

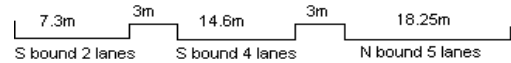
YEAR 2016

CORE STATION 5026

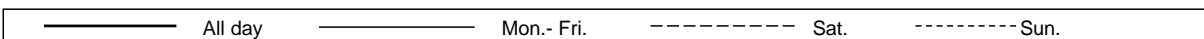
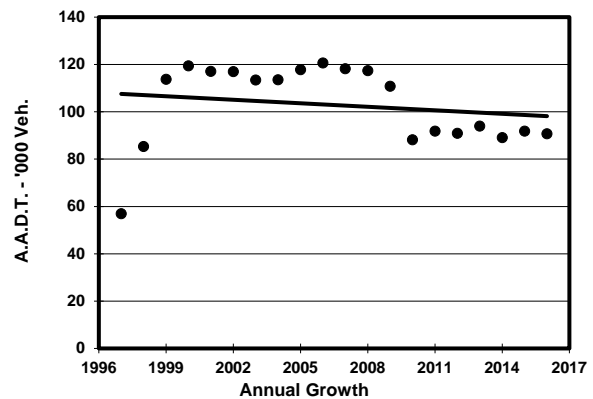
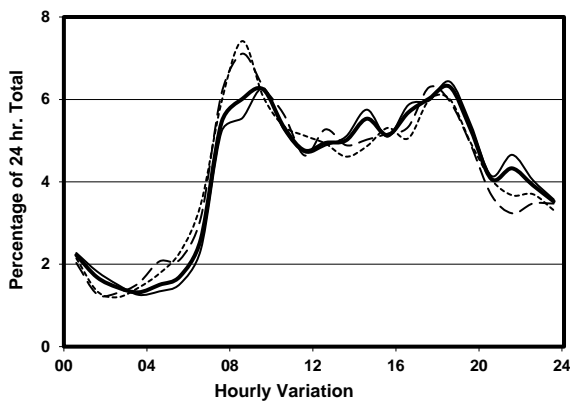
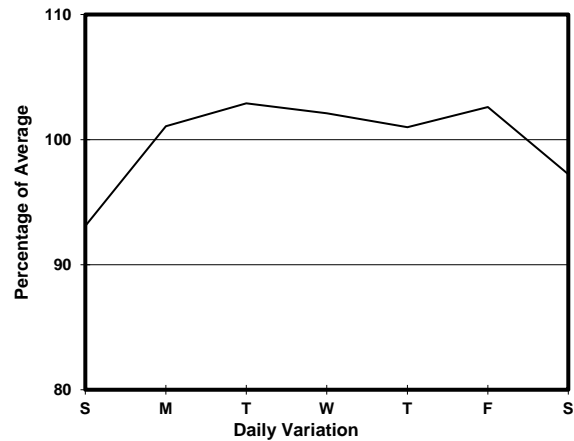
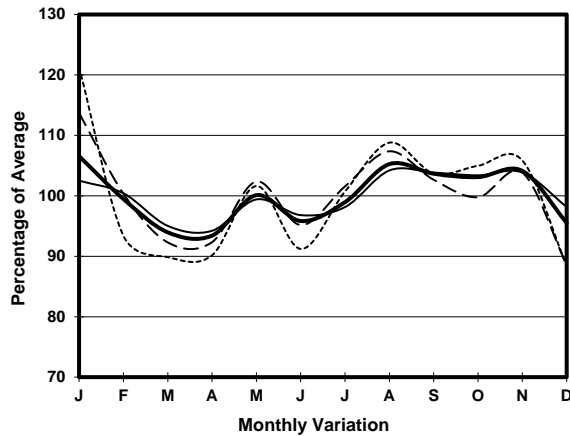
ROAD NETWORK MAJOR

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.	57740	59860	54980	51490
R 12 / 24 - %	71.6	71.2	73.2	72.7
R 16 / 24 - %	88	88.1	87.8	87.6
AM Peak Hour	0900-1000	0900-1000	0800-0900	0800-0900
One-way flow at AM peak hour	4110	4240	4420	4120
T - % (AM)	-	18.2	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	3850	4030	3660	3340
T - % (PM)	-	14.5	-	-
Prop.of commercial vehicles - 16 hr.	-	18.5	-	-
NORTH BOUND				
A.A.D.T.	32910	32990	33470	32870
R 12 / 24 - %	57.3	56.9	58.9	57.2
R 16 / 24 - %	77	77.6	75.3	75.9
AM Peak Hour	0700-0800	0700-0800	0800-0900	0800-0900
One-way flow at AM peak hour	1750	1800	1870	2130
T - % (AM)	-	21.2	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	1870	1940	1910	1860
T - % (PM)	-	14.6	-	-
Prop.of commercial vehicles - 16 hr.	-	18.4	-	-

