

YEAR 2022

CORE STATION 5018

ROAD NETWORK MAJOR

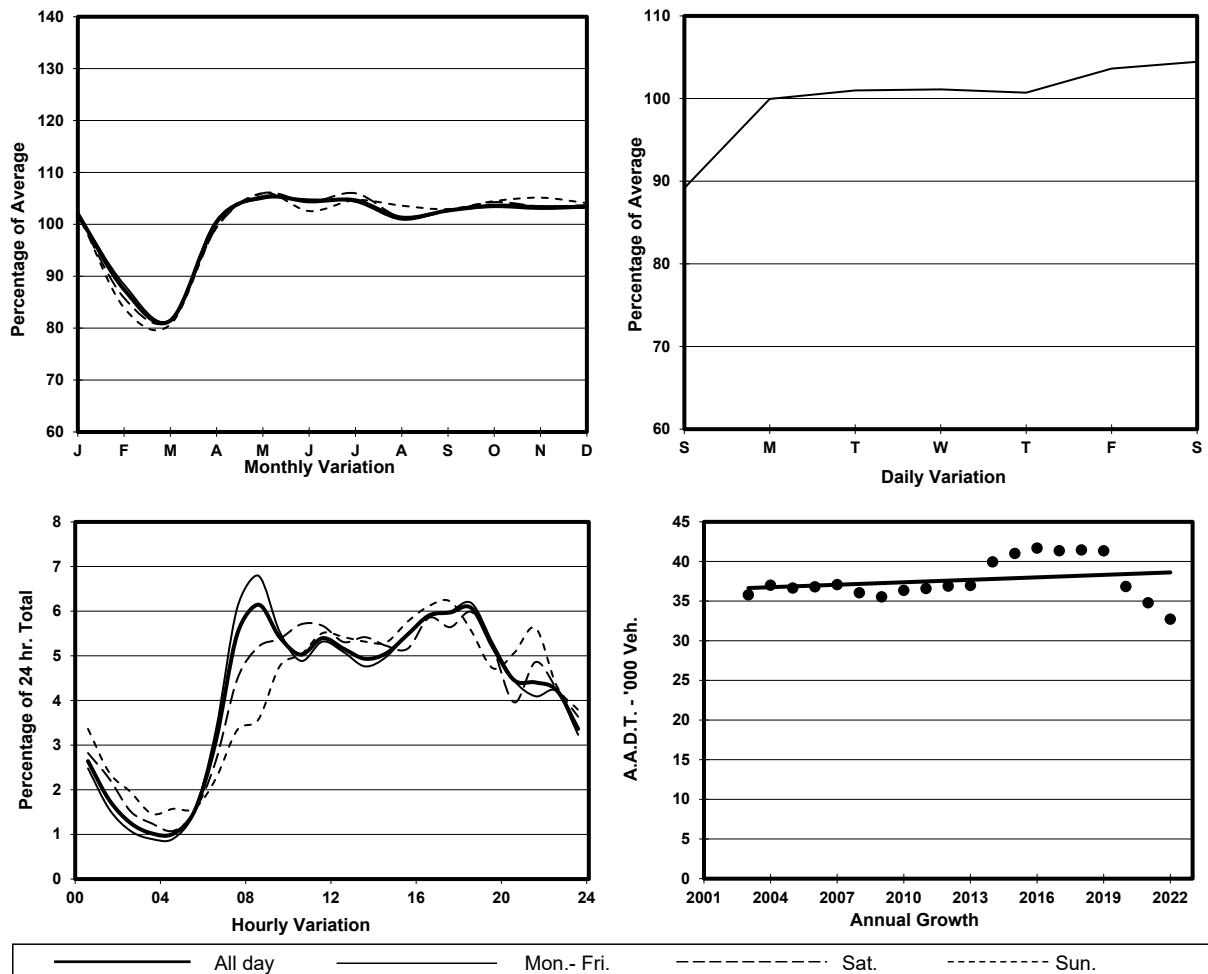
ROAD TYPE DISTRICT DISTRIBUTOR

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

3.5m 7.3m 7.3m 3m

W 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.
EAST BOUND				
A.A.D.T.	19160	19430	20350	17420
R 12 / 24 - %	69.4	70.5	68.1	64.8
R 16 / 24 - %	85.9	86.5	85.2	83.4
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1330	1480	1200	890
T - % (AM)	-	9.4	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	1160	1180	1220	1030
T - % (PM)	-	12	-	-
Prop.of commercial vehicles - 16 hr.	-	11.8	-	-
WEST BOUND				
A.A.D.T.	13560	13890	14070	11950
R 12 / 24 - %	61.3	62	60.6	57.7
R 16 / 24 - %	82.1	82.9	80.6	79.1
AM Peak Hour	0800-0900	0800-0900	0700-0800	0900-1000
One-way flow at AM peak hour	690	780	670	510
T - % (AM)	-	16.2	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1600-1700
One-way flow at PM peak hour	850	890	890	800
T - % (PM)	-	11.4	-	-
Prop.of commercial vehicles - 16 hr.	-	13.7	-	-

