

YEAR 2005

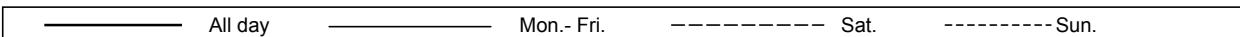
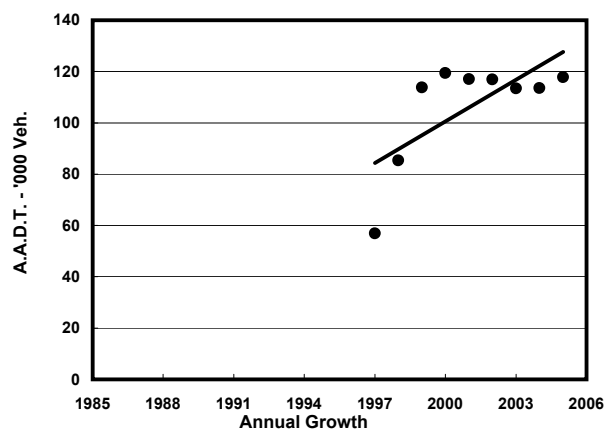
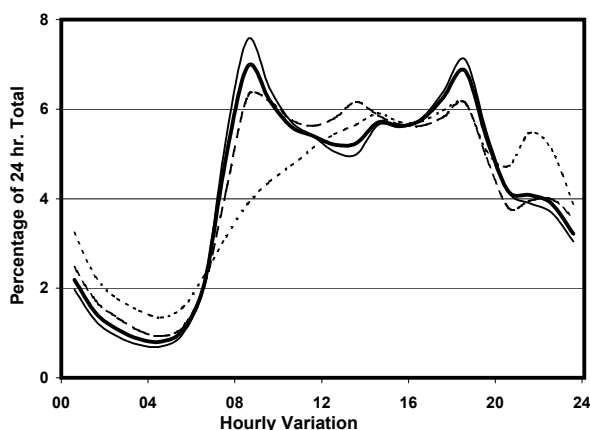
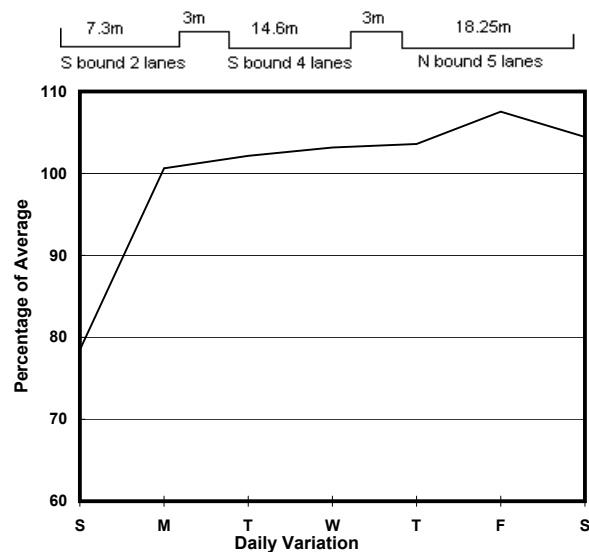
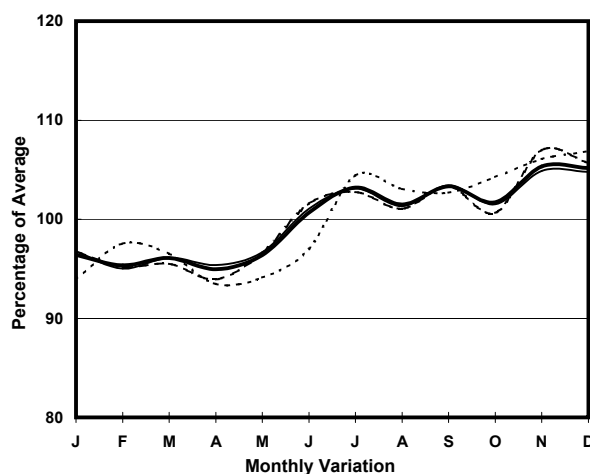
CORE STATION 5026

