

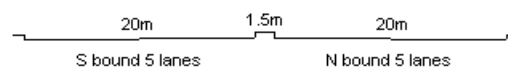
YEAR 2015

CORE STATION 5030

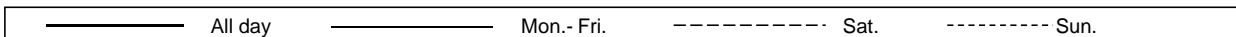
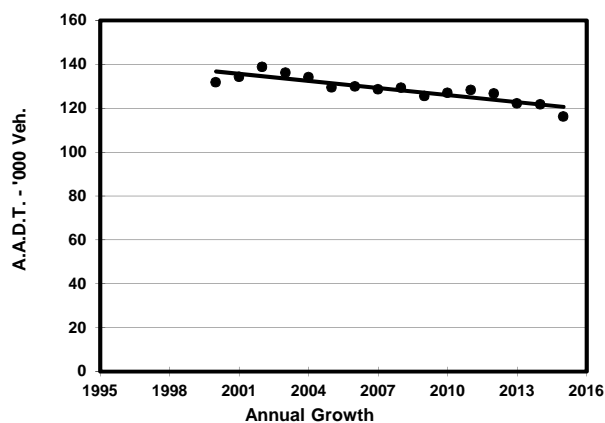
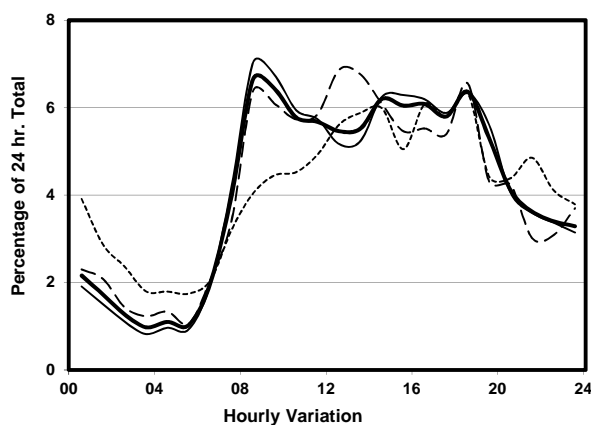
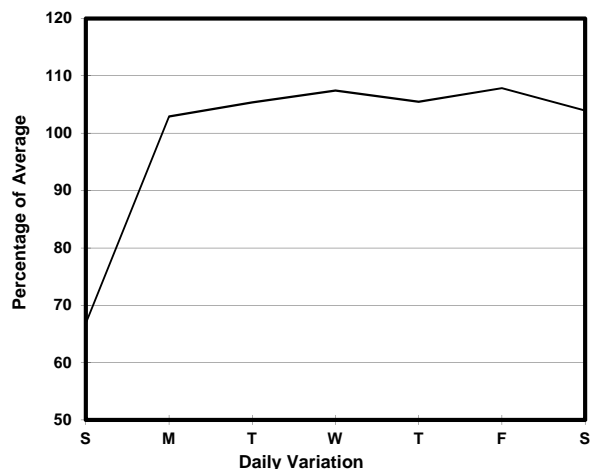
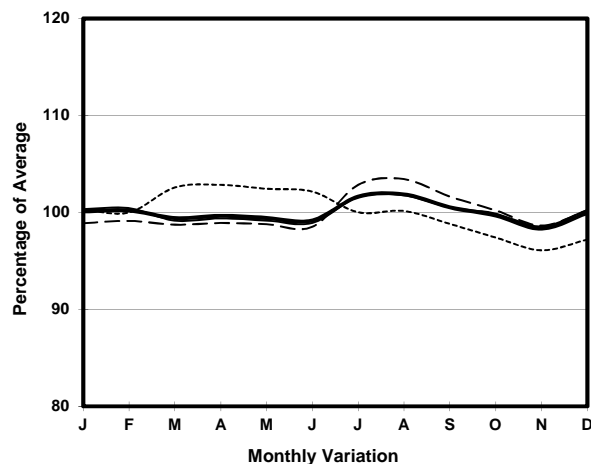
ROAD NETWORK MAJOR

