

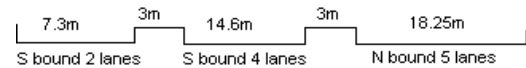
YEAR 2022

CORE STATION 5026

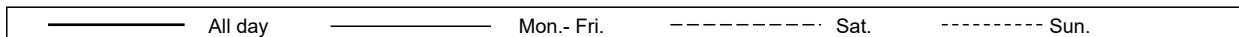
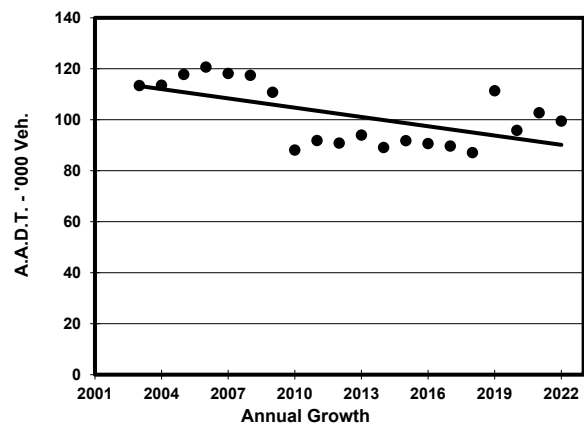
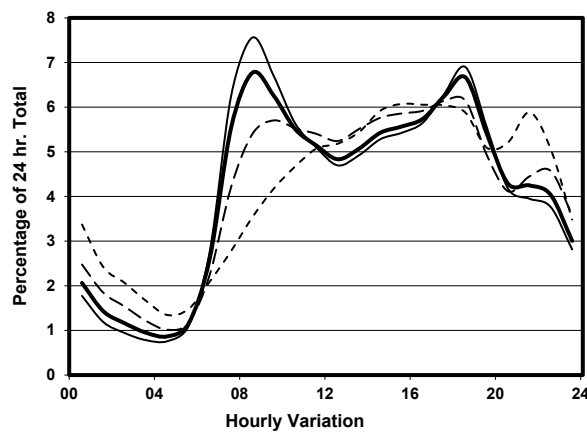
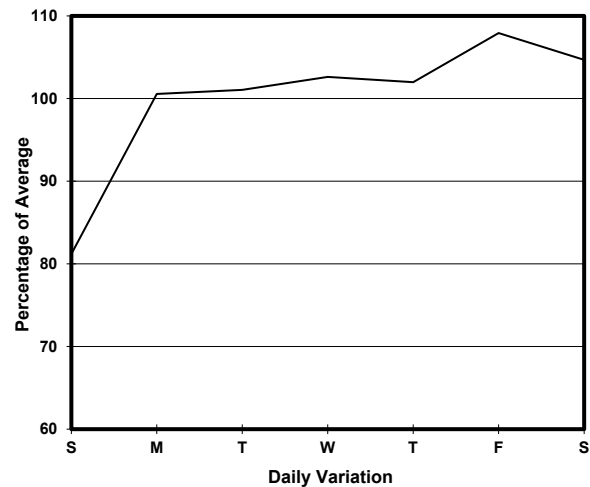
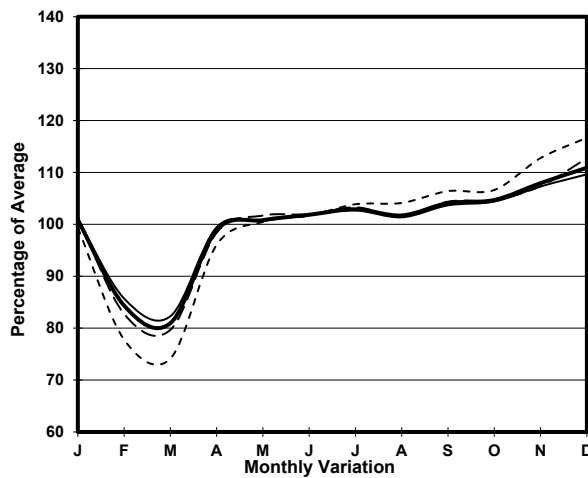
ROAD NETWORK MAJOR

