

YEAR 2018

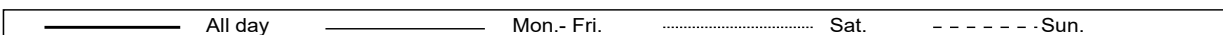
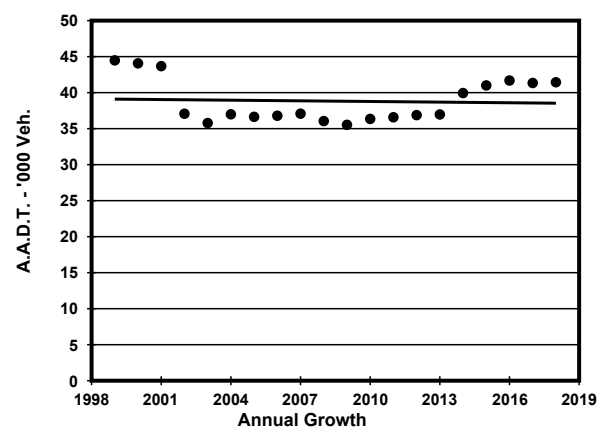
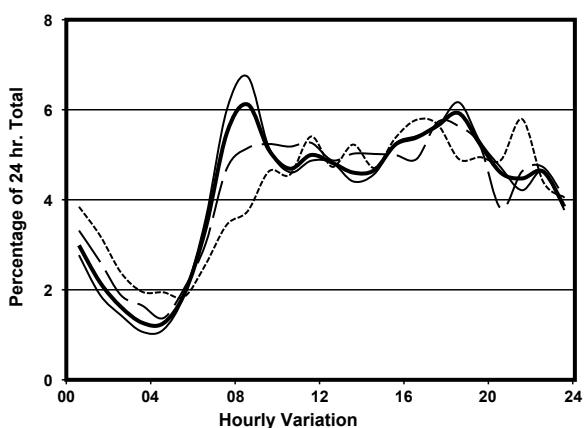
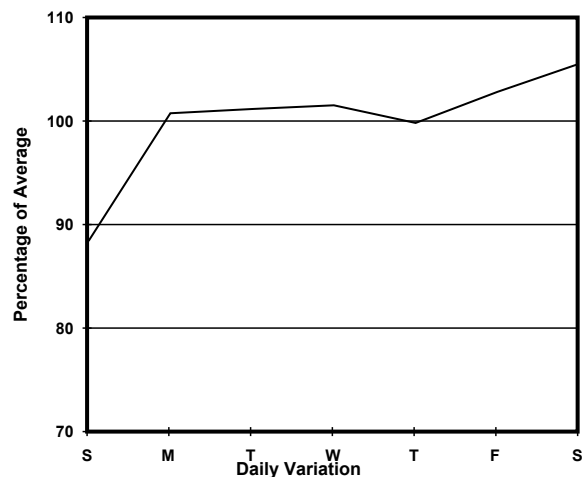
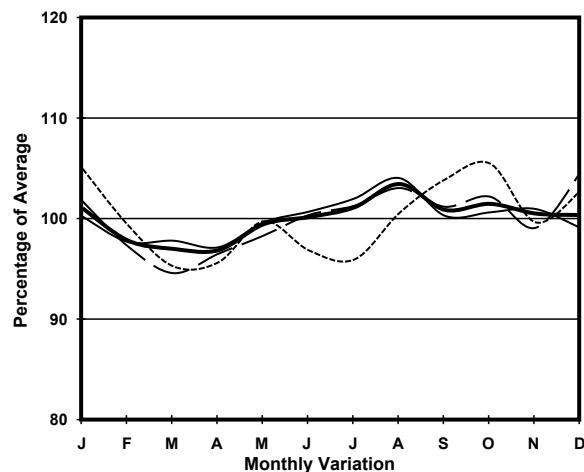
LINK TSING TSUEN RD (from TSUEN TSING INT to TAM KON SHAN INT)

CORE STATION
ROAD NETWORK
ROAD TYPE

5018
MAJOR
DISTRICT DISTRIBUTOR



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	25930	26310	27860	23200
R 12 / 24 - %	64.1	65.2	63	59.1
R 16 / 24 - %	81.8	82.7	80.3	78.3
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	1760	1950	1570	1130
T - % (AM)	-	11.8	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1600-1700
One-way flow at PM peak hour	1500	1600	1700	1260
T - % (PM)	-	13.1	-	-
Prop.of commercial vehicles - 16 hr.	-	13.2	-	-
WEST BOUND				
A.A.D.T.	15510	15910	16180	13610
R 12 / 24 - %	60.3	61.1	59.5	56.6
R 16 / 24 - %	81.3	82.2	79.6	78
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	780	890	750	570
T - % (AM)	-	15.1	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	960	1010	1000	890
T - % (PM)	-	14.7	-	-
Prop.of commercial vehicles - 16 hr.	-	16.4	-	-