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.	64510	67620	68530	49640
R 12 / 24 - %	73.6	74.9	72.8	65.7
R 16 / 24 - %	88.8	89.7	87.7	84.2
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	5180	5870	5140	2350
T - % (AM)	-	26.6	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	4360	4700	4150	3190
T - % (PM)	-	23.1	-	-
Prop.of commercial vehicles - 16 hr.	-	24.7	-	-
NORTH BOUND				
A.A.D.T.	53240	55420	55930	43560
R 12 / 24 - %	65.1	66.4	64.6	57.4
R 16 / 24 - %	85.3	86.6	83.4	79.9
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3020	3440	2900	1740
T - % (AM)	-	26.1	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	3720	4060	3510	2540
T - % (PM)	-	27.5	-	-
Prop.of commercial vehicles - 16 hr.	-	27.8	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor	Private	Taxi	Private	PLB	Goods veh.		Non	Fr. Bus	
		Cycle	Car		LB		Light	M & H	Fr. Bus	SD	DD
0700-0800	Pro	4.8	29.1	14.2	0.5	0.0	21.5	18.3	7.9	0.1	3.7
	Ocp	1.1	1.4	2.3	4.4	0.0	1.5	1.1	22.9	1.0	60.4
0800-0900 Peak hour	Pro	1.4	40.0	13.9	0.6	0.0	17.9	15.3	7.5	0.0	3.6
	Ocp	1.1	1.3	1.9	2.9	0.0	1.3	1.0	33.6	0.0	64.4
0900-1000	Pro	1.4	37.0	9.9	1.1	0.0	24.6	18.7	4.2	0.1	3.0
	Ocp	1.1	1.3	1.7	2.7	0.0	1.4	1.1	14.1	1.0	32.7
1000-1100	Pro	1.0	33.8	9.8	1.4	0.0	23.9	22.9	3.5	0.1	3.8
	Ocp	1.0	1.4	2.2	2.0	0.0	1.5	1.1	10.9	1.0	26.6
1100-1200	Pro	1.4	34.8	9.8	0.9	0.0	23.7	22.7	3.2	0.0	3.6
	Ocp	1.0	1.3	2.1	2.6	0.0	1.3	1.1	15.6	0.0	27.6
1200-1300	Pro	1.4	37.2	9.9	1.2	0.0	22.1	22.2	2.6	0.0	3.4
	Ocp	1.1	1.3	2.4	2.0	0.0	1.3	1.1	22.1	0.0	23.3
1300-1400	Pro	1.4	33.4	10.7	0.9	0.0	23.4	24.1	3.0	0.0	3.1
	Ocp	1.1	1.4	2.0	1.9	0.0	1.4	1.1	19.1	0.0	28.8
1400-1500	Pro	1.2	32.4	9.9	1.1	0.0	28.6	21.6	2.4	0.0	2.8
	Ocp	1.1	1.5	2.9	3.6	0.0	1.4	1.1	16.9	0.0	30.5
1500-1600	Pro	0.9	30.5	10.3	0.9	0.0	27.1	24.6	2.5	0.0	3.2
	Ocp	1.1	1.6	3.0	4.7	0.0	1.4	1.1	22.7	0.0	26.3
1600-1700	Pro	2.1	34.4	11.8	1.0	0.0	23.3	19.8	4.4	0.1	3.1
	Ocp	1.1	1.4	1.7	4.1	0.0	1.5	1.1	14.4	1.0	29.7
1700-1800	Pro	2.7	43.0	8.5	1.3	0.0	21.6	16.1	3.6	0.0	3.2
	Ocp	1.0	1.3	1.8	3.3	0.0	1.4	1.1	19.1	0.0	39.9
1800-1900	Pro	3.7	41.0	10.6	0.9	0.0	18.5	14.1	7.0	0.1	4.2
	Ocp	1.1	1.6	1.9	4.9	0.0	1.4	1.0	33.1	1.0	52.7
1900-2000	Pro	2.1	51.4	11.6	0.4	0.0	11.8	13.1	4.8	0.0	4.6
	Ocp	1.0	1.4	2.1	2.3	0.0	1.4	1.1	29.6	0.0	42.3
2000-2100	Pro	2.4	47.2	11.4	0.8	0.0	13.3	12.2	7.3	0.0	5.4
	Ocp	1.3	1.6	2.2	2.3	0.0	1.3	1.0	17.1	0.0	27.2
2100-2200	Pro	2.7	52.7	15.2	0.7	0.0	9.2	10.4	4.6	0.0	4.6
	Ocp	1.2	1.5	2.1	1.3	0.0	1.3	1.0	17.7	0.0	31.3
2200-2300	Pro	2.1	57.8	16.1	0.2	0.0	8.1	8.5	2.6	0.0	4.6
	Ocp	1.1	1.5	2.0	3.3	0.0	1.5	1.1	16.2	0.0	34.2
16 hours	Pro	2.0	39.1	11.3	0.9	0.0	20.5	18.0	4.5	0.1	3.7
	Ocp	1.1	1.4	2.1	3.0	0.0	1.4	1.1	22.4	1.0	37.4

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