

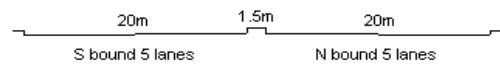
YEAR 2014

CORE STATION 5030

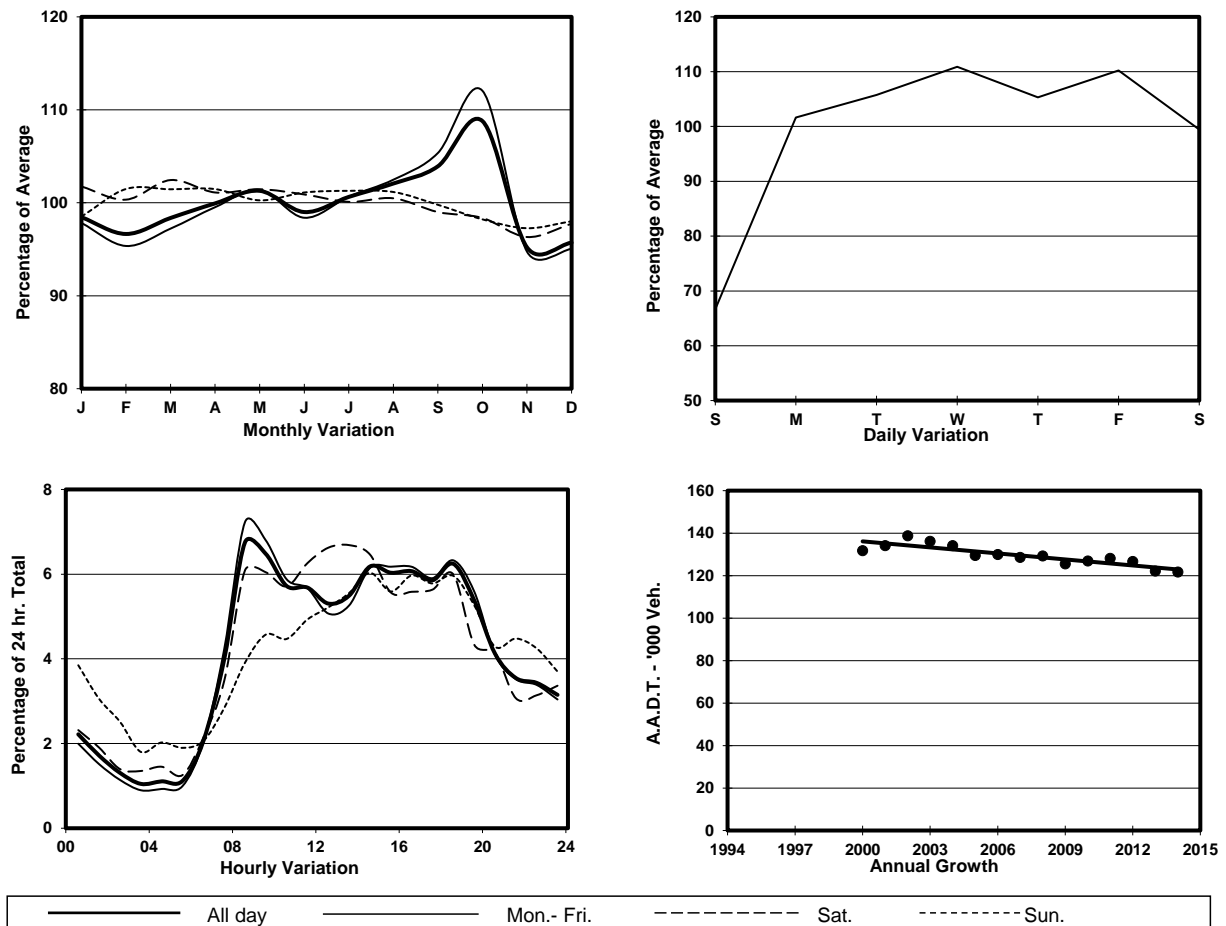
ROAD NETWORK MAJOR

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



## 2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

| Parameter                            | All - Day | Mon. - Fri. | Sat.      | Sun.      |
|--------------------------------------|-----------|-------------|-----------|-----------|
| <b>SOUTH BOUND</b>                   |           |             |           |           |
| A.A.D.T.                             | 59760     | 65170       | 60680     | 39430     |
| R 12 / 24 - %                        | 73.2      | 74.1        | 73.5      | 65.4      |
| R 16 / 24 - %                        | 87.7      | 88.6        | 86.1      | 82.3      |
| AM Peak Hour                         | 0800-0900 | 0800-0900   | 0900-1000 | 0900-1000 |
| One-way flow at AM peak hour         | 4590      | 5360        | 4310      | 1940      |
| T - % (AM)                           | -         | 18.4        | -         | -         |
| PM Peak Hour                         | 1800-1900 | 1800-1900   | 1800-1900 | 1800-1900 |
| One-way flow at PM peak hour         | 3690      | 4010        | 3660      | 2620      |
| T - % (PM)                           | -         | 11.5        | -         | -         |
| Prop.of commercial vehicles - 16 hr. | -         | 16.5        | -         | -         |
| <b>NORTH BOUND</b>                   |           |             |           |           |
| A.A.D.T.                             | 61940     | 67170       | 62420     | 43150     |
| R 12 / 24 - %                        | 66.5      | 67.7        | 66.8      | 56.6      |
| R 16 / 24 - %                        | 85        | 86.3        | 83.6      | 76.2      |
| AM Peak Hour                         | 0900-1000 | 0900-1000   | 0800-0900 | 0900-1000 |
| One-way flow at AM peak hour         | 3810      | 4430        | 3330      | 1840      |
| T - % (AM)                           | -         | 14.5        | -         | -         |
| PM Peak Hour                         | 1800-1900 | 1800-1900   | 1700-1800 | 1600-1700 |
| One-way flow at PM peak hour         | 3910      | 4370        | 3720      | 2500      |
| T - % (PM)                           | -         | 13          | -         | -         |
| Prop.of commercial vehicles - 16 hr. | -         | 17.2        | -         | -         |

