.5	0.0	0.0	41.2
16 hours	Pro	5.8	41.5	23.8	1.3	4.3	16.3	1.4	1.1	0.0	4.5
	Ocp	1.0	1.4	1.9	4.6	10.1	1.4	1.5	9.8	0.0	49.2

**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