

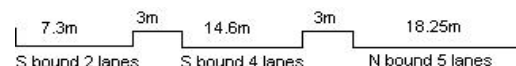
YEAR 2021

CORE STATION 5026

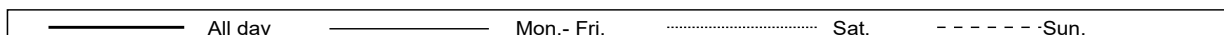
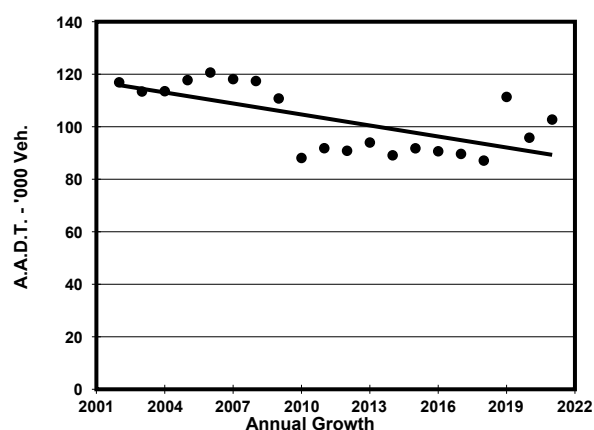
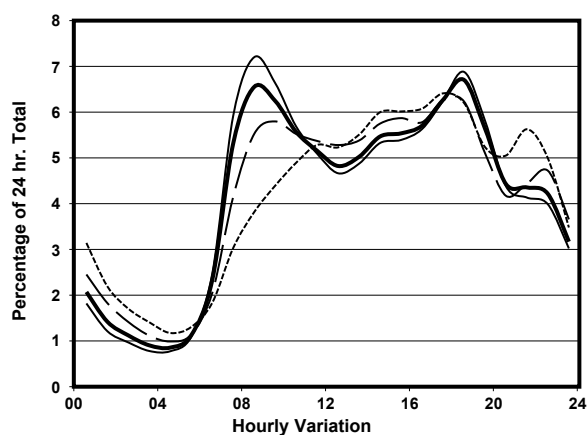
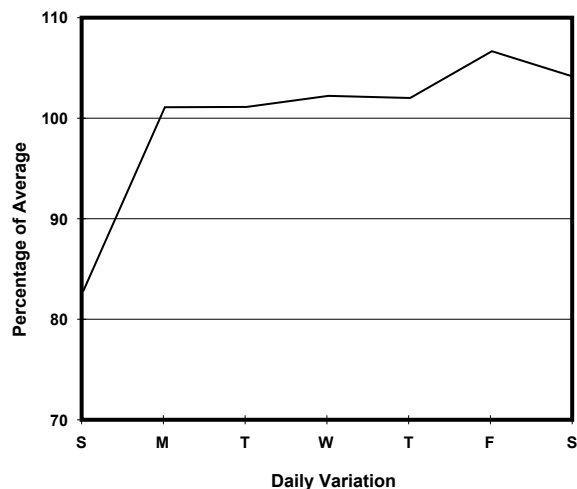
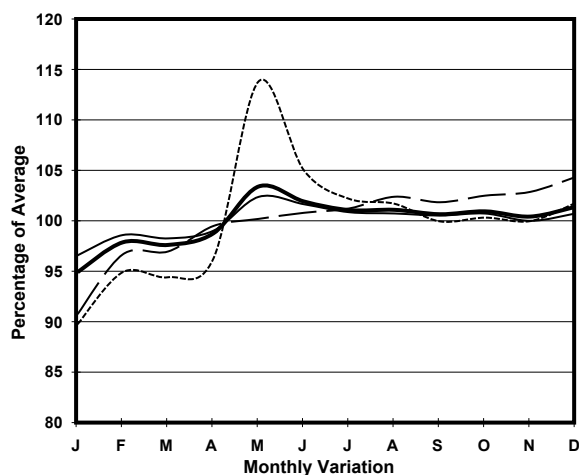
ROAD NETWORK MAJOR

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.	53740	56100	55850	43360
R 12 / 24 - %	75.2	76.5	73.1	69.2
R 16 / 24 - %	89.1	89.8	88	86.4
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	4390	5050	3900	2280
T - % (AM)	-	14.8	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	3450	3650	3460	2870
T - % (PM)	-	9.3	-	-
Prop.of commercial vehicles - 16 hr.	-	15.8	-	-
NORTH BOUND				
A.A.D.T.	48990	50330	51980	42520
R 12 / 24 - %	60.9	61.8	60.3	56.4
R 16 / 24 - %	84.7	85.7	82.5	81.1
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2350	2610	2350	1490
T - % (AM)	-	14.6	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	3440	3680	3320	2630
T - % (PM)	-	11.5	-	-
Prop.of commercial vehicles - 16 hr.	-	14.6	-	-

