

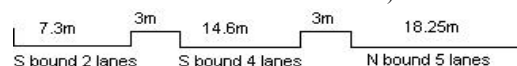
YEAR 2019

CORE STATION 5026

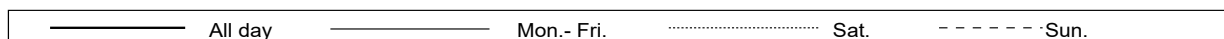
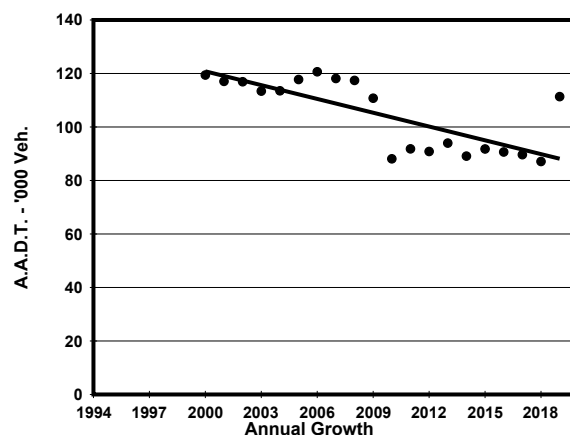
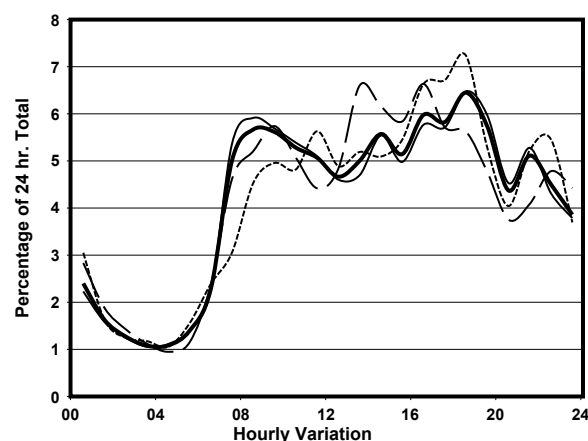
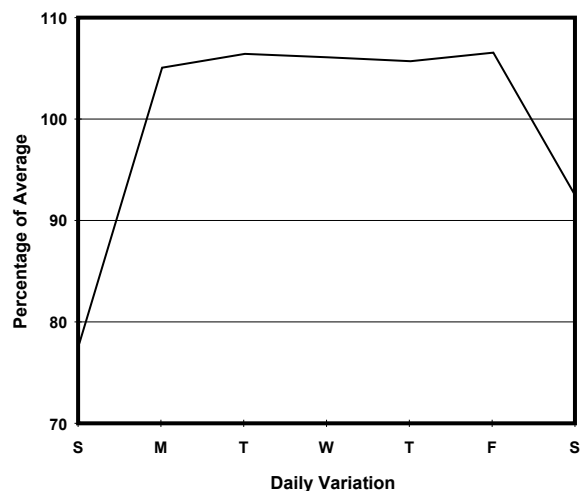
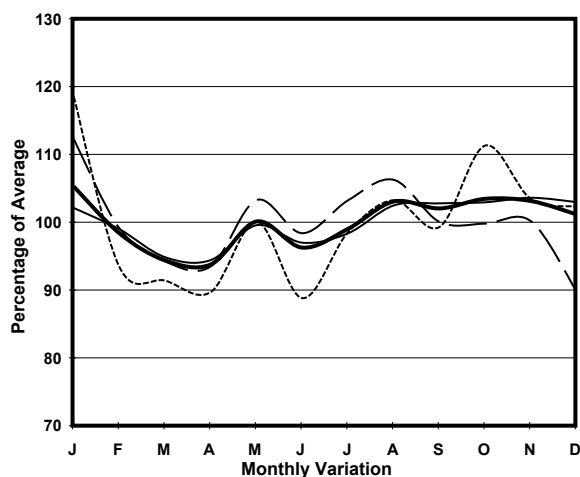
ROAD NETWORK MAJOR

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.	56880	61990	51360	41880
R 12 / 24 - %	70.8	71.1	70.9	68.9
R 16 / 24 - %	87.6	88.1	85	87.2
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	3710	4130	3600	2030
T - % (AM)	-	16.6	-	-
PM Peak Hour	1700-1800	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	3670	4000	3650	3340
T - % (PM)	-	12.3	-	-
Prop.of commercial vehicles - 16 hr.	-	16.9	-	-
NORTH BOUND				
A.A.D.T.	54470	57590	52820	45320
R 12 / 24 - %	59.5	59	62.1	59.9
R 16 / 24 - %	82.3	82.4	82.7	81.5
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2690	2940	2380	2290
T - % (AM)	-	15.5	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	3540	3750	3360	2970
T - % (PM)	-	10.4	-	-
Prop.of commercial vehicles - 16 hr.	-	15.3	-	-

