

YEAR 2019

CORE STATION 5018

ROAD NETWORK MAJOR

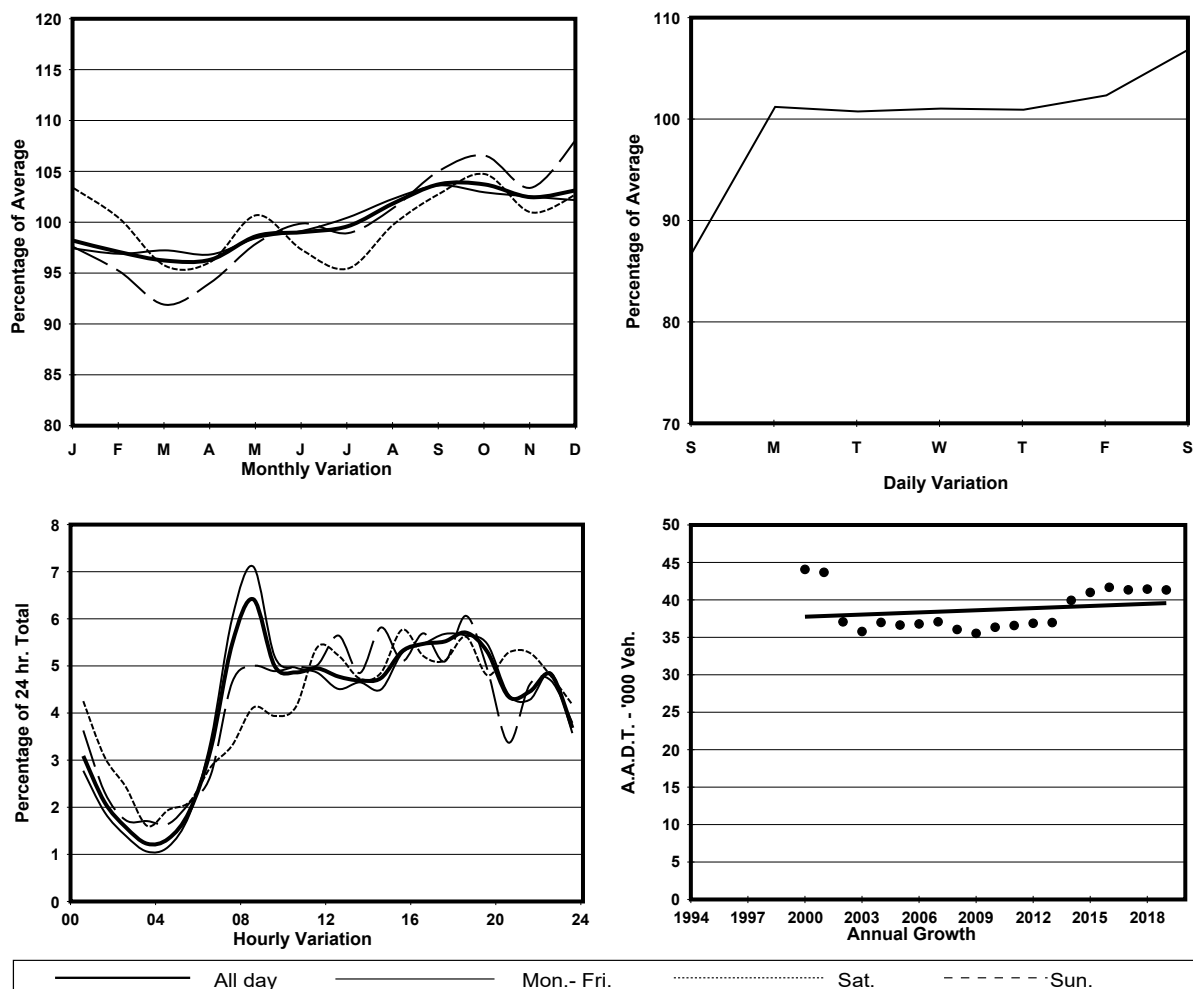
ROAD TYPE DISTRICT DISTRIBUTOR

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

3.5m 7.3m 7.3m 3m

vW bound 2 lanes E bound 2 lanes

## 1. TRAFFIC FLOW VARIATION AND GROWTH



## 2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
<b>EAST BOUND</b>				
A.A.D.T.	26010	26550	28470	22100
R 12 / 24 - %	64.6	65.8	64.5	57.9
R 16 / 24 - %	82.3	83.3	81.4	77
AM Peak Hour	0800-0900	0800-0900	0800-0900	0800-0900
One-way flow at AM peak hour	1920	2160	1610	1130
T - % (AM)	-	9.2	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1600-1700
One-way flow at PM peak hour	1450	1520	1760	1170
T - % (PM)	-	17.3	-	-
Prop.of commercial vehicles - 16 hr.	-	13	-	-
<b>WEST BOUND</b>				
A.A.D.T.	15320	15600	15970	14040
R 12 / 24 - %	60	60.6	59.7	56.7
R 16 / 24 - %	81.1	82.1	78.5	78.4
AM Peak Hour	0800-0900	0800-0900	0700-0800	0900-1000
One-way flow at AM peak hour	730	830	810	520
T - % (AM)	-	14.8	-	-
PM Peak Hour	1800-1900	1600-1700	1800-1900	1800-1900
One-way flow at PM peak hour	920	890	1210	900
T - % (PM)	-	18.3	-	-
Prop.of commercial vehicles - 16 hr.	-	14.4	-	-