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. | 51390 | 53710 | 53850 | 41040 |
| R 12 / 24 - % | 75.7 | 77.4 | 73.2 | 67.9 |
| R 16 / 24 - % | 88.4 | 89.1 | 87.3 | 85.3 |
| AM Peak Hour | 0800-0900 | 0800-0900 | 0900-1000 | 0900-1000 |
| One-way flow at AM peak hour | 4370 | 5120 | 3800 | 2090 |
| T - % (AM) | - | 16.1 | - | - |
| PM Peak Hour | 1700-1800 | 1700-1800 | 1700-1800 | 1600-1700 |
| One-way flow at PM peak hour | 3130 | 3270 | 3210 | 2580 |
| T - % (PM) | - | 14.6 | - | - |
| Prop.of commercial vehicles - 16 hr. | - | 15.5 | - | - |
| NORTH BOUND | | | | |
| A.A.D.T. | 48070 | 49620 | 51580 | 40320 |
| R 12 / 24 - % | 61.4 | 62.9 | 60.2 | 53.6 |
| R 16 / 24 - % | 85 | 86.5 | 82.4 | 78.8 |
| AM Peak Hour | 0800-0900 | 0800-0900 | 0900-1000 | 0900-1000 |
| One-way flow at AM peak hour | 2360 | 2690 | 2220 | 1310 |
| T - % (AM) | - | 14.1 | - | - |
| PM Peak Hour | 1800-1900 | 1800-1900 | 1800-1900 | 1800-1900 |
| One-way flow at PM peak hour | 3550 | 3870 | 3420 | 2350 |
| T - % (PM) | - | 10.7 | - | - |
| Prop.of commercial vehicles - 16 hr. | - | 15 | - | - |