## 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 | 4.9              | 25.3    | 15.9 | 1.8     | 3.7  | 26.5       | 12.2  | 5.5     | 0.0     | 4.2  |
|                        | Ocp | 1.0              | 1.4     | 2.1  | 6.4     | 13.3 | 1.5        | 1.4   | 14.3    | 0.0     | 51.5 |
| 0800-0900<br>Peak hour | Pro | 3.3              | 35.7    | 15.6 | 0.7     | 3.5  | 23.9       | 10.5  | 3.5     | 0.0     | 3.2  |
|                        | Ocp | 1.1              | 1.3     | 2.1  | 5.4     | 13.0 | 1.6        | 1.5   | 17.1    | 0.0     | 57.4 |
| 0900-1000              | Pro | 2.7              | 33.4    | 14.3 | 0.4     | 2.5  | 30.8       | 10.9  | 1.6     | 0.1     | 3.4  |
|                        | Ocp | 1.0              | 1.5     | 2.0  | 1.6     | 11.2 | 1.5        | 1.4   | 6.4     | 1.0     | 31.6 |
| 1000-1100              | Pro | 2.4              | 27.7    | 12.6 | 0.1     | 1.7  | 36.5       | 14.5  | 1.2     | 0.0     | 3.3  |
|                        | Ocp | 1.0              | 1.3     | 2.0  | 1.5     | 8.7  | 1.4        | 1.4   | 15.4    | 0.0     | 26.0 |
| 1100-1200              | Pro | 2.2              | 29.8    | 10.6 | 0.7     | 1.8  | 35.7       | 14.6  | 1.3     | 0.0     | 3.1  |
|                        | Ocp | 1.1              | 1.4     | 2.0  | 2.2     | 8.7  | 1.5        | 1.4   | 16.6    | 0.0     | 27.4 |
| 1200-1300              | Pro | 2.5              | 29.8    | 11.6 | 0.7     | 1.3  | 36.1       | 13.2  | 1.7     | 0.0     | 3.0  |
|                        | Ocp | 1.1              | 1.3     | 2.1  | 5.7     | 9.3  | 1.5        | 1.4   | 10.8    | 0.0     | 31.9 |
| 1300-1400              | Pro | 1.8              | 26.8    | 9.1  | 0.7     | 1.6  | 40.4       | 15.0  | 1.4     | 0.0     | 3.1  |
|                        | Ocp | 1.1              | 1.4     | 2.1  | 2.3     | 10.2 | 1.5        | 1.4   | 13.9    | 0.0     | 36.5 |
| 1400-1500              | Pro | 2.3              | 28.5    | 9.6  | 0.3     | 1.3  | 41.0       | 12.9  | 1.1     | 0.0     | 3.1  |
|                        | Ocp | 1.1              | 1.4     | 2.1  | 2.0     | 11.5 | 1.4        | 1.3   | 6.1     | 0.0     | 33.1 |
| 1500-1600              | Pro | 3.0              | 29.9    | 11.1 | 0.8     | 1.3  | 34.5       | 15.5  | 1.1     | 0.0     | 2.9  |
