

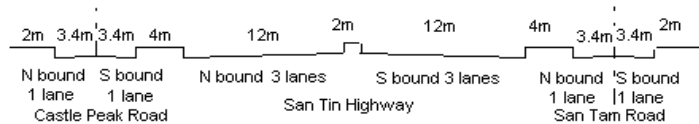
YEAR

2023

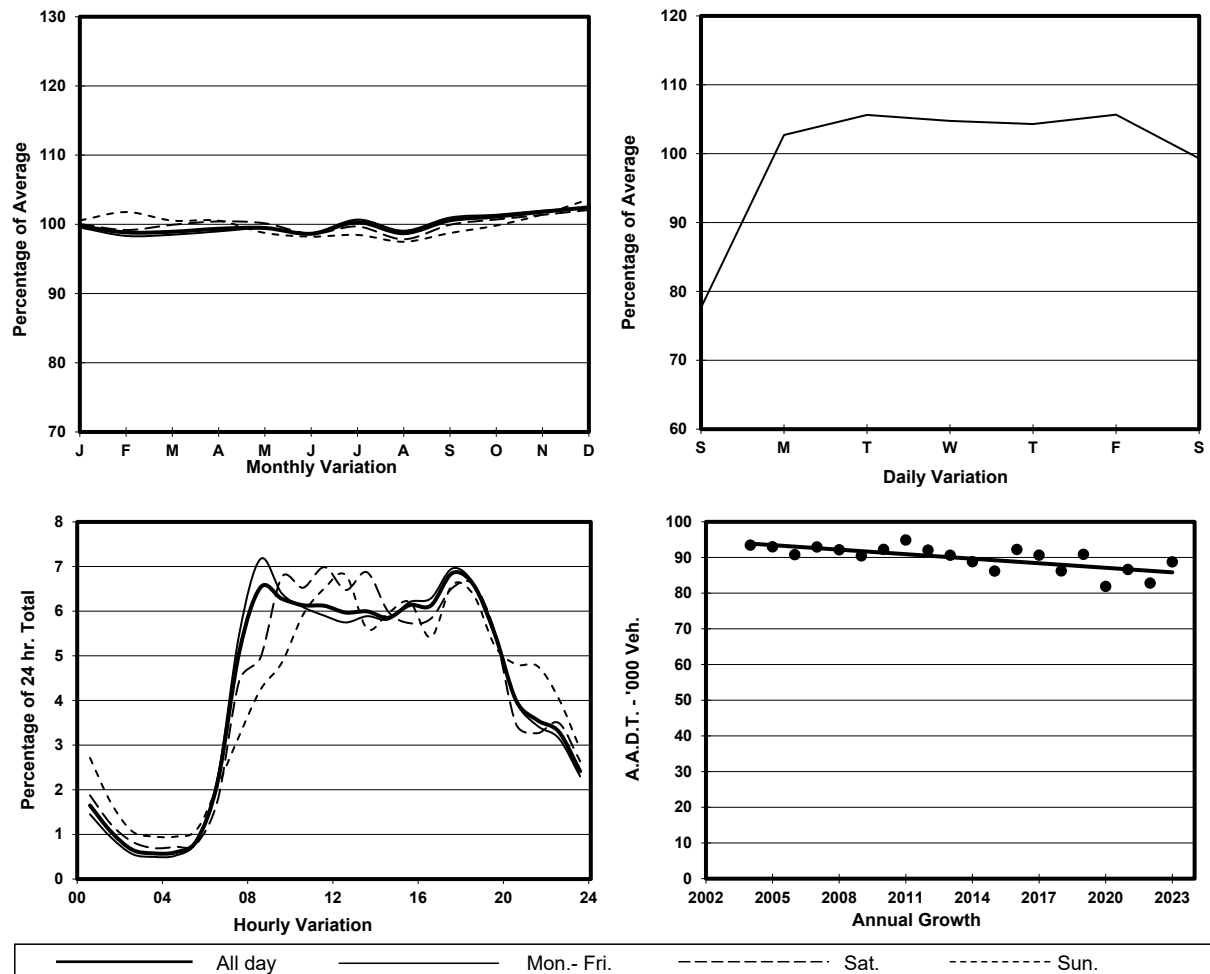
**LINK** SAN TIN HIGHWAY, CASTLE PEAK RD & SAN TAM RD  
(from KAM TIN RD to FAIRVIEW PARK BOULEVARD)

