

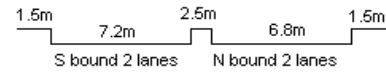
YEAR 2023

COVERAGE (B) STATION 6213

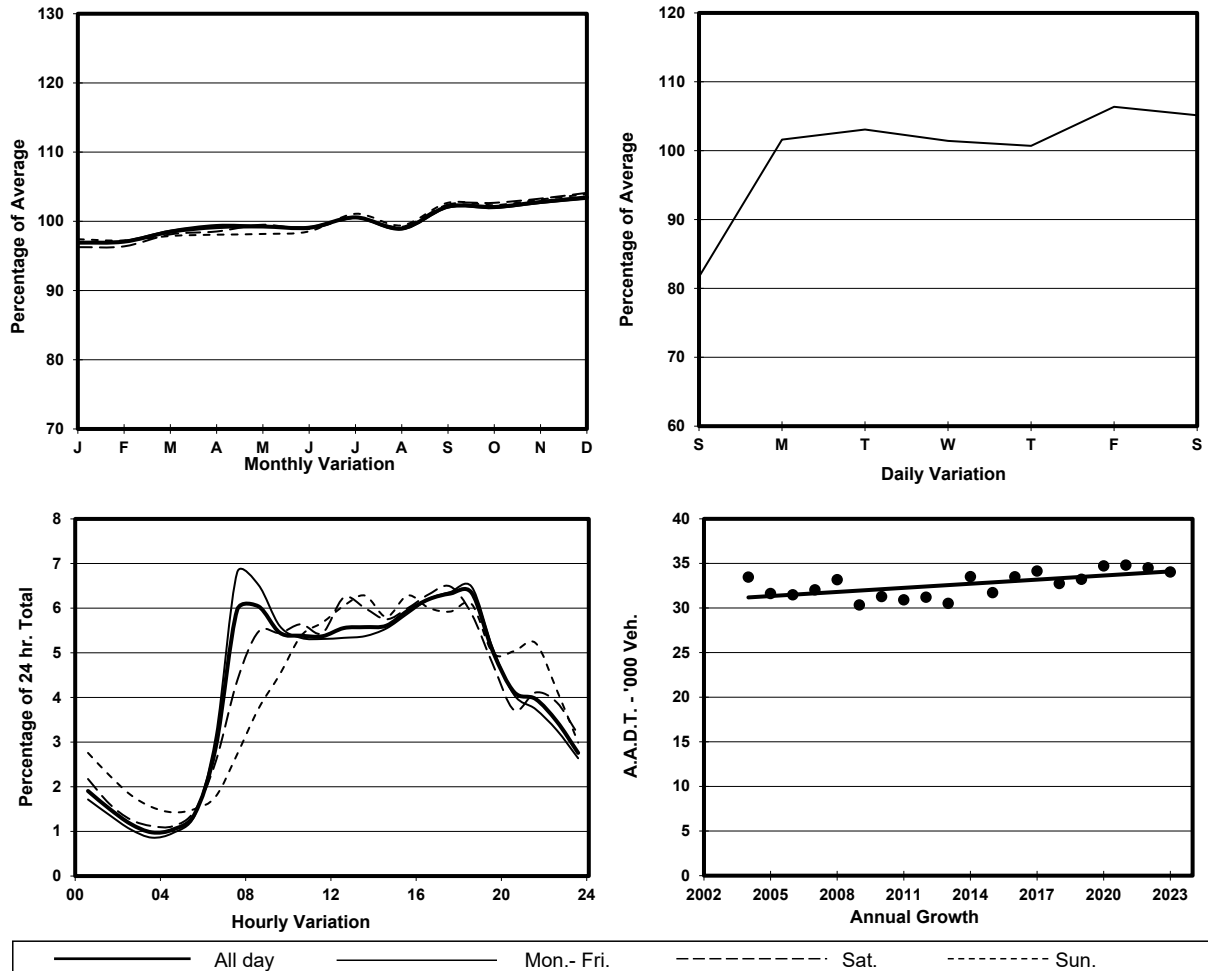
ROAD NETWORK MAJOR

ROAD TYPE RURAL TRUNK ROAD

LINK CASTLE PEAK RD - HUNG SHUI KIU (from TIN HA RD to LAM TEI INT)