|                        | Ocp | 1.1              | 1.4     | 2.2  | 2.9     | 8.9  | 1.5        | 1.4   | 8.1     | 0.0     | 32.4 |
| 1600-1700              | Pro | 3.1              | 31.3    | 11.9 | 0.7     | 1.7  | 32.5       | 13.5  | 2.2     | 0.0     | 3.2  |
|                        | Ocp | 1.0              | 1.5     | 2.0  | 1.4     | 9.1  | 1.4        | 1.4   | 9.0     | 0.0     | 39.4 |
| 1700-1800              | Pro | 4.2              | 34.9    | 11.1 | 0.6     | 2.1  | 27.7       | 13.3  | 2.6     | 0.0     | 3.5  |
|                        | Ocp | 1.1              | 1.4     | 1.9  | 5.5     | 13.5 | 1.5        | 1.4   | 13.0    | 0.0     | 49.0 |
| 1800-1900              | Pro | 3.8              | 47.6    | 10.2 | 0.5     | 4.6  | 21.0       | 7.0   | 2.4     | 0.0     | 2.9  |
|                        | Ocp | 1.1              | 1.4     | 2.3  | 2.5     | 16.0 | 1.5        | 1.2   | 22.5    | 0.0     | 66.5 |
| 1900-2000              | Pro | 4.1              | 51.0    | 11.8 | 0.2     | 4.1  | 16.9       | 6.6   | 2.3     | 0.0     | 3.1  |
|                        | Ocp | 1.1              | 1.3     | 2.0  | 1.0     | 15.5 | 1.3        | 1.1   | 18.6    | 0.0     | 51.9 |
| 2000-2100              | Pro | 3.3              | 47.0    | 17.1 | 0.1     | 5.0  | 15.0       | 7.2   | 1.7     | 0.0     | 3.6  |
|                        | Ocp | 1.1              | 1.3     | 2.0  | 1.0     | 11.5 | 1.3        | 1.1   | 6.5     | 0.0     | 39.0 |
| 2100-2200              | Pro | 4.4              | 44.7    | 17.8 | 0.0     | 6.3  | 12.7       | 7.6   | 1.8     | 0.0     | 4.6  |
|                        | Ocp | 1.1              | 1.4     | 2.1  | 0.0     | 11.6 | 1.5        | 1.0   | 11.3    | 0.0     | 37.2 |
| 2200-2300              | Pro | 4.5              | 45.6    | 21.5 | 0.2     | 7.4  | 9.0        | 5.8   | 1.2     | 0.0     | 4.9  |
|                        | Ocp | 1.1              | 1.3     | 2.0  | 1.0     | 11.6 | 1.4        | 1.0   | 11.2    | 0.0     | 37.0 |
| 16 hours               | Pro | 3.2              | 35.2    | 12.9 | 0.5     | 2.9  | 28.4       | 11.5  | 2.0     | 0.1     | 3.4  |
|                        | Ocp | 1.1              | 1.4     | 2.1  | 3.7     | 12.3 | 1.5        | 1.3   | 13.7    | 1.0     | 40.9 |

**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