

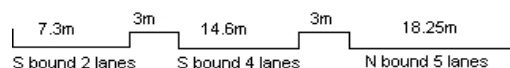
YEAR 2018

CORE STATION 5026

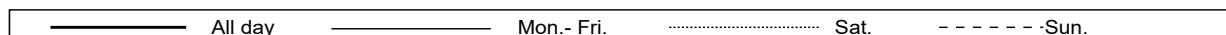
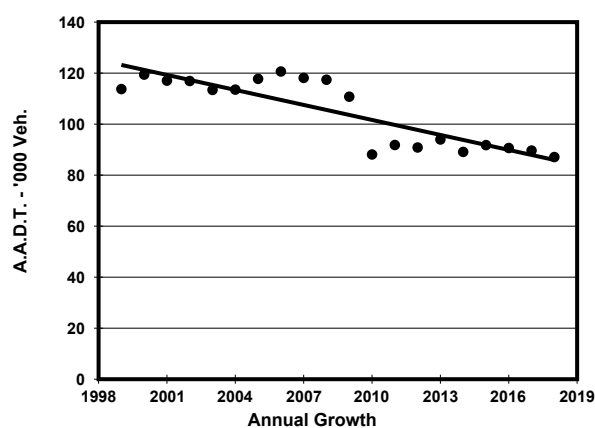
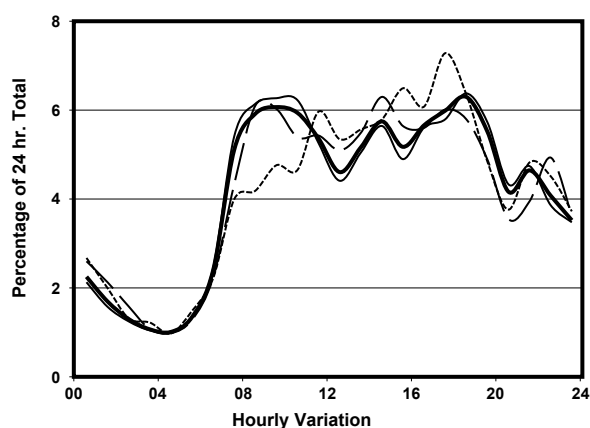
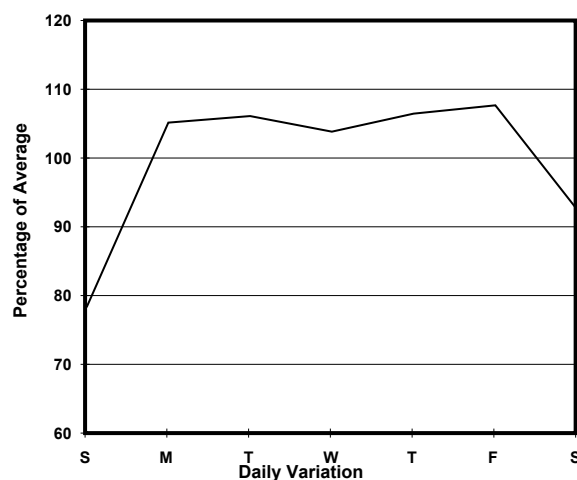
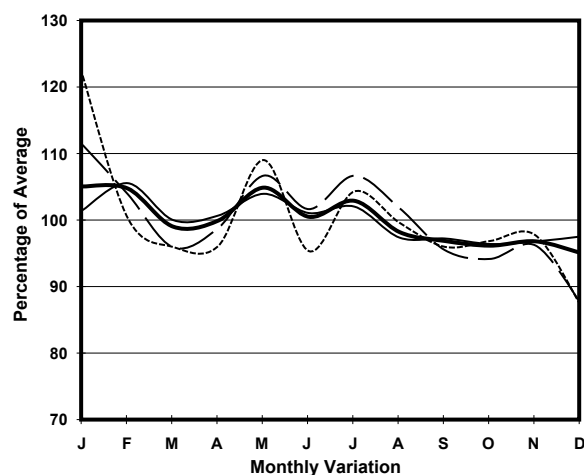
ROAD NETWORK MAJOR

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.	55280	60340	50560	39480
R 12 / 24 - %	71.4	71.7	70.7	70
R 16 / 24 - %	88	88.5	86.8	86.1
AM Peak Hour	0900-1000	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	3780	4260	3580	2130
T - % (AM)	-	17.8	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	3530	3920	3210	3090
T - % (PM)	-	12.4	-	-
Prop.of commercial vehicles - 16 hr.	-	16.4	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	31820	33060	30780	29340
R 12 / 24 - %	59.5	58.7	61.4	61.8
R 16 / 24 - %	80.9	80.6	80.8	82.2
AM Peak Hour	0900-1000	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	1510	1620	1490	1140
T - % (AM)	-	19.9	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	1960	2030	1800	1920
T - % (PM)	-	13.3	-	-
Prop.of commercial vehicles - 16 hr.	-	17	-	-