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 | 4.5 | 40.9 | 13.8 | 1.4 | 0.0 | 22.3 | 10.7 | 2.5 | 0.0 | 4.0 |
| | Ocp | 1.1 | 1.4 | 2.0 | 7.6 | 0.0 | 1.3 | 1.1 | 19.3 | 0.0 | 67.0 |
| 0800-0900 Peak hour | Pro | 2.6 | 45.6 | 13.9 | 0.4 | 0.0 | 22.1 | 8.6 | 2.4 | 0.0 | 4.3 |
| | Ocp | 1.1 | 1.3 | 1.9 | 4.8 | 0.0 | 1.4 | 1.2 | 20.3 | 0.0 | 71.3 |
| 0900-1000 | Pro | 2.3 | 39.8 | 15.2 | 0.3 | 0.0 | 26.5 | 11.5 | 1.3 | 0.1 | 3.1 |
| | Ocp | 1.0 | 1.3 | 2.2 | 1.3 | 0.0 | 1.4 | 1.2 | 9.0 | 1.0 | 42.3 |
| 1000-1100 | Pro | 1.9 | 31.4 | 17.4 | 0.5 | 0.0 | 30.0 | 15.4 | 0.6 | 0.0 | 2.7 |
| | Ocp | 1.0 | 1.4 | 1.9 | 1.3 | 0.0 | 1.3 | 1.1 | 5.1 | 0.0 | 38.1 |
| 1100-1200 | Pro | 1.9 | 34.5 | 14.8 | 0.6 | 0.0 | 31.4 | 12.7 | 1.2 | 0.1 | 3.0 |
| | Ocp | 1.0 | 1.3 | 2.0 | 2.1 | 0.0 | 1.3 | 1.1 | 8.5 | 1.0 | 31.8 |
| 1200-1300 | Pro | 1.8 | 37.2 | 14.3 | 0.7 | 0.0 | 25.8 | 15.2 | 1.8 | 0.0 | 3.2 |
| | Ocp | 1.1 | 1.3 | 2.0 | 5.4 | 0.0 | 1.5 | 1.2 | 10.2 | 0.0 | 30.5 |
| 1300-1400 | Pro | 1.8 | 39.5 | 12.8 | 0.9 | 0.0 | 27.0 | 13.4 | 1.8 | 0.1 | 2.9 |
| | Ocp | 1.1 | 1.3 | 2.0 | 3.9 | 0.0 | 1.4 | 1.3 | 8.6 | 1.0 | 38.1 |
| 1400-1500 | Pro | 1.7 | 38.3 | 13.1 | 1.0 | 0.0 | 28.4 | 13.4 | 1.4 | 0.0 | 2.7 |
| | Ocp | 1.1 | 1.4 | 1.8 | 2.6 | 0.0 | 1.4 | 1.1 | 5.3 | 0.0 | 30.8 |
| 1500-1600 | Pro | 2.4 | 38.6 | 12.2 | 0.8 | 0.0 | 27.8 | 13.8 | 1.4 | 0.0 | 3.0 |
| | Ocp | 1.0 | 1.3 | 1.9 | 3.3 | 0.0 | 1.4 | 1.3 | 6.4 | 0.0 | 31.2 |
| 1600-1700 | Pro | 2.5 | 39.5 | 14.7 | 0.4 | 0.0 | 26.5 | 11.7 | 1.5 | 0.0 | 3.3 |
| | Ocp | 1.0 | 1.4 | 2.0 | 2.3 | 0.0 | 1.4 | 1.1 | 8.5 | 0.0 | 36.7 |
| 1700-1800 | Pro | 4.0 | 48.1 | 11.6 | 0.4 | 0.0 | 22.4 | 8.3 | 1.4 | 0.0 | 3.9 |
| | Ocp | 1.1 | 1.4 | 2.0 | 4.7 | 0.0 | 1.5 | 1.1 | 5.0 | 0.0 | 59.5 |
| 1800-1900 | Pro | 3.6 | 59.3 | 12.1 | 0.1 | 0.0 | 15.5 | 3.7 | 1.6 | 0.1 | 4.1 |
| | Ocp | 1.1 | 1.4 | 2.1 | 1.7 | 0.0 | 1.4 | 1.1 | 20.1 | 1.0 | 72.9 |
| 1900-2000 | Pro | 2.5 | 63.1 | 13.7 | 0.0 | 0.0 | 11.0 | 3.2 | 0.9 | 0.0 | 5.6 |
| | Ocp | 1.1 | 1.4 | 2.1 | 0.0 | 0.0 | 1.4 | 1.1 | 11.7 | 0.0 | 52.2 |
| 2000-2100 | Pro | 2.0 | 55.2 | 20.0 | 0.1 | 0.0 | 12.3 | 3.2 | 1.3 | 0.0 | 5.9 |
| | Ocp | 1.0 | 1.4 | 2.0 | 1.0 | 0.0 | 1.3 | 1.1 | 10.6 | 0.0 | 39.1 |
| 2100-2200 | Pro | 3.4 | 53.8 | 19.7 | 0.3 | 0.0 | 11.8 | 3.5 | 1.5 | 0.1 | 5.9 |
| | Ocp | 1.2 | 1.5 | 1.9 | 4.7 | 0.0 | 1.3 | 1.1 | 3.5 | 1.0 | 34.0 |
| 2200-2300 | Pro | 3.1 | 51.6 | 26.6 | 0.1 | 0.0 | 9.0 | 3.5 | 0.6 | 0.1 | 5.5 |
| | Ocp | 1.0 | 1.4 | 1.9 | 1.0 | 0.0 | 1.2 | 1.1 | 1.0 | 7.5 | 34.5 |
| 16 hours | Pro | 2.6 | 44.1 | 14.7 | 0.5 | 0.0 | 22.8 | 9.9 | 1.5 | 0.1 | 3.8 |
| | Ocp | 1.1 | 1.4 | 2.0 | 4.0 | 0.0 | 1.4 | 1.2 | 11.9 | 2.6 | 47.9 |

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