

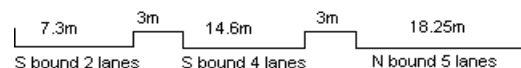
YEAR 2015

CORE STATION 5026

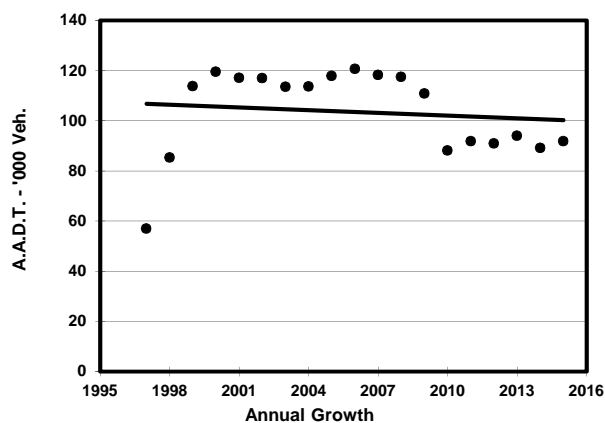
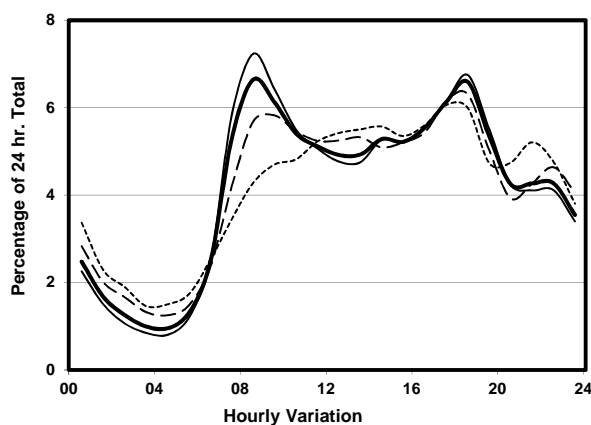
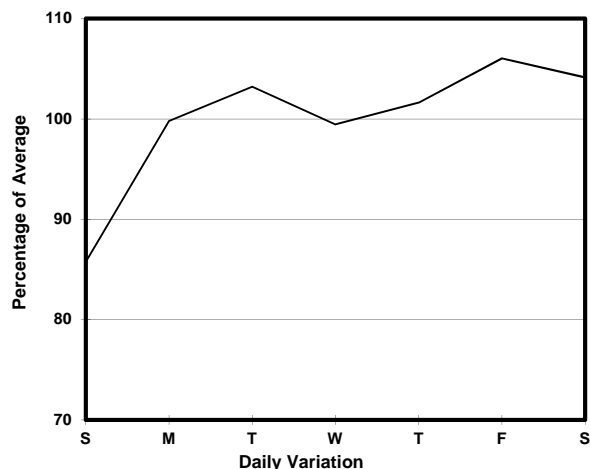
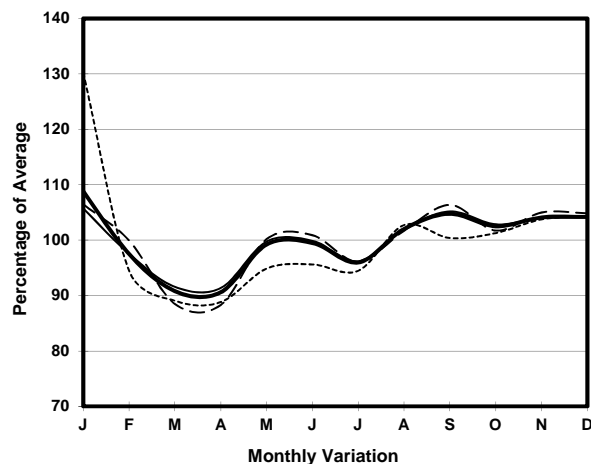
ROAD NETWORK MAJOR

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.
<b>SOUTH BOUND</b>				
A.A.D.T.	56310	58600	59020	45390
R 12 / 24 - %	71.2	72.6	69	65.3
R 16 / 24 - %	86.7	87.7	84.8	82.9
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	4190	4730	4000	2370
T - % (AM)	-	20.3	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	3680	3910	3670	2790
T - % (PM)	-	12.4	-	-
Prop.of commercial vehicles - 16 hr.	-	21	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	35470	35830	37680	33420
R 12 / 24 - %	60.7	61.7	59.1	57.4
R 16 / 24 - %	83.1	84.4	80.3	79.5
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	1910	2110	1670	1340
T - % (AM)	-	21	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	2370	2460	2430	1990
T - % (PM)	-	12.9	-	-
Prop.of commercial vehicles - 16 hr.	-	19	-	-

