

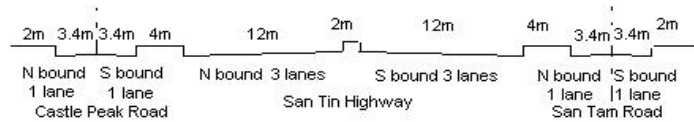
YEAR 2019

CORE STATION 5016

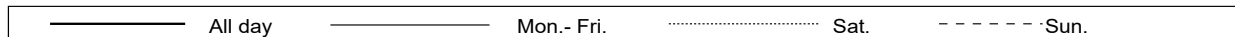
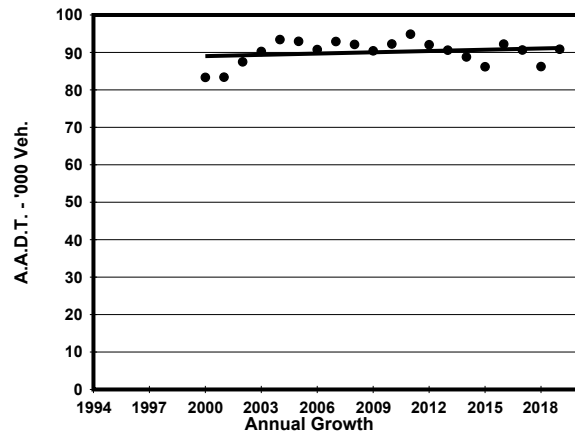
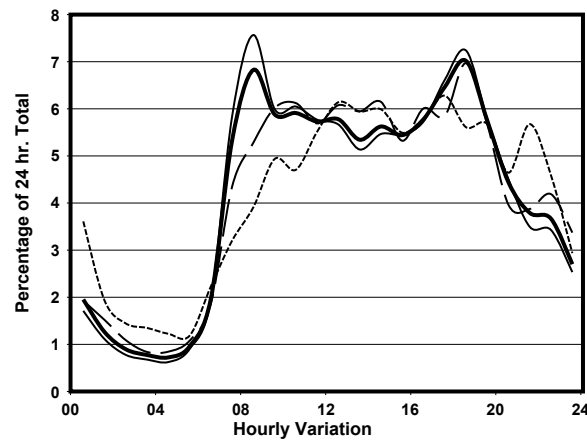
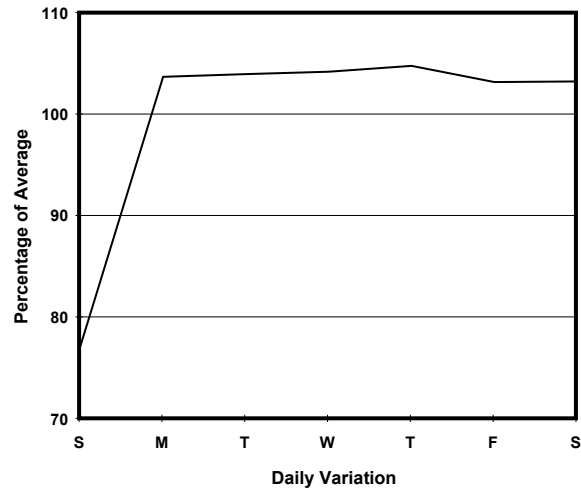
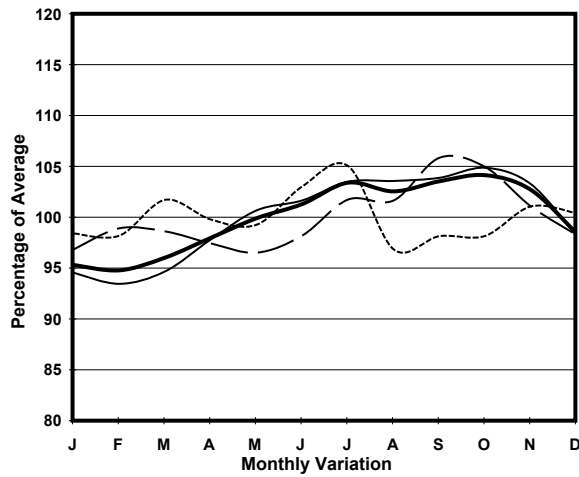
ROAD NETWORK MAJOR