## 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	4.8	41.3	16.6	0.8	0.0	19.6	10.4	3.4	0.0	3.3
	Ocp	1.0	1.3	2.0	9.3	0.0	1.3	1.1	19.1	0.0	71.8
0800-0900	Pro	2.6	45.1	14.8	0.6	0.0	19.8	9.8	3.6	0.0	3.8
	Ocp	1.1	1.3	2.0	3.2	0.0	1.4	1.1	20.5	0.0	75.3
0900-1000	Pro	2.4	37.2	13.7	0.5	0.0	28.5	12.5	2.5	0.0	2.7
	Ocp	1.0	1.2	1.9	1.8	0.0	1.4	1.1	17.0	0.0	41.5
1000-1100	Pro	1.7	34.1	14.8	0.6	0.0	28.7	15.2	2.2	0.0	2.8
	Ocp	1.1	1.3	2.1	2.8	0.0	1.3	1.1	11.0	0.0	32.3
1100-1200	Pro	1.8	37.7	13.4	0.7	0.0	25.6	15.9	2.0	0.0	2.9
	Ocp	1.1	1.3	2.2	2.0	0.0	1.3	1.1	14.1	0.0	33.7
1200-1300	Pro	1.4	40.7	13.7	0.8	0.0	24.1	13.2	3.0	0.0	3.0
	Ocp	1.0	1.3	2.2	2.1	0.0	1.3	1.1	6.1	0.0	32.0
1300-1400	Pro	1.1	36.5	12.5	1.1	0.0	27.6	16.1	2.4	0.0	2.8
	Ocp	1.1	1.3	2.2	3.2	0.0	1.4	1.1	8.9	0.0	36.5
1400-1500	Pro	1.3	37.7	13.2	1.0	0.0	27.8	14.5	1.9	0.0	2.6
	Ocp	1.1	1.4	2.2	2.3	0.0	1.4	1.1	9.8	0.0	33.8
1500-1600	Pro	1.3	32.6	14.3	1.2	0.0	30.9	13.9	3.1	0.0	2.7
	Ocp	1.0	1.3	2.1	4.2	0.0	1.4	1.1	9.6	0.0	31.2
1600-1700	Pro	2.6	37.6	15.5	1.0	0.0	27.0	11.2	2.4	0.0	2.7
	Ocp	1.1	1.3	2.0	2.7	0.0	1.4	1.1	8.6	0.0	36.9
1700-1800	Pro	4.5	44.3	13.2	1.0	0.0	22.2	9.0	2.6	0.0	3.2
	Ocp	1.1	1.3	2.1	2.6	0.0	1.4	1.1	9.0	0.0	53.2
1800-1900 Peak hour	Pro	4.0	56.9	10.9	0.2	0.0	15.0	6.3	3.2	0.1	3.3
	Ocp	1.1	1.4	2.3	1.0	0.0	1.4	1.1	19.2	1.0	83.3
1900-2000	Pro	2.4	58.7	13.8	0.1	0.0	12.5	4.0	3.9	0.0	4.6
	Ocp	1.1	1.3	2.1	1.0	0.0	1.2	1.0	21.6	0.0	64.9
2000-2100	Pro	3.0	53.9	19.6	0.2	0.0	10.2	5.5	3.3	0.0	4.3
	Ocp	1.1	1.2	1.9	1.0	0.0	1.2	1.1	10.9	0.0	44.9
2100-2200	Pro	2.7	52.0	26.0	0.2	0.0	7.9	4.8	2.0	0.0	4.5
	Ocp	1.2	1.3	1.9	1.0	0.0	1.3	1.0	11.3	0.0	42.4
2200-2300	Pro	2.9	56.7	24.6	0.4	0.0	5.9	3.5	2.0	0.0	4.1
	Ocp	1.1	1.3	1.9	2.8	0.0	1.1	1.1	6.9	0.0	49.4
16 hours	Pro	2.6	43.3	15.2	0.7	0.0	21.6	10.7	2.7	0.1	3.3
	Ocp	1.1	1.3	2.0	3.2	0.0	1.3	1.1	13.9	1.0	50.4

**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