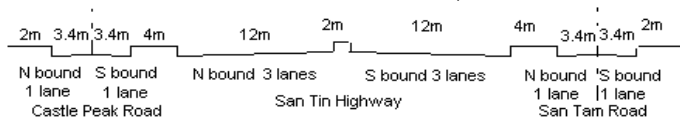
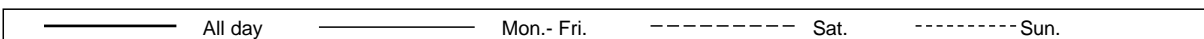
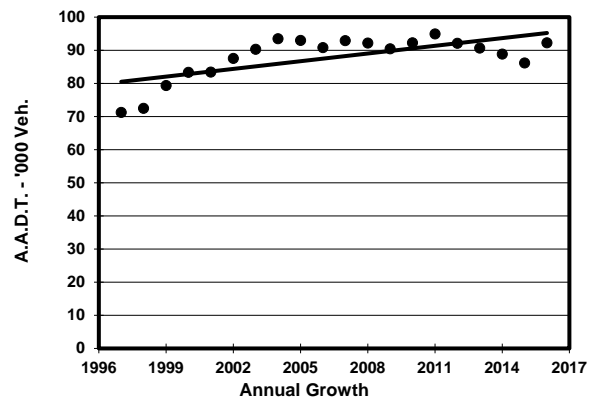
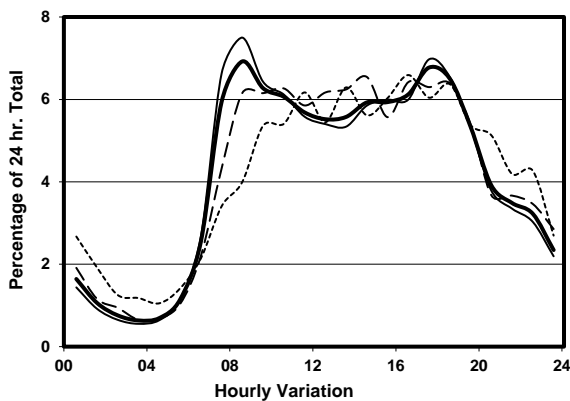
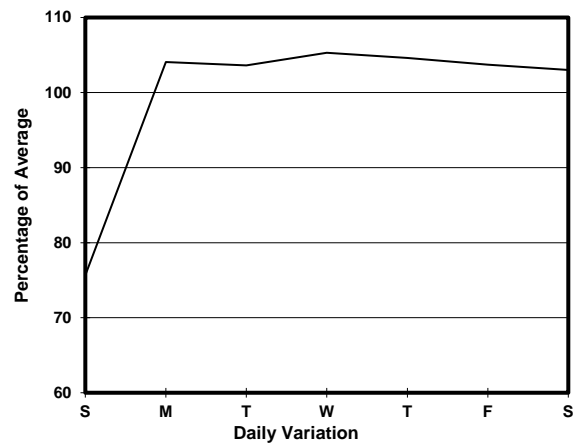
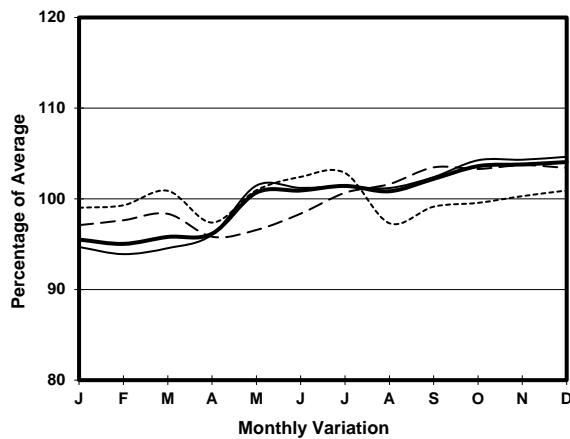


YEAR 2016 LINK SAN TIN HIGHWAY, CASTLE PEAK RD & SAN TAM RD (from KAM TIN RD to FAIRVIEW PARK BOULEVARD)

CORE STATION 5016
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	45730	48350	48260	34320
R 12 / 24 - %	72.6	73.9	71.3	65.5
R 16 / 24 - %	89	89.7	88.1	85.1
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	3310	3800	3110	1760
T - % (AM)	-	24.3	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1800-1900
One-way flow at PM peak hour	2980	3250	3050	2200
T - % (PM)	-	24.1	-	-
Prop.of commercial vehicles - 16 hr.	-	27.3	-	-
NORTH BOUND				
A.A.D.T.	46500	49100	47930	36380
R 12 / 24 - %	73.8	74.8	73.5	67.9
R 16 / 24 - %	89.4	89.9	89	86.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3070	3510	2830	2030
T - % (AM)	-	23.5	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1600-1700
One-way flow at PM peak hour	3270	3540	3200	2630
T - % (PM)	-	22	-	-
Prop.of commercial vehicles - 16 hr.	-	25.5	-	-

