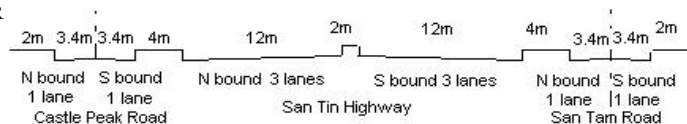


YEAR 2020

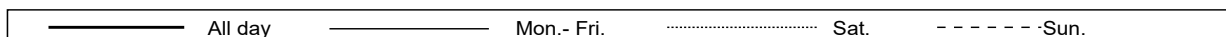
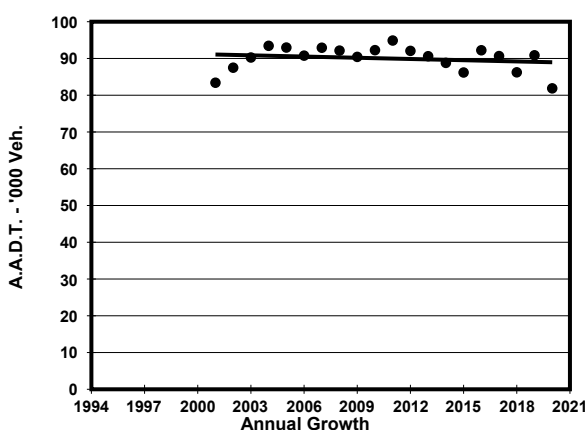
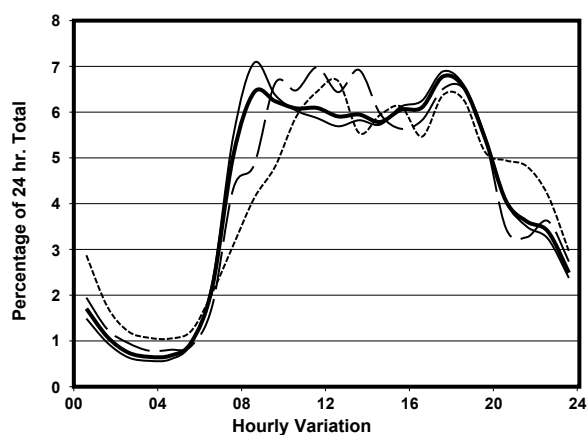
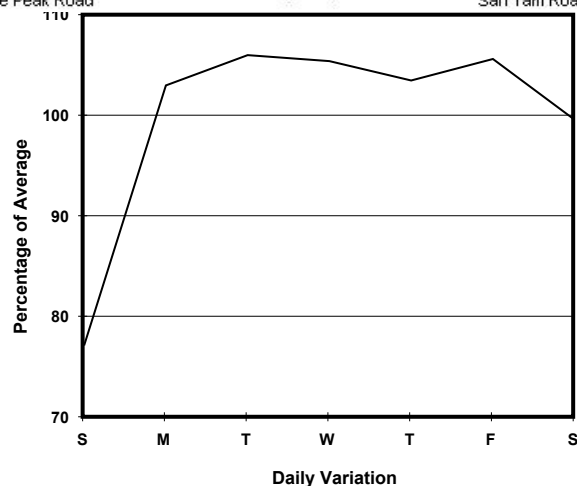
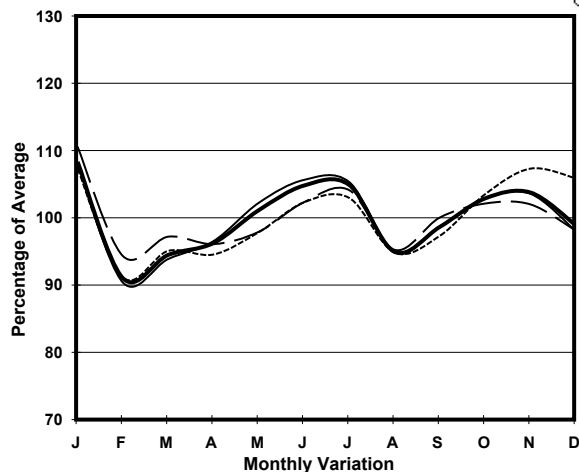
LINK SAN TIN HIGHWAY, CASTLE PEAK RD & SAN TAM RD
(from KAM TIN RD to FAIRVIEW PARK BOULEVARD)