## 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	3.7	38.0	19.1	1.5	0.0	17.4	12.0	4.7	0.1	3.5
	Ocp	1.1	1.5	2.3	10.2	0.0	1.3	1.2	20.5	51.0	74.3
0800-0900 Peak hour	Pro	2.3	45.7	13.1	0.5	0.0	17.7	12.7	4.0	0.1	4.0
	Ocp	1.2	1.2	2.1	7.4	0.0	1.3	1.3	20.1	52.0	76.2
0900-1000	Pro	1.5	39.3	14.5	0.3	0.0	20.4	18.1	2.4	0.0	3.4
	Ocp	1.2	1.3	2.2	3.9	0.0	1.2	1.1	17.6	0.0	40.5
1000-1100	Pro	1.6	33.0	14.2	0.6	0.0	23.2	22.2	2.0	0.0	3.2
	Ocp	1.1	1.4	2.0	2.7	0.0	1.2	1.1	13.0	0.0	36.6
1100-1200	Pro	1.8	35.0	13.5	0.6	0.0	25.6	18.5	2.2	0.0	3.0
	Ocp	1.0	1.3	2.2	1.6	0.0	1.3	1.1	13.6	0.0	33.6
1200-1300	Pro	1.6	40.5	13.5	0.9	0.0	21.2	15.7	3.4	0.1	3.1
	Ocp	1.0	1.3	2.0	3.6	0.0	1.2	1.1	10.2	1.0	33.7
1300-1400	Pro	1.4	31.5	13.2	0.8	0.0	27.8	19.1	2.9	0.0	3.3
	Ocp	1.1	1.4	2.4	1.7	0.0	1.2	1.1	8.3	0.0	35.1
1400-1500	Pro	1.6	36.7	13.1	0.2	0.0	25.4	17.3	2.9	0.0	2.8
	Ocp	1.1	1.3	2.1	1.5	0.0	1.3	1.0	16.5	0.0	34.0
1500-1600	Pro	1.5	31.9	15.0	0.9	0.0	26.9	17.5	3.2	0.0	3.1
	Ocp	1.2	1.3	2.3	10.9	0.0	1.3	1.0	18.3	0.0	34.2
1600-1700	Pro	2.8	33.5	14.8	1.4	0.0	24.5	16.7	3.0	0.1	3.3
	Ocp	1.1	1.3	2.1	6.3	0.0	1.3	1.1	9.9	1.0	40.8
1700-1800	Pro	2.7	43.5	15.2	1.0	0.0	20.5	10.8	3.0	0.0	3.4
	Ocp	1.1	1.3	1.7	11.9	0.0	1.2	1.0	12.3	0.0	57.8
1800-1900	Pro	4.3	56.2	12.5	0.1	0.0	14.4	6.0	3.2	0.0	3.4
	Ocp	1.1	2.0	2.1	1.0	0.0	1.2	1.0	18.8	0.0	75.0
1900-2000	Pro	2.0	59.7	11.0	0.1	0.0	12.5	5.6	4.3	0.1	4.8
	Ocp	1.1	1.3	2.1	2.5	0.0	1.1	1.0	10.4	1.0	57.1
2000-2100	Pro	2.0	52.9	16.8	0.1	0.0	13.4	5.7	4.2	0.1	5.0
	Ocp	1.2	1.3	1.8	1.0	0.0	1.1	1.0	9.6	44.0	41.2
2100-2200	Pro	2.7	49.3	24.3	0.0	0.0	10.2	4.8	3.7	0.0	4.9
	Ocp	1.2	1.4	2.1	0.0	0.0	1.1	1.0	10.8	0.0	38.5
2200-2300	Pro	1.9	50.2	29.7	0.1	0.0	7.4	4.7	1.6	0.0	4.5
	Ocp	1.2	1.9	1.9	1.0	0.0	1.0	1.0	6.2	0.0	47.2
16 hours	Pro	2.2	42.3	15.3	0.6	0.0	19.5	13.2	3.2	0.1	3.6
	Ocp	1.1	1.4	2.1	6.6	0.0	1.2	1.1	14.4	28.7	49.6

**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 except for one way traffic