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	5.6	42.9	13.3	2.0	0.1	19.8	9.7	1.9	0.0	4.6
	Ocp	1.1	1.3	2.0	7.1	17.0	1.3	1.2	19.4	0.0	53.7
0800-0900 Peak hour	Pro	3.9	45.6	12.6	0.7	0.0	22.7	8.3	2.1	0.0	4.2
	Ocp	1.1	1.2	2.0	5.1	0.0	1.5	1.2	21.3	0.0	67.6
0900-1000	Pro	2.6	40.6	14.1	0.4	0.0	25.6	12.8	1.0	0.0	3.0
	Ocp	1.1	1.2	2.0	1.8	0.0	1.3	1.2	5.8	0.0	39.4
1000-1100	Pro	2.1	36.3	11.3	0.6	0.0	30.8	15.4	0.6	0.0	2.9
	Ocp	1.1	1.3	2.0	1.3	0.0	1.3	1.1	4.3	0.0	35.0
1100-1200	Pro	2.3	35.3	14.4	0.8	0.1	28.9	14.5	0.9	0.1	2.8
	Ocp	1.1	1.3	2.1	2.1	2.0	1.3	1.2	1.7	1.0	30.8
1200-1300	Pro	2.9	37.8	11.7	1.2	0.0	28.0	13.9	1.5	0.1	3.1
	Ocp	1.1	1.3	2.0	1.6	0.0	1.3	1.1	3.3	1.0	30.7
1300-1400	Pro	2.5	39.7	11.9	1.2	0.0	25.1	15.9	1.0	0.0	2.8
	Ocp	1.1	1.3	2.0	6.5	0.0	1.4	1.2	6.2	0.0	33.4
1400-1500	Pro	3.0	40.5	11.4	1.2	0.0	26.6	12.9	1.4	0.0	3.0
	Ocp	1.1	1.3	2.0	2.4	0.0	1.3	1.1	1.2	0.0	30.9
1500-1600	Pro	2.4	40.4	11.5	0.7	0.1	27.1	14.2	0.6	0.0	3.0
	Ocp	1.0	1.4	2.0	2.3	8.0	1.3	1.1	1.2	0.0	30.2
1600-1700	Pro	2.7	42.8	10.8	0.5	0.0	28.2	10.7	0.8	0.0	3.4
	Ocp	1.1	1.4	2.0	2.7	0.0	1.3	1.1	4.1	0.0	36.8
1700-1800	Pro	6.1	44.8	10.3	1.0	0.1	22.9	10.6	0.7	0.0	3.5
	Ocp	1.1	1.4	1.9	2.4	7.0	1.4	1.1	2.5	0.0	55.3
1800-1900	Pro	4.9	61.4	9.3	0.4	0.1	13.5	5.4	1.3	0.0	3.7
	Ocp	1.1	1.3	2.0	5.5	17.0	1.3	1.1	21.3	0.0	74.4
1900-2000	Pro	3.5	59.4	14.2	0.1	0.0	11.3	4.9	1.2	0.0	5.4
	Ocp	1.1	1.4	2.0	1.5	0.0	1.3	1.1	23.3	0.0	53.6
2000-2100	Pro	3.6	55.4	17.0	0.1	0.0	13.1	4.5	0.7	0.1	5.7
	Ocp	1.0	1.3	2.0	1.0	0.0	1.2	1.1	3.1	3.0	37.9
2100-2200	Pro	5.0	52.2	21.4	0.3	0.0	10.8	4.7	0.4	0.0	5.3
	Ocp	1.1	1.4	1.9	1.0	0.0	1.3	1.1	5.2	0.0	35.3
2200-2300	Pro	4.2	58.0	22.0	0.2	0.0	7.3	3.4	0.3	0.1	4.5
	Ocp	1.2	1.4	1.8	1.0	0.0	1.3	1.1	1.5	1.0	38.9
16 hours	Pro	3.6	45.3	13.1	0.7	0.1	22.0	10.4	1.1	0.1	3.7
	Ocp	1.1	1.3	2.0	3.8	12.8	1.3	1.1	11.4	1.4	45.8

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