

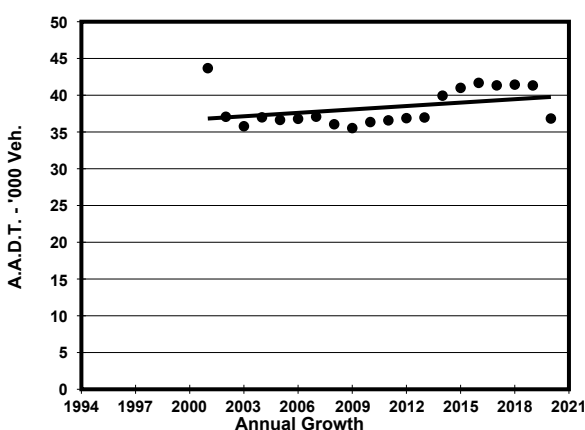
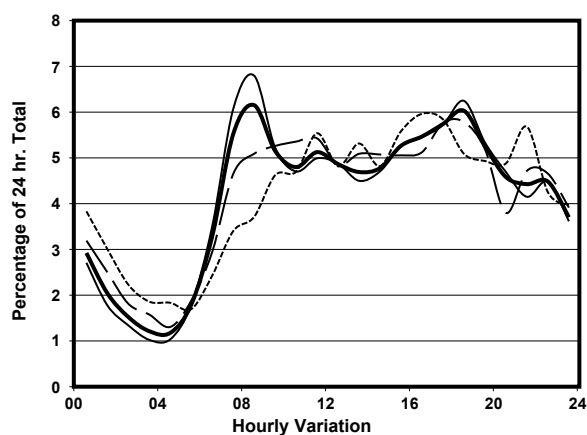
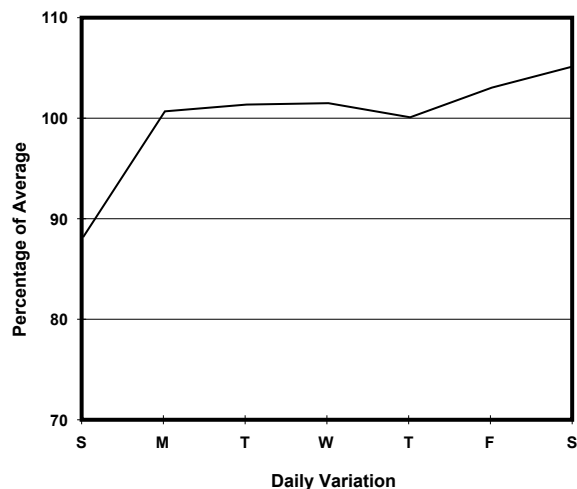
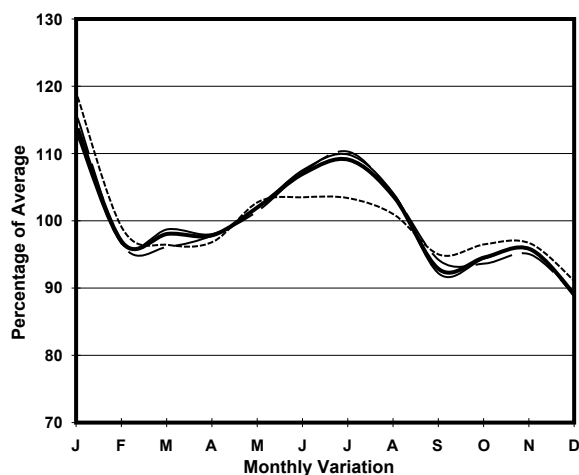
YEAR 2020

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

CORE STATION 5018  
ROAD NETWORK MAJOR  
ROAD TYPE DISTRICT DISTRIBUTOR

3.5m 7.3m 7.3m 3m  
vV bound 2 lanes E bound 2 lanes

## 1. TRAFFIC FLOW VARIATION AND GROWTH



— All day — Mon.- Fri. ..... Sat. - - - - Sun.