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	2.5	27.5	26.9	2.5	8.1	16.6	2.7	4.2	0.0	8.9
	Ocp	1.1	1.4	2.0	8.6	11.2	1.4	1.1	12.7	0.0	32.6
0800-0900 Peak hour	Pro	4.2	33.7	25.6	3.0	6.4	14.1	3.3	2.8	0.0	7.0
	Ocp	1.1	1.4	2.0	8.3	10.0	1.6	1.3	9.8	0.0	39.8
0900-1000	Pro	2.0	28.1	25.7	1.9	6.7	22.3	4.3	1.7	0.0	7.3
	Ocp	1.1	1.4	2.0	3.0	9.3	1.6	1.3	6.9	0.0	20.6
1000-1100	Pro	1.1	23.9	25.8	0.9	6.2	27.1	5.9	0.9	0.1	8.1
	Ocp	1.0	1.5	2.0	3.5	10.3	1.6	1.4	1.3	1.0	18.0
1100-1200	Pro	2.1	21.0	19.2	2.1	9.1	30.8	6.7	1.0	0.0	8.0
	Ocp	1.0	1.4	1.9	3.5	8.1	1.4	1.4	2.5	0.0	19.8
1200-1300	Pro	2.3	30.7	20.6	3.1	7.0	21.9	4.4	1.8	0.0	8.2
	Ocp	1.0	1.5	1.9	8.1	9.0	1.5	1.1	10.9	0.0	19.5
1300-1400	Pro	1.8	28.8	19.9	2.1	7.9	21.5	6.5	2.4	0.0	9.1
	Ocp	1.1	1.5	1.8	3.5	9.7	1.7	1.5	2.0	0.0	20.7
1400-1500	Pro	3.1	26.7	19.2	2.1	7.0	25.9	6.0	1.0	0.0	9.0
	Ocp	1.0	1.6	1.7	1.9	9.3	1.5	1.5	4.5	0.0	18.4
1500-1600	Pro	3.5	24.2	21.2	3.7	7.7	21.9	7.0	2.0	0.1	8.7
	Ocp	1.0	1.5	1.7	6.5	9.8	1.5	1.2	10.4	1.0	18.7
1600-1700	Pro	1.4	23.2	25.7	4.3	6.2	21.2	5.8	4.1	0.1	8.1
	Ocp	1.1	1.5	1.7	9.1	13.0	1.4	1.1	13.7	1.0	26.2
1700-1800	Pro	3.5	30.8	18.9	1.6	7.6	20.1	5.5	4.1	0.0	7.9
	Ocp	1.1	1.4	1.8	4.8	12.6	1.5	1.4	7.0	0.0	30.6
1800-1900	Pro	3.2	41.6	19.5	0.6	7.5	13.7	3.2	1.7	0.0	8.9
	Ocp	1.1	1.4	2.2	4.0	14.9	1.5	1.1	10.0	0.0	40.2
1900-2000	Pro	3.2	46.7	22.6	0.4	7.3	7.9	2.6	1.2	0.0	8.1
	Ocp	1.2	1.3	2.1	6.5	10.9	1.5	1.5	8.5	0.0	28.0
2000-2100	Pro	3.6	43.3	22.5	0.0	7.2	11.7	2.4	1.4	0.0	8.0
	Ocp	1.0	1.4	1.9	0.0	9.7	1.3	1.4	2.7	0.0	20.6
2100-2200	Pro	4.5	41.8	26.7	0.0	8.2	7.4	2.3	0.3	0.0	8.8
	Ocp	1.1	1.6	2.2	0.0	7.9	1.5	1.1	1.0	0.0	23.4
2200-2300	Pro	5.6	43.4	27.7	0.0	6.1	6.4	1.3	0.3	0.0	9.2
	Ocp	1.1	1.5	2.0	0.0	8.1	1.5	1.2	1.0	0.0	23.8
16 hours	Pro	3.0	32.2	23.2	1.8	7.2	18.1	4.3	2.1	0.1	8.3
	Ocp	1.1	1.4	1.9	6.4	10.4	1.5	1.3	8.8	1.0	25.8

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 except for one way traffic