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	17600	18270	18750	14360
R 12 / 24 - %	72	73	71	67
R 16 / 24 - %	86.3	86.7	85.8	84.4
AM Peak Hour	0700-0800	0700-0800	0800-0900	0900-1000
One-way flow at AM peak hour	1260	1500	1160	750
T - % (AM)	-	27.5	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1800-1900
One-way flow at PM peak hour	1090	1140	1180	860
T - % (PM)	-	6.3	-	-
Prop.of commercial vehicles - 16 hr.	-	17.1	-	-
NORTH BOUND				
A.A.D.T.	16430	16990	17680	13660
R 12 / 24 - %	67.4	68.3	67	61.9
R 16 / 24 - %	86.4	87.2	85.2	83.5
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	870	970	880	520
T - % (AM)	-	23.7	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	1120	1190	1180	850
T - % (PM)	-	9.1	-	-
Prop.of commercial vehicles - 16 hr.	-	19.6	-	-

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 Peak hour	Pro	3.4	40.5	8.1	2.4	0.7	16.5	18.9	6.5	0.2	2.8
	Ocp	1.0	1.3	1.6	9.4	11.7	1.2	1.1	5.3	19.0	40.8
0800-0900	Pro	2.3	44.5	10.5	1.8	0.8	18.7	16.6	3.3	0.2	1.3
	Ocp	1.1	1.3	2.0	7.5	11.8	1.4	1.1	7.5	13.0	30.1
0900-1000	Pro	2.1	42.6	8.7	0.4	1.1	19.7	21.6	2.1	0.2	1.6
	Ocp	1.0	1.3	1.6	3.0	9.2	1.4	1.1	2.2	12.7	21.9
1000-1100	Pro	3.3	34.7	14.4	2.3	0.8	18.2	23.3	1.3	0.3	1.5
	Ocp	1.0	1.4	1.6	1.7	16.7	1.3	1.1	1.0	10.8	23.6
1100-1200	Pro	1.8	33.4	18.0	1.8	1.0	19.5	21.5	1.5	0.2	1.3
	Ocp	1.0	1.4	1.6	1.6	10.3	1.3	1.1	5.3	15.7	24.0
1200-1300	Pro	3.5	37.5	11.6	2.1	1.2	20.0	20.9	1.9	0.2	1.1
	Ocp	1.1	1.5	1.7	5.6	9.8	1.5	1.1	5.3	13.8	20.3
1300-1400	Pro	1.6	42.5	15.8	0.5	1.6	13.7	21.8	1.4	0.2	1.0
	Ocp	1.0	1.5	1.6	2.0	11.0	1.3	1.1	4.0	12.7	17.2
1400-1500	Pro	2.9	35.8	16.8	0.5	0.5	22.4	19.2	0.5	0.2	1.2
	Ocp	1.0	1.5	1.5	4.0	15.5	1.3	1.1	2.0	16.8	22.8
1500-1600	Pro	2.8	40.3	19.6	0.9	0.5	20.0	12.7	2.1	0.2	1.0
	Ocp	1.0	1.4	1.5	3.0	13.5	1.4	1.1	6.3	12.0	25.6
1600-1700	Pro	2.8	42.5	11.1	2.8	0.6	19.5	18.7	0.9	0.1	0.9
	Ocp	1.1	1.3	1.4	5.0	12.7	1.3	1.1	9.2	16.0	31.7
1700-1800	Pro	6.3	47.5	12.6	0.9	1.1	19.1	10.8	0.2	0.2	1.2
	Ocp	1.1	1.3	1.9	3.3	13.8	1.4	1.0	20.0	18.3	40.0
1800-1900	Pro	6.3	59.3	13.3	0.6	1.2	11.0	5.7	1.2	0.2	1.2
	Ocp	1.1	1.4	1.6	7.0	15.0	1.2	1.1	10.2	17.7	36.6
1900-2000	Pro	5.8	57.3	16.8	0.5	1.2	10.5	2.6	3.5	0.2	1.7
	Ocp	1.2	1.4	1.8	2.0	9.8	1.3	1.3	4.6	18.3	28.5
2000-2100	Pro	4.5	60.1	21.3	0.0	1.0	6.2	1.7	2.8	0.4	2.0
	Ocp	1.0	1.4	1.6	0.0	18.0	1.3	1.0	8.4	8.6	20.8
2100-2200	Pro	4.1	57.5	23.1	0.0	2.6	6.3	1.9	1.9	0.4	2.2
	Ocp	1.2	1.4	1.7	0.0	9.3	1.2	1.0	4.4	10.3	23.5
2200-2300	Pro	4.0	56.6	23.8	0.4	1.8	8.3	2.5	1.1	0.2	1.4
	Ocp	1.2	1.4	1.6	2.0	6.2	1.3	1.0	6.3	8.0	18.8
16 hours	Pro	3.5	45.1	14.6	1.2	1.0	16.3	14.6	2.0	0.2	1.4
	Ocp	1.1	1.4	1.6	4.9	11.6	1.3	1.1	5.8	13.9	27.8

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