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	4.1	41.1	17.9	1.2	0.2	17.0	11.7	3.5	0.0	3.3
	Ocp	1.1	2.1	2.1	9.4	17.0	1.4	1.1	18.8	0.0	78.9
0800-0900	Pro	3.2	45.8	14.1	0.4	0.1	17.0	11.6	3.9	0.0	3.9
	Ocp	1.2	1.5	2.2	8.6	17.0	1.7	1.2	28.1	0.0	75.8
0900-1000	Pro	2.0	36.9	16.1	0.4	0.0	25.1	13.4	3.1	0.0	2.9
	Ocp	1.0	1.3	2.0	1.6	0.0	1.4	1.1	15.5	0.0	42.0
1000-1100	Pro	1.6	34.5	14.0	0.6	0.0	26.9	17.8	2.1	0.0	2.5
	Ocp	1.1	1.3	2.2	3.2	0.0	1.4	1.1	11.7	0.0	36.6
1100-1200	Pro	1.2	33.8	16.0	0.6	0.0	27.1	16.4	2.0	0.1	2.9
	Ocp	1.0	1.3	2.0	2.2	0.0	1.5	1.1	15.7	1.0	37.7
1200-1300	Pro	1.1	37.1	14.8	1.1	0.0	22.9	17.3	2.7	0.0	3.0
	Ocp	1.2	1.4	2.3	5.2	0.0	1.4	1.1	19.2	0.0	32.0
1300-1400	Pro	1.1	39.6	12.6	0.6	0.0	26.1	15.2	2.3	0.0	2.5
	Ocp	1.1	1.2	2.0	1.7	0.0	1.3	1.1	20.0	0.0	34.1
1400-1500	Pro	1.4	39.5	13.3	0.5	0.0	24.3	15.9	2.6	0.0	2.5
	Ocp	1.0	1.4	2.2	2.7	0.0	1.4	1.1	18.5	0.0	38.9
1500-1600	Pro	1.0	38.7	13.8	0.8	0.0	24.7	15.5	3.2	0.0	2.3
	Ocp	1.1	1.5	2.1	6.5	0.0	1.5	1.1	17.3	0.0	39.3
1600-1700	Pro	1.6	38.8	14.7	0.8	0.0	24.0	14.4	2.6	0.0	3.1
	Ocp	1.2	1.3	2.3	4.5	0.0	1.4	1.1	32.0	0.0	37.5
1700-1800	Pro	3.3	45.4	13.1	1.0	0.0	19.1	12.2	2.3	0.0	3.6
	Ocp	1.0	1.4	2.4	2.7	0.0	1.5	1.1	10.0	0.0	49.2
1800-1900 Peak hour	Pro	3.1	54.3	13.5	0.3	0.0	14.1	8.6	2.6	0.0	3.4
	Ocp	1.1	1.3	2.2	5.3	0.0	1.4	1.1	36.2	0.0	71.2
1900-2000	Pro	1.5	60.4	14.9	0.1	0.0	10.2	5.7	3.0	0.1	4.2
	Ocp	1.2	1.4	2.0	1.0	0.0	1.3	1.0	20.4	1.0	51.3
2000-2100	Pro	1.8	51.2	19.6	0.2	0.0	10.2	8.2	3.7	0.0	5.1
	Ocp	1.0	1.4	2.0	1.5	0.0	1.4	1.1	24.2	0.0	34.5
2100-2200	Pro	2.3	52.7	25.1	0.1	0.0	7.6	5.6	2.2	0.0	4.3
	Ocp	1.1	1.1	1.8	3.0	0.0	1.3	1.0	12.1	0.0	40.0
2200-2300	Pro	3.5	50.6	30.8	0.1	0.0	4.4	4.1	2.2	0.1	4.3
	Ocp	1.1	1.3	1.9	2.0	0.0	1.3	1.0	21.5	1.0	46.2
16 hours	Pro	2.1	43.5	16.0	0.6	0.1	19.4	12.4	2.8	0.1	3.3
	Ocp	1.1	1.4	2.1	4.7	17.0	1.4	1.1	20.7	1.0	48.7

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