

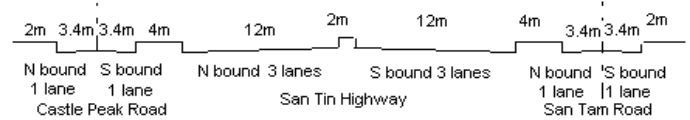
YEAR 2010

CORE STATION 5016

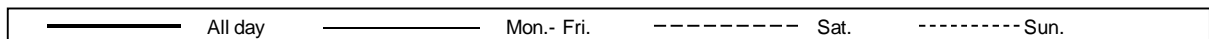
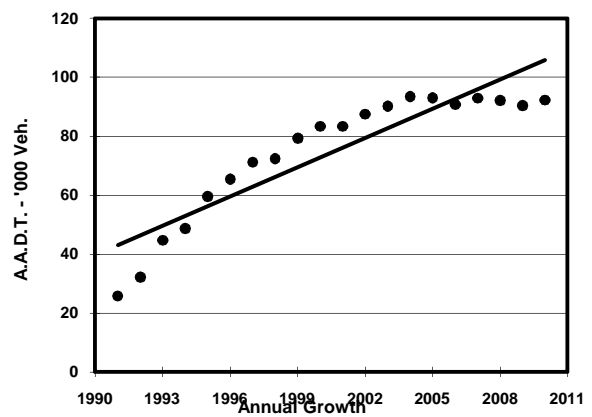
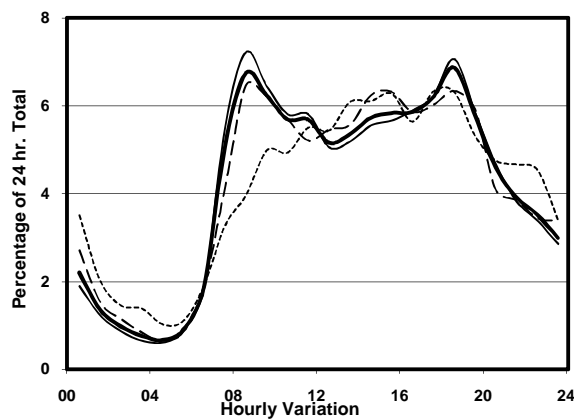
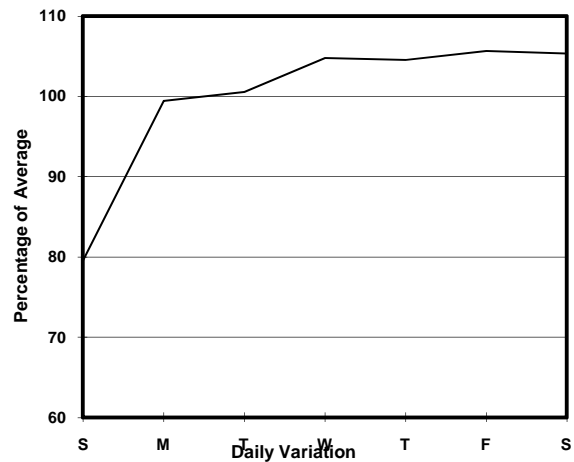
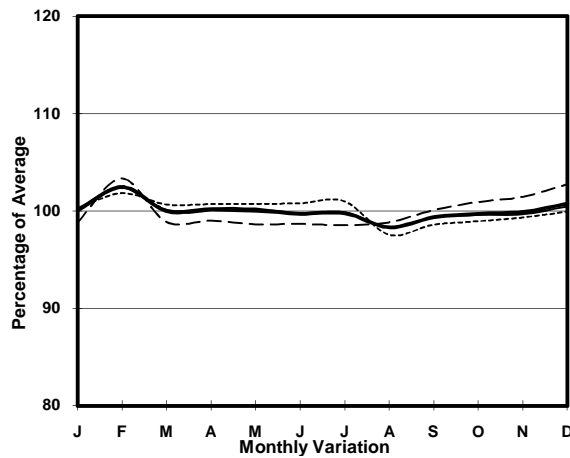
ROAD NETWORK MAJOR

ROAD TYPE PRIMARY DISTRIBUTOR

LINK SAN TIN HIGHWAY, CASTLE PEAK RD & SAN TAM RD (from KAM TIN RD to FAIRVIEW PARK BOULEVARD)