**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.	44590	47120	44710	35820
R 12 / 24 - %	72.9	73.8	72.7	67.1
R 16 / 24 - %	89.2	89.9	88.3	86.1
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2830	3270	2650	1730
T - % (AM)	-	26.6	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	3040	3160	3060	2700
T - % (PM)	-	9.1	-	-
Prop.of commercial vehicles - 16 hr.	-	20.9	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	44170	46920	44560	34020
R 12 / 24 - %	74.5	75.4	74.6	68.2
R 16 / 24 - %	90.8	91.4	90.6	87
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2960	3470	3390	1650
T - % (AM)	-	20.3	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1700-1800
One-way flow at PM peak hour	3180	3520	2830	2200
T - % (PM)	-	13.3	-	-
Prop.of commercial vehicles - 16 hr.	-	19.9	-	-

## 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	2.8	49.7	7.8	0.7	3.4	16.3	15.1	2.3	0.0	1.8
	Ocp	1.0	1.2	1.9	4.6	16.7	1.3	1.1	16.7	0.0	73.0
0800-0900 Peak hour	Pro	1.3	49.1	8.2	0.5	2.4	14.9	19.5	2.6	0.0	1.4
	Ocp	1.0	1.2	2.1	7.9	16.0	1.4	1.1	18.9	0.0	56.8
0900-1000	Pro	0.6	44.4	5.5	0.1	2.4	20.6	23.7	1.4	0.0	1.2
	Ocp	1.0	1.2	1.9	2.5	12.2	1.3	1.1	9.3	0.0	45.6
1000-1100	Pro	0.8	37.1	6.2	0.4	2.5	24.1	26.3	1.3	0.1	1.3
	Ocp	1.2	1.3	2.0	2.8	12.3	1.2	1.1	12.6	2.5	48.2
1100-1200	Pro	1.3	40.3	6.4	0.4	2.4	23.2	22.9	1.6	0.1	1.5
	Ocp	1.0	1.3	1.9	3.6	13.8	1.3	1.1	8.9	3.0	40.0
1200-1300	Pro	2.1	41.1	6.0	0.6	2.2	19.0	26.2	1.2	0.1	1.7
	Ocp	1.1	1.3	1.9	3.7	12.7	1.3	1.1	12.0	1.0	36.5
1300-1400	Pro	1.5	43.5	5.3	0.4	2.2	20.7	23.9	1.1	0.0	1.4
	Ocp	1.0	1.3	1.9	3.3	13.7	1.4	1.1	13.5	0.0	43.4
1400-1500	Pro	0.9	39.2	5.1	0.4	2.6	24.4	24.2	1.7	0.1	1.5
	Ocp	1.0	1.4	2.0	2.2	9.5	1.3	1.1	7.2	4.0	35.8
1500-1600	Pro	1.5	42.0	6.2	0.7	2.3	23.1	21.1	1.6	0.1	1.5
	Ocp	1.0	1.3	1.7	6.5	10.6	1.2	1.1	7.6	1.0	39.3
1600-1700	Pro	1.1	46.0	5.6	1.3	2.6	21.8	18.4	1.8	0.1	1.3
	Ocp	1.1	1.3	2.0	3.6	13.4	1.3	1.1	8.3	1.0	56.4
1700-1800	Pro	3.1	51.1	7.2	0.7	2.8	20.7	10.6	2.4	0.0	1.4
	Ocp	1.1	1.2	1.8	2.4	17.7	1.3	1.1	17.1	0.0	76.1
1800-1900	Pro	2.4	65.8	8.8	0.2	2.5	10.5	6.0	2.5	0.0	1.4
	Ocp	1.0	1.3	1.8	1.0	17.3	1.1	1.1	19.8	0.0	76.8
1900-2000	Pro	2.6	65.3	8.0	0.3	3.1	10.5	6.4	2.1	0.0	1.7
	Ocp	1.1	1.3	1.8	1.5	12.7	1.2	1.0	14.6	0.0	49.9
2000-2100	Pro	1.3	65.2	10.5	0.1	3.1	10.4	5.3	2.2	0.0	1.9
	Ocp	1.1	1.2	1.8	1.0	13.2	1.1	1.0	10.3	0.0	45.5
2100-2200	Pro	3.0	57.8	16.8	0.1	3.7	8.6	6.4	1.3	0.0	2.3
	Ocp	1.1	1.1	1.8	1.0	10.9	1.2	1.1	9.5	0.0	36.2
2200-2300	Pro	2.9	63.8	14.3	0.1	3.0	6.3	5.8	1.6	0.1	2.1
	Ocp	1.2	1.3	1.8	1.0	12.5	1.2	1.1	16.2	16.0	30.8
16 hours	Pro	1.8	49.3	7.5	0.5	2.6	17.8	17.1	1.8	0.1	1.5
	Ocp	1.1	1.3	1.9	3.9	13.8	1.3	1.1	13.8	3.6	51.0

**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