

YEAR 2013

CORE STATION 5018

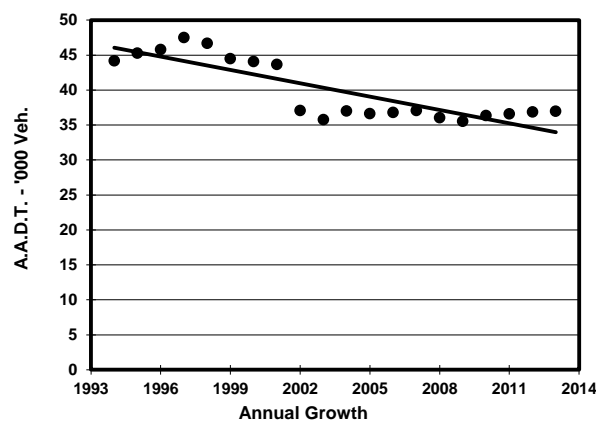
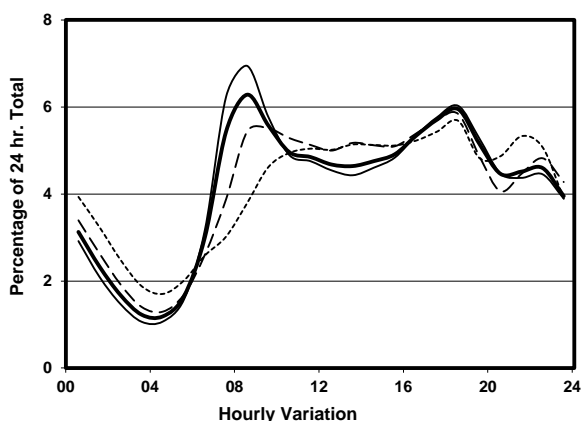
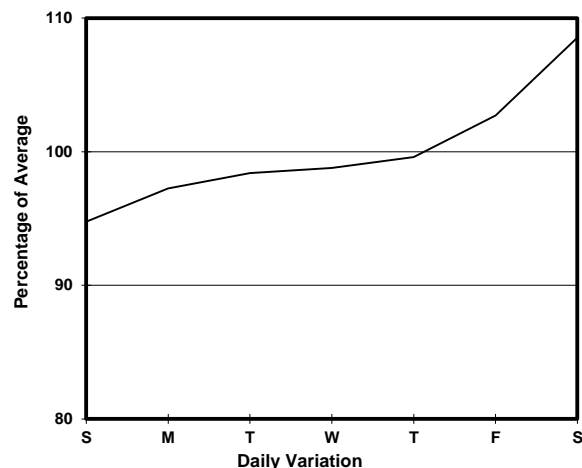
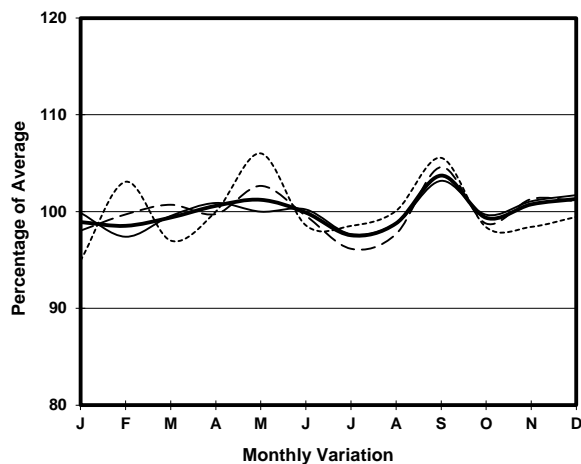
ROAD NETWORK MAJOR

ROAD TYPE DISTRICT DISTRIBUTOR

LINK TSING TSUEN RD (from TSUEN TSING INT to TAM KON SHAN INT)



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	20630	20530	22440	19660
R 12 / 24 - %	65.6	66.6	64.9	60.9
R 16 / 24 - %	82.7	83.5	81.8	79.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1490	1650	1380	1030
T - % (AM)	-	12.3	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	1190	1190	1280	1090
T - % (PM)	-	11.1	-	-
Prop.of commercial vehicles - 16 hr.	-	13.9	-	-
WEST BOUND				
A.A.D.T.	16340	16280	17760	15490
R 12 / 24 - %	60	61.1	59.7	54.7
R 16 / 24 - %	80.8	81.9	79.5	76.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	830	910	840	600
T - % (AM)	-	18.6	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	1010	1030	1070	900
T - % (PM)	-	14.8	-	-
Prop.of commercial vehicles - 16 hr.	-	17.3	-	-