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	44140	45760	47460	36230
R 12 / 24 - %	70.1	71	69.4	65.1
R 16 / 24 - %	87.9	88.9	86.2	84.4
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	3090	3410	3320	1960
T - % (AM)	-	25.2	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	3150	3300	3170	2620
T - % (PM)	-	23	-	-
Prop.of commercial vehicles - 16 hr.	-	29.1	-	-
NORTH BOUND				
A.A.D.T.	48120	50360	50680	38090
R 12 / 24 - %	70.7	71.9	69.6	64.7
R 16 / 24 - %	88.6	89.5	87.4	83.9
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3130	3530	3060	1750
T - % (AM)	-	24.6	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	3190	3500	3050	2510
T - % (PM)	-	20.1	-	-
Prop.of commercial vehicles - 16 hr.	-	27.2	-	-

3. OTHER INFORMATION AND COMMENT

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	1.7	36.3	6.7	1.0	6.5	21.5	19.4	4.8	0.3	1.8
	Ocp	1.0	1.4	2.3	4.4	13.7	1.6	1.1	20.2	25.3	56.5
0800-0900 Peak hour	Pro	1.0	49.7	4.5	0.6	4.4	14.9	20.2	3.2	0.2	1.3
	Ocp	1.1	1.4	2.0	3.3	14.6	1.5	1.1	25.6	35.3	54.2
0900-1000	Pro	1.5	39.8	5.6	0.4	3.8	19.3	25.9	2.1	0.2	1.4
	Ocp	1.2	1.3	1.9	1.8	12.1	1.4	1.2	12.4	24.2	36.6
1000-1100	Pro	0.3	31.4	4.9	0.6	4.2	21.5	32.9	2.7	0.1	1.4
	Ocp	1.0	1.5	2.0	2.8	9.7	1.4	1.2	13.1	29.1	32.8
1100-1200	Pro	0.3	32.8	4.2	0.6	4.8	22.8	30.4	2.4	0.2	1.6
	Ocp	1.0	1.4	2.2	5.7	10.0	1.5	1.2	21.5	18.1	27.1
1200-1300	Pro	0.5	36.4	4.3	0.4	4.7	19.2	30.7	2.0	0.2	1.6
	Ocp	1.2	1.4	2.2	2.8	10.3	1.4	1.1	24.7	13.5	30.2
1300-1400	Pro	1.0	36.6	4.3	0.3	4.5	18.5	30.5	2.6	0.2	1.5
	Ocp	1.0	1.6	2.1	4.5	11.0	1.5	1.1	22.5	22.4	32.8
1400-1500	Pro	0.7	33.8	4.6	0.6	3.6	22.8	30.2	2.0	0.2	1.5
	Ocp	1.1	1.6	2.0	2.5	9.6	1.5	1.2	22.8	16.3	29.5
1500-1600	Pro	1.0	38.7	4.5	0.6	4.2	20.5	26.6	2.2	0.2	1.5
	Ocp	1.0	1.5	2.1	6.1	10.9	1.4	1.2	19.6	16.7	30.1
1600-1700	Pro	0.7	39.2	4.9	1.2	4.1	19.6	26.0	2.8	0.2	1.4
	Ocp	1.1	1.6	1.8	2.9	11.6	1.5	1.1	16.8	17.2	37.8
1700-1800	Pro	0.9	41.7	4.7	0.7	4.1	18.9	23.7	3.6	0.3	1.5
	Ocp	1.0	1.5	2.2	2.9	12.0	1.6	1.1	16.7	28.3	47.3
1800-1900	Pro	1.4	53.4	4.8	0.5	4.4	14.0	16.5	3.4	0.2	1.4
	Ocp	1.1	1.4	2.6	3.3	15.7	1.4	1.1	27.0	36.5	59.5
1900-2000	Pro	1.9	56.6	6.1	0.0	5.7	10.7	13.4	4.1	0.1	1.4
	Ocp	1.0	1.4	2.1	0.0	12.9	1.5	1.1	20.0	23.6	49.9
2000-2100	Pro	0.6	59.1	7.2	0.1	4.4	8.2	16.1	2.8	0.2	1.4
	Ocp	1.1	1.5	1.8	2.0	10.9	1.3	1.1	17.3	31.4	32.7
2100-2200	Pro	1.6	54.3	8.7	0.2	5.4	8.0	15.4	3.9	0.3	2.1
	Ocp	1.1	1.4	2.1	1.5	12.0	1.3	1.1	20.7	21.4	29.7
2200-2300	Pro	1.5	55.7	11.5	0.2	5.2	6.2	14.3	3.3	0.2	1.9
	Ocp	1.0	1.4	1.7	2.0	11.8	1.4	1.1	19.8	28.0	28.0
16 hours	Pro	1.0	43.2	5.5	0.5	4.6	17.1	23.5	3.0	0.2	1.5
	Ocp	1.1	1.5	2.1	3.5	12.0	1.5	1.1	20.2	24.4	39.3

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