## 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	5.6	27.1	25.9	2.1	7.3	17.7	3.1	3.5	0.1	7.8
	Ocp	1.1	1.4	2.0	10.5	12.7	1.5	1.3	11.8	1.0	36.9
0800-0900 Peak hour	Pro	4.3	32.3	26.0	3.6	6.4	16.1	2.5	2.2	0.0	6.5
	Ocp	1.1	1.3	2.0	5.1	10.9	1.5	1.4	8.7	0.0	40.4
0900-1000	Pro	4.6	29.7	21.7	1.2	6.4	22.5	3.8	2.6	0.0	7.6
	Ocp	1.0	1.4	1.9	3.0	8.9	1.5	1.3	20.4	0.0	24.8
1000-1100	Pro	2.5	26.3	24.6	1.4	7.6	26.3	3.0	0.2	0.0	8.1
	Ocp	1.1	1.2	1.9	2.2	9.2	1.4	1.5	1.0	0.0	20.0
1100-1200	Pro	2.5	24.7	17.2	2.7	6.2	32.9	4.7	1.2	0.0	7.7
	Ocp	1.0	1.3	1.8	1.7	11.2	1.4	1.3	3.6	0.0	23.2
1200-1300	Pro	2.3	32.4	20.0	1.4	6.8	23.7	3.8	2.3	0.0	7.3
	Ocp	1.2	1.3	1.8	7.0	9.6	1.5	1.2	20.2	0.0	22.0
1300-1400	Pro	1.8	26.7	19.4	3.6	8.6	24.4	4.9	2.1	0.0	8.6
	Ocp	1.0	1.4	1.8	2.2	10.0	1.6	1.3	2.1	0.0	22.3
1400-1500	Pro	3.2	31.0	18.9	0.7	6.6	23.4	5.9	2.5	0.0	7.8
	Ocp	1.0	1.5	1.8	3.0	7.5	1.4	1.6	24.4	0.0	21.6
1500-1600	Pro	5.5	31.6	14.5	3.4	9.0	21.3	3.7	2.1	0.1	8.8
	Ocp	1.0	1.4	1.8	3.8	10.5	1.6	1.4	21.8	1.0	19.7
1600-1700	Pro	2.9	23.4	20.5	6.0	7.8	21.0	5.8	4.2	0.1	8.3
	Ocp	1.2	1.5	1.4	6.1	11.3	1.3	1.2	6.9	3.0	24.8
1700-1800	Pro	6.6	31.2	17.9	2.8	6.2	20.1	3.8	3.4	0.1	7.7
	Ocp	1.0	1.3	1.5	2.4	13.2	1.3	1.2	3.4	1.0	33.9
1800-1900	Pro	6.7	45.0	15.9	0.9	6.7	13.3	2.6	1.9	0.0	7.0
	Ocp	1.1	1.3	2.0	2.0	15.8	1.3	1.1	13.1	0.0	45.6
1900-2000	Pro	3.5	48.1	21.0	0.0	6.8	7.4	3.3	2.3	0.0	7.7
	Ocp	1.2	1.4	1.9	0.0	10.9	1.3	1.1	3.0	0.0	33.1
2000-2100	Pro	5.5	39.2	22.9	0.0	8.7	10.3	2.4	2.1	0.0	8.9
	Ocp	1.0	1.5	2.0	0.0	10.9	1.4	1.1	3.1	0.0	26.5
2100-2200	Pro	4.4	42.2	26.9	0.0	7.6	8.1	1.8	0.8	0.0	8.2
	Ocp	1.1	1.4	2.0	0.0	8.9	1.4	1.1	1.3	0.0	24.7
2200-2300	Pro	3.4	40.7	32.2	0.0	6.7	5.2	2.3	0.3	0.0	9.2
	Ocp	1.0	1.4	2.0	0.0	10.1	1.4	1.1	15.0	0.0	22.2
16 hours	Pro	4.2	33.2	21.7	1.9	7.1	18.2	3.6	2.2	0.1	7.8
	Ocp	1.1	1.4	1.9	4.5	10.8	1.5	1.3	10.6	1.5	28.2

**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