

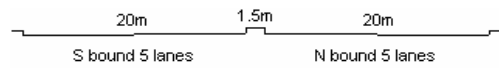
YEAR 2006

CORE STATION 5030

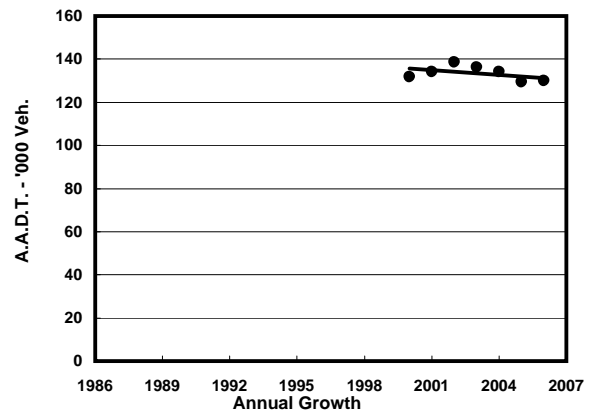
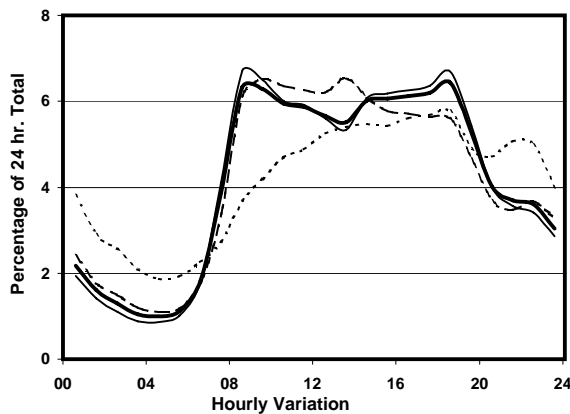
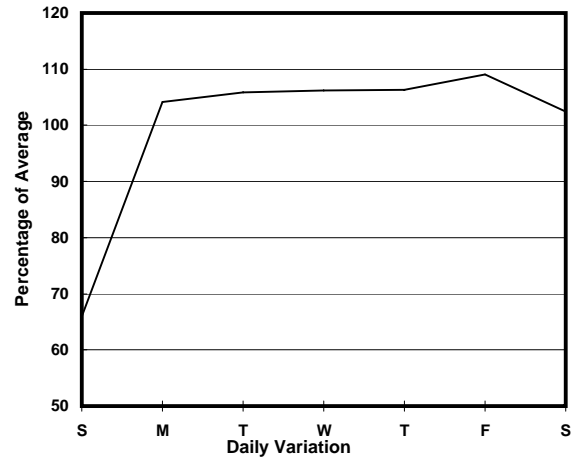
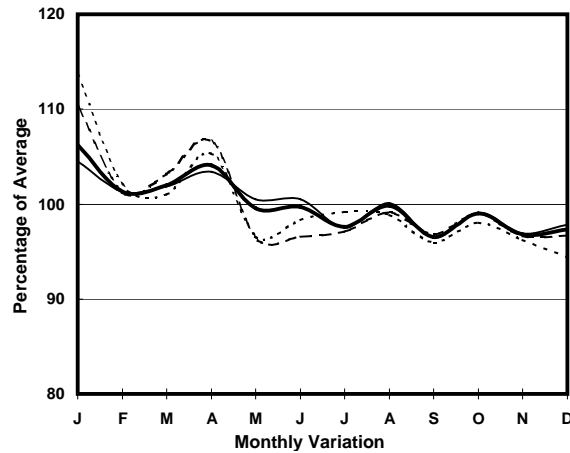
ROAD NETWORK MAJOR

ROAD TYPE URBAN TRUNK ROAD

LINK KWAI CHUNG RD (from PMH INT SLIP RD TO KWAI CHUNG RD N-B to TSUEN WAN RD)



1. TRAFFIC FLOW VARIATION AND GROWTH



— All day - - - - - Mon.- Fri. Sat. - . - . - Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	60900	66290	63410	39650
R 12 / 24 - %	73.5	74.9	73.4	62
R 16 / 24 - %	88	89.2	87	79.9
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	4360	5000	4590	1900
T - % (AM)	-	23.2	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	3840	4360	3560	2250
T - % (PM)	-	16.1	-	-
Prop.of commercial vehicles - 16 hr.	-	21.9	-	-
NORTH BOUND				
A.A.D.T.	68980	74390	71810	48440
R 12 / 24 - %	67.5	68.9	67.4	56.3
R 16 / 24 - %	85.9	87.2	84.6	77.4
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	4020	4530	4240	1790
T - % (AM)	-	21.9	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	4520	5040	4220	2840
T - % (PM)	-	14.6	-	-
Prop.of commercial vehicles - 16 hr.	-	17.7	-	-