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	1.4	44.8	9.4	1.0	4.5	15.3	17.7	3.9	0.0	1.9
	Ocp	1.1	1.4	2.1	7.5	12.9	1.5	1.1	20.1	0.0	63.8
0800-0900	Pro	1.2	48.3	7.7	0.6	3.2	15.0	19.5	3.1	0.0	1.3
	Ocp	1.0	1.4	2.2	5.7	13.7	1.6	1.3	27.4	0.0	59.7
0900-1000	Pro	0.4	42.0	7.3	0.7	3.4	17.9	23.9	3.0	0.0	1.5
	Ocp	1.0	1.3	1.8	2.9	12.4	1.4	1.2	13.3	0.0	48.4
1000-1100	Pro	0.4	32.7	7.4	0.6	3.3	23.0	28.5	2.5	0.0	1.6
	Ocp	1.0	1.5	2.0	2.4	11.0	1.4	1.2	16.9	0.0	41.6
1100-1200	Pro	0.4	34.9	6.8	0.2	3.0	20.5	29.9	2.7	0.0	1.6
	Ocp	1.0	1.5	2.1	3.7	10.3	1.4	1.2	17.9	0.0	40.3
1200-1300	Pro	0.7	40.5	6.3	0.7	3.0	18.5	25.9	2.4	0.0	1.8
	Ocp	1.1	1.5	2.1	3.4	11.1	1.4	1.3	22.3	0.0	40.2
1300-1400	Pro	0.9	37.2	6.3	0.4	2.9	19.8	27.7	3.0	0.1	1.9
	Ocp	1.0	1.5	2.0	2.8	11.5	1.5	1.2	16.0	1.0	39.6
1400-1500	Pro	0.8	35.1	6.1	0.4	2.8	20.7	30.1	2.2	0.0	1.8
	Ocp	1.0	1.5	2.1	2.0	12.5	1.4	1.2	22.3	0.0	38.3
1500-1600	Pro	0.6	35.7	6.4	0.4	2.4	18.2	32.5	2.0	0.0	1.8
	Ocp	1.0	1.4	2.0	5.2	11.9	1.6	1.2	20.4	0.0	36.8
1600-1700	Pro	0.6	40.4	5.0	1.2	2.4	17.8	26.9	3.8	0.1	1.8
	Ocp	1.0	1.4	1.9	2.6	14.4	1.5	1.2	14.9	1.0	42.8
1700-1800	Pro	1.1	46.9	7.3	0.5	3.4	17.8	17.4	3.9	0.0	1.7
	Ocp	1.0	1.5	2.2	1.3	15.2	1.5	1.2	25.4	0.0	65.2
1800-1900	Pro	1.2	58.4	5.4	0.3	4.2	11.9	13.6	3.4	0.0	1.5
	Ocp	1.1	1.5	2.1	2.2	16.3	1.4	1.1	20.6	0.0	69.9
1900-2000	Pro	1.3	60.5	7.6	0.3	4.4	9.4	11.9	3.0	0.0	1.6
	Ocp	1.1	1.4	2.0	2.0	12.6	1.4	1.0	23.6	0.0	59.6
2000-2100	Pro	1.1	58.9	10.2	0.0	3.6	8.0	13.5	2.8	0.0	2.0
	Ocp	1.2	1.4	1.9	0.0	11.1	1.3	1.1	10.4	0.0	40.0
2100-2200	Pro	1.1	55.1	11.4	0.1	5.1	10.4	11.1	3.3	0.0	2.3
	Ocp	1.0	1.4	1.9	2.0	12.2	1.3	1.1	14.2	0.0	37.6
2200-2300	Pro	1.4	58.5	14.3	0.2	4.6	5.7	9.2	3.7	0.0	2.4
	Ocp	1.1	1.4	1.8	4.0	11.6	1.2	1.1	15.9	0.0	39.1
16 hours	Pro	0.9	45.1	7.5	0.5	3.5	16.1	21.7	3.0	0.1	1.7
	Ocp	1.1	1.4	2.0	3.6	12.7	1.5	1.2	19.4	1.0	48.2

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 except for one way traffic