CORE STATION
ROAD NETWORK
ROAD TYPE

5016
MAJOR
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.	41880	44200	41820	33820
R 12 / 24 - %	72.2	73.2	72	66.2
R 16 / 24 - %	88.7	89.4	87.7	85.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2650	3070	2410	1620
T - % (AM)	-	23.5	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	2820	2940	2860	2500
T - % (PM)	-	13.3	-	-
Prop.of commercial vehicles - 16 hr.	-	24.3	-	-
NORTH BOUND				
A.A.D.T.	39990	42530	40450	30250
R 12 / 24 - %	73.9	74.7	74.2	67.4
R 16 / 24 - %	90.3	90.9	90.1	86.4
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2620	3070	3050	1460
T - % (AM)	-	19.3	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1700-1800
One-way flow at PM peak hour	2830	3140	2560	1890
T - % (PM)	-	22.4	-	-
Prop.of commercial vehicles - 16 hr.	-	23.4	-	-

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	2.1	50.2	6.6	0.9	4.4	15.1	16.5	2.6	0.0	1.7
	Ocp	1.1	1.3	1.9	4.3	14.5	1.4	1.1	9.9	0.0	65.8
0800-0900 Peak hour	Pro	1.6	50.4	4.9	0.8	2.6	18.2	18.4	1.8	0.0	1.2
	Ocp	1.1	1.3	1.9	2.4	13.6	1.4	1.1	22.9	0.0	59.1
0900-1000	Pro	1.0	44.6	4.3	0.5	2.6	21.0	23.3	1.4	0.0	1.2
	Ocp	1.1	1.3	1.7	1.9	11.2	1.4	1.1	6.5	0.0	36.0
1000-1100	Pro	0.6	34.8	3.7	0.4	2.4	24.9	30.8	1.2	0.0	1.3
	Ocp	1.1	1.4	1.7	1.4	9.6	1.2	1.1	11.1	0.0	27.9
1100-1200	Pro	0.5	39.1	4.1	0.2	2.0	22.9	28.6	1.0	0.1	1.6
	Ocp	1.0	1.3	1.9	1.3	12.3	1.4	1.1	8.8	1.0	19.0
1200-1300	Pro	0.7	40.3	4.1	1.6	2.5	20.0	28.0	1.4	0.0	1.4
	Ocp	1.0	1.3	1.9	4.4	9.4	1.3	1.1	8.6	0.0	23.1
1300-1400	Pro	0.6	43.0	5.3	1.4	1.8	19.0	26.4	1.2	0.0	1.3
	Ocp	1.3	1.4	1.9	8.6	14.0	1.3	1.1	14.1	0.0	29.5
1400-1500	Pro	0.9	36.8	4.2	0.7	2.1	23.8	28.8	1.6	0.1	1.2
	Ocp	1.1	1.4	2.1	2.3	11.7	1.3	1.1	10.3	1.5	29.7
1500-1600	Pro	0.9	41.9	4.4	0.7	2.1	21.7	25.8	1.2	0.0	1.4
	Ocp	1.1	1.4	2.0	1.2	12.5	1.3	1.1	7.6	0.0	23.8
1600-1700	Pro	0.9	43.2	4.2	0.6	2.2	22.8	23.6	1.3	0.1	1.3
	Ocp	1.1	1.3	2.1	2.0	11.9	1.3	1.1	11.2	1.0	30.6
1700-1800	Pro	1.7	45.9	3.8	0.6	2.9	22.5	19.5	1.7	0.0	1.4
	Ocp	1.1	1.4	1.8	1.4	13.3	1.4	1.1	14.2	0.0	51.6
1800-1900	Pro	1.5	62.8	4.3	0.1	2.4	14.6	11.1	2.1	0.0	1.2
	Ocp	1.0	1.3	2.2	1.0	17.6	1.3	1.0	20.4	0.0	74.3
1900-2000	Pro	1.6	65.9	5.9	0.1	2.8	10.7	9.9	1.7	0.0	1.4
	Ocp	1.2	1.4	1.7	1.0	14.6	1.2	1.1	19.0	0.0	47.0
2000-2100	Pro	3.5	63.7	5.9	0.5	3.2	8.8	10.2	2.4	0.0	1.8
	Ocp	1.1	1.3	1.7	1.0	13.3	1.4	1.1	9.7	0.0	32.6
2100-2200	Pro	1.3	60.0	9.2	0.1	2.9	9.3	13.6	1.6	0.0	2.0
	Ocp	1.3	1.4	1.8	2.0	10.2	1.3	1.0	6.3	0.0	21.4
2200-2300	Pro	1.4	62.3	10.9	0.3	2.3	9.0	10.2	1.6	0.1	2.1
	Ocp	1.1	1.4	1.8	3.0	13.1	1.3	1.0	8.5	10.0	17.9
16 hours	Pro	1.3	48.3	5.1	0.6	2.6	18.4	20.8	1.6	0.1	1.4
	Ocp	1.1	1.4	1.9	3.4	12.9	1.3	1.1	12.9	2.7	38.2

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