

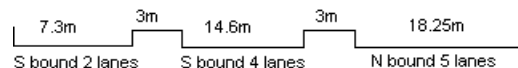
YEAR 2008

CORE STATION 5026

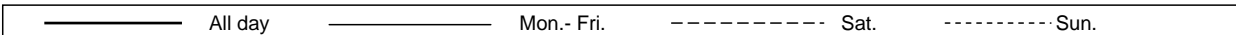
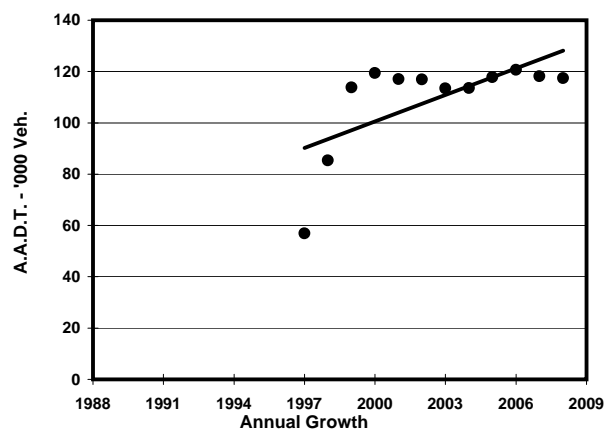
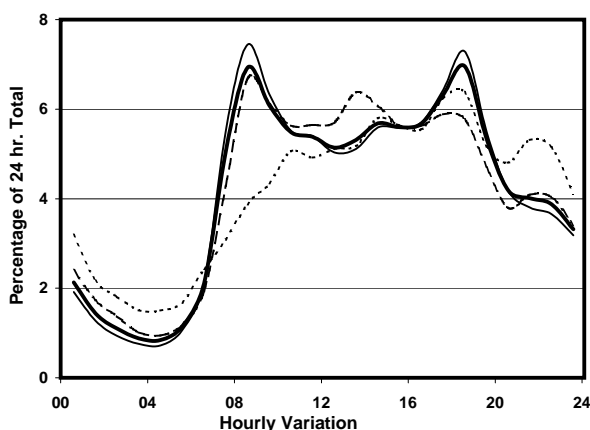
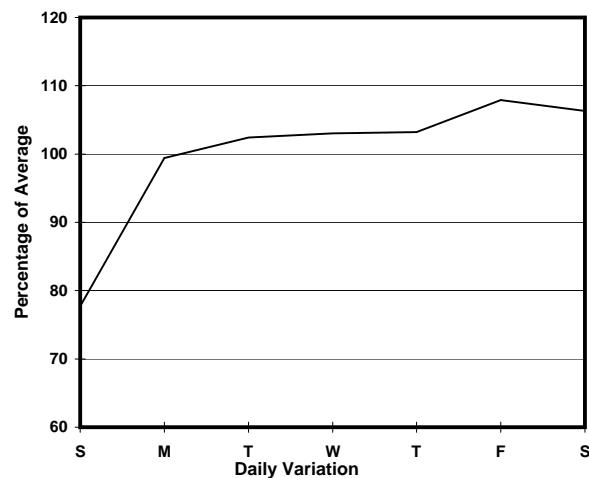
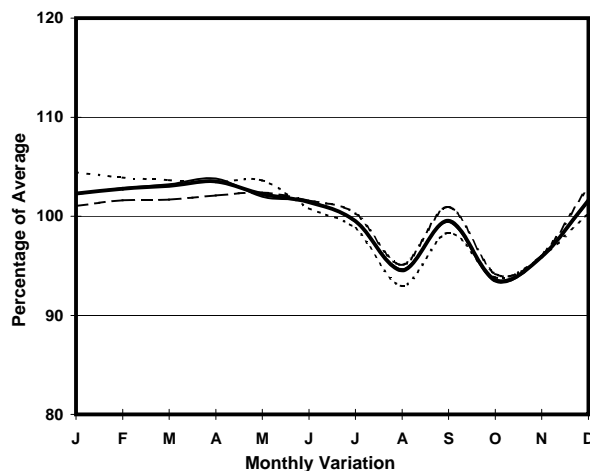
ROAD NETWORK MAJOR

ROAD TYPE EXPRESSWAY

LINK TSING KWAI HIGHWAY (from CHING LAI COURT SLIP
RDS TO & FROM CHING CHEUNG RD to CHO YIU
CHUEN SLIP RDS TO & FROM KWAI CHUNG RD &
TSUEN WAN RD)



