

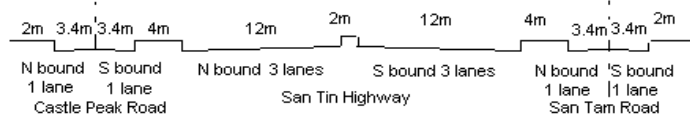
YEAR

2013

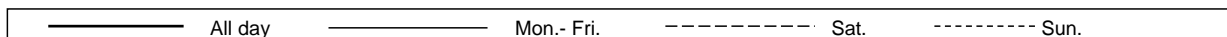
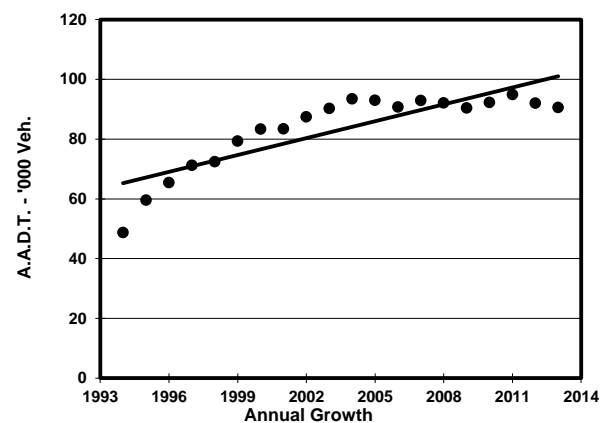
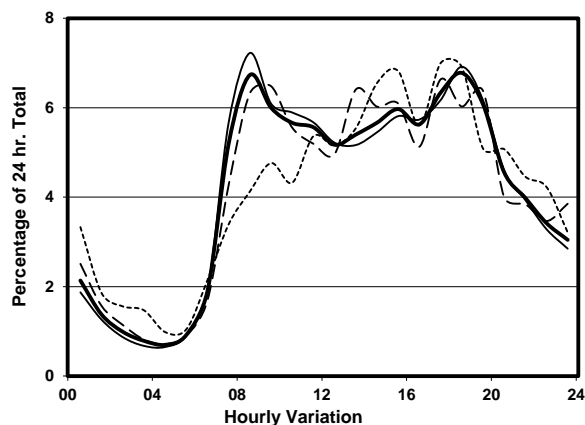
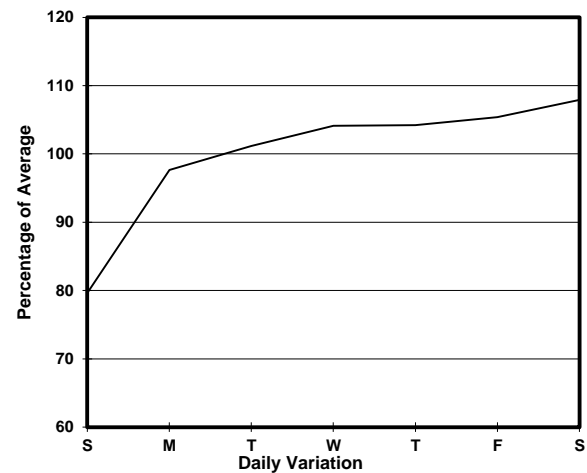
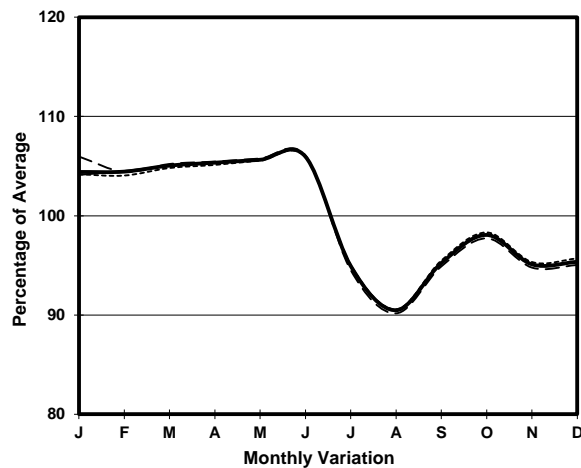
**LINK** SAN TIN HIGHWAY, CASTLE PEAK RD & SAN TAM RD  
(from KAM TIN RD to FAIRVIEW PARK BOULEVARD)

