YEAR 2011

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

CORE STATION 5016
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

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.	45400	46820	50270	36710
R 12 / 24 - %	70.3	71.2	69.4	65.6
R 16 / 24 - %	88	88.8	86.4	84.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3170	3490	3570	1840
T - % (AM)	-	27.5	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	3180	3230	3310	3040
T - % (PM)	-	24.7	-	-
Prop.of commercial vehicles - 16 hr.	-	29.4	-	-
NORTH BOUND				
A.A.D.T.	49480	51620	52370	39480
R 12 / 24 - %	70.4	71.4	69.4	65
R 16 / 24 - %	88.4	89.4	87.3	83.8
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3250	3650	3400	1760
T - % (AM)	-	24.1	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	3390	3710	3310	2900
T - % (PM)	-	18.6	-	-
Prop.of commercial vehicles - 16 hr.	-	26.9	-	-

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	2.3	34.0	6.5	0.8	6.3	22.1	21.7	4.4	0.2	1.7
	Ocp	1.1	1.5	2.2	7.2	14.7	1.6	1.1	24.6	28.4	69.0
0800-0900	Pro	0.4	46.1	6.0	0.7	4.4	16.6	21.1	3.4	0.1	1.3
Peak hour	Ocp	1.0	1.5	2.0	7.0	13.5	1.5	1.2	29.7	28.5	62.2
0900-1000	Pro	0.3	37.0	5.5	1.0	4.4	22.6	25.1	2.8	0.1	1.3
	Ocp	1.0	1.4	2.0	2.7	12.0	1.5	1.2	18.2	19.3	43.3
1000-1100	Pro	0.8	33.2	4.6	0.5	4.3	21.6	30.7	2.8	0.1	1.4
	Ocp	1.1	1.4	2.1	2.2	9.5	1.5	1.2	17.9	32.6	39.4
1100-1200	Pro	0.2	32.0	5.0	1.0	4.5	22.3	30.5	2.8	0.2	1.5
	Ocp	1.0	1.4	1.9	3.9	10.1	1.4	1.2	16.0	14.8	33.5
1200-1300	Pro	1.4	33.9	5.5	0.8	4.0	21.1	28.8	2.7	0.1	1.6
	Ocp	1.0	1.5	1.9	2.4	11.2	1.4	1.2	24.9	17.3	30.7
1300-1400	Pro	0.6	35.8	4.1	0.4	4.5	21.8	28.9	2.0	0.2	1.7
	Ocp	1.1	1.7	2.2	2.6	9.8	1.5	1.1	20.8	16.1	30.8
1400-1500	Pro	0.2	35.4	5.5	0.4	3.3	23.8	28.2	1.8	0.2	1.4
	Ocp	1.3	1.5	2.0	2.8	11.5	1.5	1.2	16.8	16.8	27.6
1500-1600	Pro	0.6	36.5	5.4	0.3	3.3	23.2	26.1	2.7	0.2	1.6
	Ocp	1.1	1.5	2.2	2.3	10.7	1.4	1.1	19.6	16.5	31.6
1600-1700	Pro	1.4	34.8	5.7	0.9	3.8	22.6	25.5	3.5	0.1	1.6
	Ocp	1.1	1.5	2.3	4.3	10.8	1.5	1.2	18.6	23.8	36.6
1700-1800	Pro	1.3	40.5	4.9	0.8	4.1	22.3	21.5	3.0	0.2	1.4
	Ocp	1.2	1.5	2.1	3.8	13.4	1.7	1.1	18.9	31.6	48.3
1800-1900	Pro	1.0	52.3	8.0	0.4	4.3	12.4	16.9	3.2	0.1	1.4
	Ocp	1.2	1.6	2.5	2.3	15.8	1.5	1.1	25.6	42.4	67.7
1900-2000	Pro	0.9	53.1	7.5	0.3	4.5	13.2	15.3	3.8	0.2	1.3
	Ocp	1.2	1.5	2.2	1.3	13.8	1.4	1.1	24.5	39.3	65.1
2000-2100	Pro	1.3	52.3	8.9	0.1	5.3	8.0	19.1	3.4	0.1	1.6
	Ocp	1.0	1.5	2.1	2.0	13.3	1.4	1.1	17.4	29.8	45.5
2100-2200	Pro	0.9	52.2	8.8	0.1	4.6	10.3	17.9	3.0	0.2	2.0
	Ocp	1.0	1.5	2.1	1.0	11.6	1.4	1.1	22.6	23.1	28.7
2200-2300	Pro	0.8	55.2	11.8	0.4	5.1	5.7	16.3	2.5	0.1	2.0
	Ocp	1.0	1.6	1.8	2.7	12.1	1.3	1.0	19.3	29.2	23.5
16 hours	Pro	0.9	41.2	6.3	0.6	4.4	18.5	23.4	3.0	0.1	1.5
	Ocp	1.1	1.5	2.1	3.8	12.4	1.5	1.1	21.7	24.8	43.6

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