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	3.7	17.5	14.8	0.8	5.1	30.1	17.9	4.6	0.0	5.5
	Ocp	1.1	1.4	2.2	1.8	12.9	1.4	1.2	17.8	0.0	53.6
0800-0900 Peak hour	Pro	4.2	27.7	12.8	0.6	5.8	28.1	13.3	3.2	0.1	4.4
	Ocp	1.1	1.4	2.0	2.2	12.5	1.5	1.5	17.8	1.0	58.9
0900-1000	Pro	3.4	23.8	11.3	0.6	3.5	34.1	17.7	1.5	0.1	4.1
	Ocp	1.1	1.3	1.7	2.2	11.0	1.6	1.4	24.0	1.0	40.5
1000-1100	Pro	2.5	24.0	7.3	0.4	3.3	40.8	17.1	0.7	0.0	4.0
	Ocp	1.0	1.4	1.9	3.0	8.6	1.6	1.5	17.7	0.0	30.1
1100-1200	Pro	1.6	19.4	7.1	0.9	3.1	47.9	15.2	1.2	0.1	3.5
	Ocp	1.1	1.4	2.1	2.7	7.7	1.6	1.4	8.6	1.0	32.0
1200-1300	Pro	2.0	25.2	7.3	0.9	2.9	44.2	12.9	1.2	0.0	3.4
	Ocp	1.1	1.3	2.0	3.6	7.5	1.6	1.4	11.6	0.0	33.5
1300-1400	Pro	1.7	22.3	5.8	0.8	2.8	48.7	13.2	1.0	0.0	3.7
	Ocp	1.0	1.4	1.9	3.1	10.4	1.6	1.4	7.4	0.0	34.9
1400-1500	Pro	1.9	25.7	7.6	0.6	2.6	36.6	19.8	1.2	0.0	4.1
	Ocp	1.0	1.4	1.9	1.8	9.2	1.5	1.4	13.6	0.0	35.3
1500-1600	Pro	2.4	23.6	7.3	0.4	2.9	43.6	15.2	1.2	0.0	3.5
	Ocp	1.1	1.4	1.9	2.7	8.5	1.5	1.4	9.0	0.0	30.9
1600-1700	Pro	3.0	25.6	10.7	0.9	2.7	38.0	13.6	1.7	0.0	3.9
	Ocp	1.0	1.4	1.7	2.1	11.6	1.6	1.4	8.9	0.0	37.1
1700-1800	Pro	3.4	28.7	7.4	1.0	3.9	34.6	13.9	2.1	0.1	4.9
	Ocp	1.1	1.4	1.8	2.9	12.3	1.5	1.4	14.1	1.0	48.0
1800-1900	Pro	4.2	34.6	8.3	0.4	6.4	30.8	8.9	2.4	0.1	4.0
	Ocp	1.1	1.4	2.6	4.9	15.7	1.5	1.2	16.2	1.0	64.4
1900-2000	Pro	4.1	45.4	7.6	0.3	7.7	17.7	11.5	1.6	0.0	4.2
	Ocp	1.1	1.5	2.8	2.0	14.5	1.5	1.1	20.3	0.0	56.1
2000-2100	Pro	1.9	40.9	13.7	0.4	7.2	18.8	11.1	1.1	0.0	5.0
	Ocp	1.2	1.5	1.9	1.6	11.1	1.5	1.1	12.4	0.0	45.7
2100-2200	Pro	3.4	37.7	18.1	0.3	8.4	15.0	10.0	1.3	0.1	5.8
	Ocp	1.3	1.5	1.9	1.0	12.8	1.5	1.1	7.5	1.0	36.2
2200-2300	Pro	2.3	42.0	17.7	0.2	10.2	12.4	7.6	1.5	0.0	6.2
	Ocp	1.1	1.5	2.4	3.5	10.5	1.5	1.1	11.0	0.0	37.2
16 hours	Pro	2.9	28.3	9.7	0.6	4.6	34.0	13.9	1.7	0.1	4.2
	Ocp	1.1	1.4	2.0	2.6	11.7	1.5	1.3	14.8	1.0	42.8

Legend

- Pro.** Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)
- Ocp.** Average occupancy of vehicles
- M&H** Medium and Heavy