YEAR	2011	**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)
CORE STATION	5026		
ROAD NETWORK	MAJOR		
ROAD TYPE	EXPRESSWAY		

1. TRAFFIC FLOW VARIATION AND GROWTH

All day — Mon.- Fri. — Sat. — Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	53740	55870	56610	43340
R 12 / 24 - %	71.9	73.6	69.7	64
R 16 / 24 - %	87.4	88.5	85.4	82.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	4030	4610	3660	2070
T - % (AM)	-	20.5	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	3550	3770	3450	2750
T - % (PM)	-	15.6	-	-
Prop.of commercial vehicles - 16 hr.	-	21.7	-	-
NORTH BOUND				
A.A.D.T.	38080	38860	40300	34140
R 12 / 24 - %	62.3	63.4	60.9	57.5
R 16 / 24 - %	84.5	85.9	81.6	80.2
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2100	2450	1750	1260
T - % (AM)	-	20.5	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	2700	2870	2660	2190
T - % (PM)	-	18	-	-
Prop.of commercial vehicles - 16 hr.	-	21.8	-	-

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	3.5	32.5	18.5	0.5	0.0	17.4	15.8	7.9	0.1	3.9
	Ocp	1.0	1.6	2.1	6.4	0.0	1.6	1.2	15.2	35.0	69.8
0800-0900	Pro	2.6	42.5	15.5	0.3	0.0	18.7	11.7	4.6	0.1	4.2
Peak hour	Ocp	1.1	1.4	2.1	3.8	0.0	1.5	1.2	24.0	38.7	73.2
0900-1000	Pro	1.7	38.0	13.3	0.6	0.0	23.2	16.2	3.8	0.1	3.3
	Ocp	1.0	1.4	2.1	5.1	0.0	1.6	1.2	12.2	1.0	37.8
1000-1100	Pro	0.9	28.9	12.9	0.5	0.0	28.8	22.1	2.4	0.0	3.5
	Ocp	1.1	1.3	2.3	2.5	0.0	1.5	1.2	14.5	0.0	32.7
1100-1200	Pro	1.7	34.2	13.9	0.5	0.0	25.7	18.5	2.2	0.0	3.4
	Ocp	1.0	1.4	2.1	1.8	0.0	1.5	1.1	8.5	0.0	28.0
1200-1300	Pro	2.2	31.9	14.0	0.5	0.0	25.8	18.7	3.5	0.0	3.4
	Ocp	1.1	1.4	2.2	2.6	0.0	1.6	1.2	13.1	0.0	23.4
1300-1400	Pro	2.1	30.6	13.5	0.5	0.0	28.8	19.1	2.2	0.0	3.2
	Ocp	1.1	1.4	2.2	1.9	0.0	1.5	1.2	14.0	0.0	24.9
1400-1500	Pro	2.1	32.2	12.6	0.9	0.0	27.1	20.0	2.1	0.0	2.9
	Ocp	1.1	1.4	2.2	2.5	0.0	1.5	1.2	13.7	0.0	24.7
1500-1600	Pro	1.2	35.6	11.8	0.8	0.0	26.7	18.1	3.0	0.0	2.7
	Ocp	1.0	1.5	2.3	5.9	0.0	1.4	1.3	13.8	0.0	26.1
1600-1700	Pro	1.6	35.3	15.2	0.6	0.0	24.6	16.5	3.6	0.0	2.8
	Ocp	1.1	1.4	2.1	4.3	0.0	1.6	1.2	15.7	0.0	29.4
1700-1800	Pro	2.9	41.2	12.8	0.8	0.0	21.6	14.1	3.1	0.0	3.6
	Ocp	1.1	1.4	2.6	1.9	0.0	1.6	1.2	23.1	0.0	43.0
1800-1900	Pro	2.8	49.3	13.4	0.2	0.0	17.5	9.8	3.4	0.1	3.7
	Ocp	1.1	1.5	2.3	2.3	0.0	1.6	1.2	22.6	12.0	62.5
1900-2000	Pro	1.7	53.5	15.1	0.2	0.0	12.7	6.8	5.4	0.1	4.5
	Ocp	1.1	1.5	2.2	2.3	0.0	1.4	1.1	17.3	11.0	43.2
2000-2100	Pro	2.2	48.0	20.5	0.1	0.0	10.2	9.1	5.2	0.0	4.8
	Ocp	1.1	1.4	2.0	1.0	0.0	1.5	1.1	23.9	0.0	30.5
2100-2200	Pro	1.8	49.3	26.0	0.2	0.0	8.8	6.7	2.5	0.1	4.8
	Ocp	1.1	1.6	2.1	2.0	0.0	1.3	1.0	12.2	6.0	33.4
2200-2300	Pro	2.9	48.9	29.7	0.0	0.0	8.1	4.6	1.3	0.1	4.5
	Ocp	1.1	1.5	2.0	0.0	0.0	1.4	1.0	13.5	2.5	34.5
16 hours	Pro	2.1	39.3	15.5	0.5	0.0	20.9	14.5	3.6	0.1	3.6
	Ocp	1.1	1.5	2.2	3.4	0.0	1.5	1.2	17.1	20.1	41.1

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