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	33.2	26.9	2.2	6.9	14.7	1.5	3.1	0.0	8.6
	Ocp	1.1	1.3	2.0	6.0	13.7	1.3	1.4	6.0	0.0	29.1
0800-0900 Peak hour	Pro	2.8	36.5	25.6	2.5	7.0	13.6	2.8	2.3	0.0	6.7
	Ocp	1.1	1.3	1.8	6.2	11.3	1.5	1.4	14.6	0.0	38.0
0900-1000	Pro	1.7	33.5	24.4	0.6	6.8	21.5	3.1	1.4	0.0	7.1
	Ocp	1.0	1.4	1.8	1.7	6.5	1.3	1.7	2.1	0.0	25.7
1000-1100	Pro	2.0	22.3	24.6	2.3	7.5	28.0	4.8	1.4	0.0	7.1
	Ocp	1.0	1.2	1.8	2.9	9.2	1.3	1.2	2.0	0.0	20.2
1100-1200	Pro	4.6	29.7	19.2	2.4	7.5	22.4	4.4	2.9	0.0	6.8
	Ocp	1.1	1.3	1.9	3.8	8.2	1.4	1.2	3.0	0.0	19.5
1200-1300	Pro	3.3	33.2	21.5	2.5	7.9	17.5	4.3	2.8	0.0	7.0
	Ocp	1.1	1.4	1.9	3.7	10.4	1.5	1.2	1.6	0.0	19.9
1300-1400	Pro	3.6	34.1	17.3	3.6	7.9	19.3	2.5	3.8	0.0	8.0
	Ocp	1.1	1.4	1.8	4.6	8.2	1.5	1.2	5.4	0.0	22.1
1400-1500	Pro	2.8	28.4	19.0	1.3	7.6	24.9	4.8	2.5	0.0	8.7
	Ocp	1.1	1.6	1.9	2.2	8.4	1.3	1.4	1.4	0.0	17.6
1500-1600	Pro	2.2	29.6	21.3	3.6	7.4	21.3	4.1	2.6	0.0	8.0
	Ocp	1.0	1.4	1.8	4.3	9.0	1.4	1.4	6.0	0.0	21.4
1600-1700	Pro	3.9	30.0	24.9	2.3	8.3	18.2	2.1	1.8	0.0	8.4
	Ocp	1.1	1.3	1.6	3.8	10.7	1.4	1.2	4.6	0.0	24.8
1700-1800	Pro	4.0	36.1	19.4	1.6	8.5	18.7	0.9	2.9	0.0	7.9
	Ocp	1.1	1.5	1.9	3.1	12.8	1.4	1.0	4.2	0.0	32.4
1800-1900	Pro	5.8	42.4	17.9	0.2	8.3	13.9	1.5	2.1	0.0	7.9
	Ocp	1.0	1.4	2.0	1.0	15.4	1.3	1.3	5.5	0.0	36.3
1900-2000	Pro	6.1	45.6	22.0	0.0	8.0	8.7	0.2	0.5	0.0	8.9
	Ocp	1.2	1.3	1.8	0.0	10.6	1.3	1.0	6.0	0.0	23.0
2000-2100	Pro	6.4	39.7	27.2	0.3	7.0	8.2	1.2	1.2	0.0	8.9
	Ocp	1.0	1.4	1.9	2.0	9.1	1.3	1.3	2.5	0.0	16.8
2100-2200	Pro	5.2	38.0	29.5	0.0	8.2	7.0	2.1	1.2	0.0	8.8
	Ocp	1.1	1.6	1.9	0.0	8.0	1.5	1.3	2.3	0.0	16.7
2200-2300	Pro	4.5	42.0	27.0	0.0	6.6	9.3	0.9	0.3	0.0	9.4
	Ocp	1.1	1.4	1.9	0.0	7.7	1.3	1.7	1.0	0.0	10.2
16 hours	Pro	3.8	34.5	22.9	1.6	7.6	16.9	2.6	2.1	0.0	7.9
	Ocp	1.1	1.4	1.9	4.2	10.2	1.4	1.3	5.0	0.0	24.1

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