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	2.9	21.0	32.2	2.0	9.2	12.9	4.0	5.5	0.0	10.3
	Ocp	1.1	1.3	2.0	5.3	9.1	1.5	1.4	10.1	0.0	32.2
0800-0900 Peak hour	Pro	3.5	32.1	24.2	2.7	7.0	16.0	4.2	3.2	0.0	7.1
	Ocp	1.0	1.4	2.0	7.3	10.1	1.6	1.3	12.1	0.0	37.9
0900-1000	Pro	2.3	32.3	19.5	2.3	8.7	21.1	3.0	1.3	0.0	9.5
	Ocp	1.0	1.5	1.8	3.1	8.2	1.5	1.4	2.5	0.0	23.7
1000-1100	Pro	3.0	26.6	17.7	1.4	6.6	29.6	7.1	0.2	0.0	7.9
	Ocp	1.1	1.4	1.9	2.7	6.4	1.5	1.4	1.0	0.0	21.8
1100-1200	Pro	1.5	25.9	19.7	2.8	7.7	26.6	7.2	0.8	0.0	7.8
	Ocp	1.0	1.5	1.9	2.5	6.9	1.6	1.5	3.3	0.0	21.1
1200-1300	Pro	1.1	24.7	22.8	4.5	6.9	22.8	6.4	2.1	0.0	8.8
	Ocp	1.0	1.5	1.8	5.1	7.8	1.5	1.5	5.1	0.0	20.1
1300-1400	Pro	3.0	25.2	19.7	2.2	8.0	23.3	6.6	2.5	0.0	9.5
	Ocp	1.3	1.6	1.8	2.4	6.9	1.5	1.3	5.4	0.0	20.4
1400-1500	Pro	1.0	24.8	17.6	1.5	7.5	29.8	7.2	1.7	0.0	8.8
	Ocp	1.0	1.4	1.8	3.2	7.4	1.5	1.4	2.0	0.0	20.4
1500-1600	Pro	2.0	26.9	17.9	2.9	7.3	22.5	8.8	2.9	0.0	8.6
	Ocp	1.0	1.5	1.9	5.4	7.7	1.4	1.4	10.5	0.0	20.2
1600-1700	Pro	3.0	23.3	21.4	3.5	6.1	23.6	7.3	3.2	0.0	8.6
	Ocp	1.0	1.5	1.7	3.8	12.0	1.6	1.3	12.5	0.0	24.5
1700-1800	Pro	2.4	30.4	21.6	5.0	6.2	19.6	3.0	3.4	0.0	8.4
	Ocp	1.1	1.5	1.7	3.8	10.3	1.4	1.3	4.6	0.0	31.7
1800-1900	Pro	4.9	39.7	21.7	1.3	6.8	13.1	2.3	1.9	0.0	8.4
	Ocp	1.1	1.4	2.0	4.3	12.9	1.3	1.1	10.0	0.0	42.4
1900-2000	Pro	2.6	41.4	22.0	0.2	7.3	11.2	3.5	2.6	0.0	9.0
	Ocp	1.1	1.7	2.3	3.0	11.0	1.5	1.3	6.5	0.0	31.1
2000-2100	Pro	4.0	40.5	23.1	0.7	7.0	12.7	2.5	1.0	0.0	8.6
	Ocp	1.3	1.6	2.1	5.3	10.3	1.4	1.0	3.5	0.0	22.5
2100-2200	Pro	3.2	38.9	30.9	0.3	7.1	9.8	1.3	0.8	0.0	7.7
	Ocp	1.2	1.7	1.9	14.0	7.7	1.5	1.0	2.7	0.0	25.3
2200-2300	Pro	4.0	38.7	35.5	0.3	8.1	4.0	1.1	0.5	0.1	7.7
	Ocp	1.5	1.7	1.9	3.0	8.0	1.6	1.3	4.5	1.0	24.1
16 hours	Pro	2.8	30.7	23.0	2.2	7.3	18.5	4.7	2.2	0.1	8.5
	Ocp	1.1	1.5	1.9	4.4	9.0	1.5	1.4	8.0	1.0	26.9

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