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	64070	66780	70530	49420
R 12 / 24 - %	73.2	74.6	72.8	64.3
R 16 / 24 - %	88.6	89.4	87.9	83.7
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	5090	5700	5510	2280
T - % (AM)	-	38.7	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	4430	4780	4200	3280
T - % (PM)	-	18.2	-	-
Prop.of commercial vehicles - 16 hr.	-	23.9	-	-
NORTH BOUND				
A.A.D.T.	53340	55810	55540	43160
R 12 / 24 - %	65.3	66.6	65	57.6
R 16 / 24 - %	85.2	86.4	83.6	79.1
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3050	3430	2930	1750
T - % (AM)	-	27.8	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	3740	4150	3420	2650
T - % (PM)	-	19.8	-	-
Prop.of commercial vehicles - 16 hr.	-	24.7	-	-

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	3.4	30.5	16.7	0.9	0.0	16.4	19.8	8.3	0.1	3.9
	Ocp	1.1	1.4	2.1	8.9	0.0	1.5	1.1	16.2	18.3	59.7
0800-0900 Peak hour	Pro	3.4	23.4	18.4	0.6	0.0	21.6	19.4	9.8	0.1	3.4
	Ocp	1.0	1.5	2.1	4.4	0.0	1.6	1.2	20.7	13.0	56.1
0900-1000	Pro	1.8	39.6	11.1	0.6	0.0	22.1	17.6	4.0	0.1	3.2
	Ocp	1.1	1.3	2.2	3.9	0.0	1.3	1.2	19.6	11.0	35.9
1000-1100	Pro	1.3	32.2	9.4	0.7	0.0	26.1	24.2	2.8	0.1	3.2
	Ocp	1.2	1.3	2.1	3.2	0.0	1.5	1.2	10.6	9.0	30.7
1100-1200	Pro	0.8	35.8	11.5	0.7	0.0	25.0	20.0	3.0	0.1	3.1
	Ocp	1.0	1.5	2.2	3.2	0.0	1.5	1.2	13.4	11.8	27.9
1200-1300	Pro	1.3	36.3	11.2	0.8	0.0	23.8	19.5	4.1	0.1	3.1
	Ocp	1.0	1.6	2.5	5.4	0.0	1.5	1.2	21.2	12.0	27.7
1300-1400	Pro	1.7	34.8	13.2	0.7	0.0	22.2	21.0	3.2	0.1	3.1
	Ocp	1.1	1.4	2.4	4.7	0.0	1.5	1.2	13.5	7.5	26.1
1400-1500	Pro	1.3	39.3	8.7	1.1	0.0	23.8	19.3	3.6	0.1	2.9
	Ocp	1.1	1.5	2.5	2.7	0.0	1.6	1.2	18.4	10.2	29.3
1500-1600	Pro	2.0	37.7	11.0	1.0	0.0	22.5	19.2	3.6	0.1	2.9
	Ocp	1.1	1.5	2.4	3.3	0.0	1.5	1.2	25.5	13.5	23.1
1600-1700	Pro	1.6	37.4	10.5	1.3	0.0	23.3	17.6	5.2	0.1	3.0
	Ocp	1.1	1.5	2.3	3.8	0.0	1.5	1.2	14.5	15.7	32.7
1700-1800	Pro	2.4	41.8	11.2	1.1	0.0	22.0	13.9	4.2	0.1	3.4
	Ocp	1.1	1.4	2.0	3.2	0.0	1.3	1.1	22.8	15.4	42.5
1800-1900	Pro	3.1	51.3	12.1	0.5	0.0	14.1	9.6	5.8	0.1	3.5
	Ocp	1.0	1.3	2.0	2.7	0.0	1.3	1.1	21.7	14.8	56.0
1900-2000	Pro	2.4	59.3	10.5	0.3	0.0	9.7	7.9	6.0	0.1	3.9
	Ocp	1.1	1.3	1.9	1.4	0.0	1.3	1.1	32.0	10.0	44.6
2000-2100	Pro	2.5	53.0	15.6	0.2	0.0	10.1	8.5	5.3	0.1	4.8
	Ocp	1.2	1.4	1.9	3.0	0.0	1.2	1.1	12.3	8.8	26.5
2100-2200	Pro	3.2	53.1	19.6	0.2	0.0	7.3	7.3	4.4	0.1	4.7
	Ocp	1.2	1.5	2.0	1.3	0.0	1.3	1.1	20.4	15.0	32.2
2200-2300	Pro	1.8	57.3	20.2	0.2	0.0	7.8	4.8	3.6	0.1	4.1
	Ocp	1.1	1.4	2.0	1.3	0.0	1.3	1.1	15.9	15.0	38.4
16 hours	Pro	2.1	40.9	12.8	0.7	0.0	19.2	16.0	4.8	0.1	3.4
	Ocp	1.1	1.4	2.1	3.8	0.0	1.4	1.2	19.5	12.6	37.7

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