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	4.2	42.7	15.6	1.2	0.0	18.8	11.2	2.2	0.0	4.2
	Ocp	1.1	1.3	2.2	7.9	0.0	1.3	1.1	14.5	0.0	58.2
0800-0900	Pro	3.7	44.9	13.4	0.5	0.0	21.8	8.6	3.3	0.0	3.9
	Ocp	1.0	1.4	2.1	2.2	0.0	1.5	1.3	14.2	0.0	67.9
0900-1000	Pro	2.2	38.6	14.8	0.3	0.0	26.4	11.0	3.1	0.0	3.6
	Ocp	1.1	1.3	2.2	2.3	0.0	1.5	1.2	13.3	0.0	34.4
1000-1100	Pro	2.2	36.8	13.5	0.3	0.0	27.1	14.4	2.5	0.0	3.1
	Ocp	1.1	1.4	2.1	3.6	0.0	1.4	1.1	9.3	0.0	30.0
1100-1200	Pro	1.5	41.0	13.9	0.8	0.0	24.4	13.0	2.1	0.1	3.2
	Ocp	1.1	1.4	2.0	1.8	0.0	1.4	1.2	7.1	1.0	27.8
1200-1300	Pro	1.8	41.4	12.2	0.6	0.0	25.5	13.3	2.0	0.0	3.2
	Ocp	1.1	1.3	2.1	3.0	0.0	1.4	1.1	7.6	0.0	29.0
1300-1400	Pro	2.1	39.8	11.9	0.8	0.0	26.1	13.8	2.4	0.1	3.0
	Ocp	1.1	1.3	2.1	2.1	0.0	1.4	1.2	12.9	1.0	36.6
1400-1500	Pro	1.7	40.9	13.0	0.5	0.0	22.8	16.3	2.2	0.1	2.6
	Ocp	1.0	1.4	2.0	3.7	0.0	1.5	1.2	8.6	1.0	32.0
1500-1600	Pro	2.4	41.8	13.7	1.5	0.0	21.4	13.8	2.6	0.1	2.8
	Ocp	1.1	1.3	1.9	5.5	0.0	1.4	1.1	17.6	1.0	31.9
1600-1700	Pro	2.2	42.5	12.6	0.8	0.0	22.6	13.0	3.0	0.0	3.2
	Ocp	1.1	1.4	1.9	3.3	0.0	1.4	1.1	8.2	0.0	37.0
1700-1800	Pro	4.7	48.5	11.8	0.7	0.0	20.3	8.2	2.7	0.0	3.2
	Ocp	1.1	1.3	2.0	3.3	0.0	1.4	1.2	5.8	0.0	57.3
1800-1900 Peak hour	Pro	4.3	60.5	11.1	0.3	0.0	12.4	5.6	2.1	0.0	3.7
	Ocp	1.1	1.3	2.1	2.3	0.0	1.4	1.1	18.0	0.0	72.1
1900-2000	Pro	2.7	63.1	12.4	0.1	0.0	11.0	3.6	2.6	0.0	4.7
	Ocp	1.1	1.3	2.1	2.0	0.0	1.3	1.1	12.5	0.0	54.4
2000-2100	Pro	2.5	58.0	19.2	0.2	0.0	9.0	3.9	2.0	0.1	5.2
	Ocp	1.2	1.3	2.0	1.0	0.0	1.3	1.1	7.1	1.0	39.5
2100-2200	Pro	3.0	53.0	24.6	0.0	0.0	9.6	3.5	1.2	0.1	5.1
	Ocp	1.1	1.4	2.1	0.0	0.0	1.3	1.1	8.0	1.0	41.0
2200-2300	Pro	2.1	56.2	24.2	0.2	0.0	8.3	3.9	0.7	0.1	4.5
	Ocp	1.2	1.4	2.0	2.0	0.0	1.2	1.1	7.0	1.0	40.1
16 hours	Pro	2.8	46.3	14.3	0.6	0.0	19.9	10.1	2.4	0.1	3.6
	Ocp	1.1	1.3	2.1	3.9	0.0	1.4	1.2	11.4	1.0	45.3

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