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.	45160	47640	46990	34900
R 12 / 24 - %	71.7	73.4	69.2	63.4
R 16 / 24 - %	88.6	89.6	87.1	83.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3080	3590	2910	1750
T - % (AM)	-	26	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	3340	3730	3090	2110
T - % (PM)	-	16.6	-	-
Prop.of commercial vehicles - 16 hr.	-	25.3	-	-
NORTH BOUND				
A.A.D.T.	45700	48030	47810	35930
R 12 / 24 - %	70.6	71.7	70.4	63.6
R 16 / 24 - %	88.9	89.8	87.8	84.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3130	3650	2800	1740
T - % (AM)	-	25.2	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	3040	3200	3510	2330
T - % (PM)	-	18.7	-	-
Prop.of commercial vehicles - 16 hr.	-	26.5	-	-

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	1.8	43.7	7.5	0.9	4.9	17.2	18.2	4.0	0.0	1.8
	Ocp	1.0	1.3	2.1	6.1	12.8	1.5	1.1	18.5	0.0	74.4
0800-0900 Peak hour	Pro	0.9	47.7	6.0	0.8	3.5	15.5	21.0	3.2	0.0	1.3
	Ocp	1.0	1.4	2.2	4.6	15.2	1.4	1.2	24.0	0.0	64.1
0900-1000	Pro	1.3	39.8	6.9	0.2	3.0	19.6	25.1	2.8	0.0	1.3
	Ocp	1.1	1.3	2.0	2.3	12.8	1.3	1.2	12.7	0.0	46.6
1000-1100	Pro	0.3	34.6	6.2	0.1	3.3	24.3	27.5	1.9	0.0	1.7
	Ocp	1.2	1.4	2.2	2.0	10.2	1.3	1.2	17.0	0.0	43.4
1100-1200	Pro	0.8	36.2	6.4	0.4	3.6	20.7	28.4	2.0	0.1	1.5
	Ocp	1.2	1.4	2.0	1.5	11.6	1.3	1.2	14.2	1.0	41.2
1200-1300	Pro	0.4	40.3	6.3	0.6	3.2	17.6	27.9	1.8	0.0	1.9
	Ocp	1.2	1.3	2.1	4.8	11.5	1.4	1.1	14.3	0.0	42.1
1300-1400	Pro	0.7	38.0	5.4	0.5	2.4	19.9	28.7	2.8	0.0	1.7
	Ocp	1.0	1.4	1.9	3.0	12.9	1.4	1.1	13.8	0.0	40.1
1400-1500	Pro	0.4	38.0	5.7	0.2	3.0	20.9	29.0	1.3	0.0	1.5
	Ocp	1.0	1.4	1.9	3.3	11.7	1.4	1.2	30.5	0.0	38.5
1500-1600	Pro	0.3	36.2	5.2	0.6	3.1	22.2	28.4	2.3	0.0	1.7
	Ocp	1.0	1.4	1.8	3.4	11.8	1.4	1.2	13.2	0.0	38.5
1600-1700	Pro	1.1	39.6	7.0	1.2	3.3	20.5	22.3	3.4	0.0	1.7
	Ocp	1.1	1.4	2.0	4.2	11.9	1.5	1.1	17.5	0.0	46.3
1700-1800	Pro	2.0	42.1	7.0	0.4	3.5	20.9	19.7	2.7	0.0	1.7
	Ocp	1.1	1.4	2.1	1.5	14.5	1.5	1.1	15.4	0.0	62.9
1800-1900	Pro	1.6	59.9	5.9	0.3	3.9	10.8	12.2	3.9	0.0	1.6
	Ocp	1.1	1.4	2.1	1.2	16.2	1.3	1.0	18.8	0.0	79.9
1900-2000	Pro	1.2	61.1	8.6	0.1	4.1	8.5	11.4	3.0	0.1	2.0
	Ocp	1.1	1.3	2.0	7.0	12.9	1.2	1.0	20.2	1.0	53.7
2000-2100	Pro	1.6	52.1	12.3	0.3	4.5	10.2	13.7	3.1	0.0	2.3
	Ocp	1.1	1.3	1.9	1.3	13.0	1.3	1.1	20.8	0.0	44.5
2100-2200	Pro	1.2	63.3	13.2	0.2	3.8	3.9	9.3	2.7	0.0	2.4
	Ocp	1.3	1.4	2.0	1.5	9.8	1.3	1.0	10.9	0.0	43.4
2200-2300	Pro	1.6	61.1	15.1	0.2	3.4	5.9	8.2	2.4	0.0	2.2
	Ocp	1.2	1.3	1.7	2.0	11.2	1.3	1.2	13.8	0.0	40.2
16 hours	Pro	1.1	44.8	7.3	0.5	3.5	17.0	21.5	2.7	0.1	1.7
	Ocp	1.1	1.4	2.0	3.7	12.8	1.4	1.1	17.5	1.0	50.9

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