**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.
<b>SOUTH BOUND</b>				
A.A.D.T.	43460	44690	48740	35230
R 12 / 24 - %	70.1	71.1	68.9	65.8
R 16 / 24 - %	87.9	88.7	86	84.8
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3030	3310	3450	1780
T - % (AM)	-	24.3	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	2930	3000	3260	2930
T - % (PM)	-	20.3	-	-
Prop.of commercial vehicles - 16 hr.	-	27.2	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	47150	49100	49980	38080
R 12 / 24 - %	70.1	71	69.3	65.3
R 16 / 24 - %	88.4	89.3	87.6	84
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3080	3470	2950	1710
T - % (AM)	-	22.5	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	3210	3490	3290	2960
T - % (PM)	-	19.3	-	-
Prop.of commercial vehicles - 16 hr.	-	26.3	-	-

## 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	1.3	41.6	6.2	0.8	7.1	18.2	17.9	4.7	0.1	2.3
	Ocp	1.0	1.5	2.0	8.9	14.0	1.6	1.2	24.1	27.0	60.6
0800-0900 Peak hour	Pro	0.8	49.0	6.1	0.7	4.5	15.5	19.1	3.0	0.1	1.5
	Ocp	1.0	1.4	2.0	6.9	13.8	1.5	1.2	22.1	1.0	62.4
0900-1000	Pro	0.6	39.8	7.1	0.7	4.1	20.2	23.0	3.0	0.0	1.6
	Ocp	1.0	1.3	2.0	4.8	11.6	1.4	1.2	16.3	0.0	41.3
1000-1100	Pro	0.4	35.6	4.6	0.4	4.2	24.6	25.3	3.4	0.1	1.6
	Ocp	1.0	1.4	2.0	1.6	11.7	1.4	1.2	18.3	22.0	39.9
1100-1200	Pro	0.7	36.5	6.4	0.8	4.5	19.0	28.4	2.0	0.1	1.6
	Ocp	1.0	1.4	2.0	4.1	10.9	1.4	1.1	14.1	8.7	41.3
1200-1300	Pro	0.8	38.0	6.1	0.7	4.6	18.5	26.5	2.8	0.0	2.0
	Ocp	1.0	1.5	1.7	2.4	11.4	1.4	1.2	22.1	0.0	38.4
1300-1400	Pro	0.7	36.0	6.1	0.8	4.2	21.8	25.7	2.7	0.0	1.9
	Ocp	1.0	1.5	2.2	1.8	12.4	1.4	1.2	21.6	0.0	40.8
1400-1500	Pro	0.7	35.6	5.7	0.9	2.9	21.0	29.0	2.4	0.1	1.9
	Ocp	1.0	1.6	2.2	4.2	11.6	1.4	1.2	16.4	1.0	28.4
1500-1600	Pro	0.5	38.0	6.1	0.7	2.9	19.1	28.7	2.4	0.0	1.5
	Ocp	1.0	1.4	2.0	2.8	10.7	1.4	1.2	14.6	0.0	34.3
1600-1700	Pro	0.8	37.3	5.9	0.8	3.7	20.5	26.1	3.2	0.1	1.6
	Ocp	1.0	1.4	2.1	3.8	11.7	1.6	1.1	17.7	11.0	39.2
1700-1800	Pro	1.3	39.5	6.9	0.5	3.3	21.0	23.7	2.1	0.1	1.6
	Ocp	1.1	1.4	2.6	1.4	14.5	1.6	1.2	18.4	27.0	51.0
1800-1900	Pro	1.6	53.7	8.0	0.5	4.4	12.0	15.4	2.9	0.1	1.4
	Ocp	1.0	1.5	2.6	1.2	16.1	1.6	1.1	26.2	43.5	69.0
1900-2000	Pro	0.8	54.5	8.8	0.2	4.4	10.3	15.5	4.0	0.1	1.4
	Ocp	1.0	1.4	2.4	1.0	14.7	1.2	1.1	22.2	29.0	61.7
2000-2100	Pro	1.5	52.1	11.6	0.3	4.7	7.8	15.9	4.4	0.1	1.6
	Ocp	1.1	1.3	2.0	1.0	14.1	1.2	1.0	15.5	12.5	50.0
2100-2200	Pro	0.9	51.0	11.9	0.9	5.7	8.4	16.0	3.1	0.1	2.3
	Ocp	1.3	1.3	2.1	1.6	11.1	1.2	1.0	15.3	12.0	37.0
2200-2300	Pro	1.8	55.7	12.9	0.5	5.0	6.2	13.5	2.3	0.1	1.9
	Ocp	1.2	1.3	1.9	2.0	12.1	1.3	1.1	12.4	23.8	28.3
16 hours	Pro	0.9	43.2	7.3	0.6	4.3	16.9	22.1	3.0	0.1	1.7
	Ocp	1.0	1.4	2.1	3.6	12.8	1.4	1.1	19.2	18.8	45.7

**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