## 2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
<b>EAST BOUND</b>				
A.A.D.T.	22810	23170	24370	20470
R 12 / 24 - %	65.6	66.7	64.2	60.9
R 16 / 24 - %	83	83.9	81.5	79.8
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1570	1750	1380	990
T - % (AM)	-	7.9	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1600-1700
One-way flow at PM peak hour	1350	1430	1490	1160
T - % (PM)	-	10.2	-	-
Prop.of commercial vehicles - 16 hr.	-	11.2	-	-
<b>WEST BOUND</b>				
A.A.D.T.	14020	14360	14560	12370
R 12 / 24 - %	60.4	61.1	59.7	56.9
R 16 / 24 - %	81.3	82.1	79.8	78
AM Peak Hour	0800-0900	0800-0900	0700-0800	0900-1000
One-way flow at AM peak hour	700	800	680	530
T - % (AM)	-	16.1	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	870	920	910	830
T - % (PM)	-	11.3	-	-
Prop.of commercial vehicles - 16 hr.	-	14.2	-	-

## 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	3.7	24.6	30.2	0.0	8.1	16.4	3.2	2.3	0.0	11.6
	Ocp	1.0	1.3	1.7	0.0	8.9	1.4	1.2	7.7	0.0	24.3
0800-0900 Peak hour	Pro	3.9	32.3	27.9	0.7	7.6	16.6	2.5	0.9	0.0	7.6
	Ocp	1.1	1.3	1.8	2.8	10.7	1.5	1.5	14.4	0.0	36.2
0900-1000	Pro	1.5	30.8	26.5	0.6	7.1	21.4	3.4	1.5	0.0	7.3
	Ocp	1.1	1.3	1.7	3.3	7.7	1.5	1.3	1.3	0.0	21.4
1000-1100	Pro	2.1	30.4	25.2	1.0	6.7	22.3	3.6	1.0	0.0	7.8
	Ocp	1.0	1.5	1.9	3.5	7.6	1.4	1.4	1.5	0.0	16.3
1100-1200	Pro	2.3	27.9	18.3	0.3	6.3	31.6	5.0	1.3	0.0	7.2
	Ocp	1.1	1.2	1.8	1.0	6.9	1.4	1.5	1.8	0.0	15.6
1200-1300	Pro	2.2	30.9	22.9	3.1	7.6	18.2	5.8	2.5	0.0	6.8
	Ocp	1.0	1.4	1.9	4.1	10.4	1.4	1.3	14.5	0.0	20.7
1300-1400	Pro	3.3	37.5	13.6	3.5	6.7	20.8	4.7	4.5	0.1	5.2
	Ocp	1.2	1.4	1.9	3.8	12.7	1.5	1.2	10.9	1.0	30.7
1400-1500	Pro	4.4	36.7	16.7	2.4	7.9	19.3	2.6	4.4	0.0	5.5
	Ocp	1.1	1.5	1.9	3.1	10.6	1.6	1.1	3.5	0.0	20.1
1500-1600	Pro	3.7	35.4	19.1	1.8	6.7	20.4	4.1	1.1	0.0	7.7
	Ocp	1.0	1.5	1.9	2.8	7.8	1.4	1.3	2.4	0.0	24.9
1600-1700	Pro	3.8	31.8	22.1	2.3	7.8	19.4	4.9	1.3	0.0	6.6
	Ocp	1.0	1.4	1.6	3.1	8.7	1.4	1.3	2.2	0.0	24.4
1700-1800	Pro	4.9	40.1	16.2	1.8	7.0	16.6	4.3	1.0	0.0	8.1
	Ocp	1.1	1.4	1.8	2.7	11.4	1.6	1.2	7.2	0.0	31.9
1800-1900	Pro	4.9	42.5	19.2	0.4	7.3	15.0	2.6	1.3	0.0	6.8
	Ocp	1.1	1.4	1.9	1.0	13.1	1.4	1.1	4.9	0.0	39.1
1900-2000	Pro	4.1	50.7	19.0	0.2	6.1	8.4	1.6	2.3	0.0	7.5
	Ocp	1.2	1.3	1.9	1.0	10.1	1.3	1.3	1.8	0.0	26.3
2000-2100	Pro	5.5	47.4	21.6	0.0	7.1	7.7	3.1	1.1	0.0	6.6
	Ocp	1.1	1.4	1.8	0.0	8.8	1.6	1.1	2.2	0.0	19.7
2100-2200	Pro	6.3	45.4	25.3	0.0	7.6	5.0	2.1	0.3	0.0	8.2
	Ocp	1.2	1.3	2.0	0.0	7.8	1.4	1.1	2.0	0.0	18.3
2200-2300	Pro	5.3	40.8	28.8	0.0	6.7	6.7	2.0	0.0	0.0	9.7
	Ocp	1.2	1.4	1.9	0.0	6.6	1.3	1.0	0.0	0.0	12.9
16 hours	Pro	3.8	36.7	21.9	1.2	7.1	16.7	3.5	1.7	0.1	7.4
	Ocp	1.1	1.4	1.8	3.3	9.6	1.5	1.3	6.1	1.0	24.4

**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