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.
SOUTH BOUND				
A.A.D.T.	55340	59930	57620	37130
R 12 / 24 - %	72.8	73.6	72.7	66.1
R 16 / 24 - %	87.6	88.6	85.9	82.1
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	4100	4700	4090	1750
T - % (AM)	-	16	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	3530	3730	3720	2740
T - % (PM)	-	12	-	-
Prop.of commercial vehicles - 16 hr.	-	15.7	-	-
NORTH BOUND				
A.A.D.T.	60720	65090	65300	41950
R 12 / 24 - %	67.5	68.7	67.9	58.2
R 16 / 24 - %	85.4	86.8	83.8	77.5
AM Peak Hour	0900-1000	0900-1000	0800-0900	0900-1000
One-way flow at AM peak hour	3770	4320	3770	1780
T - % (AM)	-	18	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1600-1700
One-way flow at PM peak hour	3860	4180	4340	2450
T - % (PM)	-	12.9	-	-
Prop.of commercial vehicles - 16 hr.	-	17.5	-	-

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	2.6	28.4	18.2	2.0	3.1	23.1	11.5	6.8	0.1	4.3
	Ocp	1.1	1.4	2.1	4.6	13.9	1.2	1.2	18.5	29.0	49.5
0800-0900 Peak hour	Pro	2.2	40.6	14.6	0.4	3.3	22.3	10.5	2.8	0.1	3.3
	Ocp	1.1	1.7	2.1	7.5	11.9	1.5	1.4	24.9	25.3	49.3
0900-1000	Pro	2.3	33.8	14.8	0.4	2.0	31.4	11.0	1.3	0.1	3.1
	Ocp	1.1	1.4	2.0	2.1	11.0	1.5	1.3	12.7	1.0	32.6
1000-1100	Pro	2.2	26.5	14.9	0.3	2.0	37.0	13.1	0.9	0.1	3.0
	Ocp	1.0	1.4	1.6	1.6	7.8	1.4	1.3	14.2	28.0	26.5
1100-1200	Pro	1.7	28.7	11.2	0.6	1.4	37.6	14.6	1.1	0.1	3.1
	Ocp	1.1	1.3	2.0	3.8	10.7	1.4	1.4	11.8	40.0	27.4
1200-1300	Pro	1.7	30.5	9.8	0.8	1.4	36.7	14.6	1.5	0.1	3.0
	Ocp	1.1	1.5	2.2	8.8	7.4	1.4	1.5	10.6	12.0	28.0
1300-1400	Pro	1.9	29.3	10.8	0.5	2.1	34.1	16.8	1.3	0.0	3.2
	Ocp	1.1	1.4	2.3	2.2	9.5	1.4	1.4	16.8	0.0	29.6
1400-1500	Pro	2.2	32.8	11.7	0.4	1.3	35.1	12.5	1.0	0.1	3.0
	Ocp	1.1	1.4	1.7	1.9	8.2	1.4	1.5	9.4	32.0	33.4
1500-1600	Pro	2.3	30.1	11.0	0.7	1.4	35.1	15.5	1.0	0.1	2.9
	Ocp	1.0	1.4	1.8	3.8	11.0	1.4	1.5	8.4	46.0	31.1
1600-1700	Pro	3.3	34.5	11.3	0.6	1.5	32.8	10.6	2.1	0.1	3.3
	Ocp	1.1	1.4	1.7	5.5	13.3	1.4	1.4	12.8	14.0	38.7
1700-1800	Pro	3.6	36.7	10.9	1.3	2.1	30.0	9.9	1.8	0.1	3.7
	Ocp	1.0	1.5	1.8	2.5	13.2	1.4	1.3	14.4	19.0	47.3
1800-1900	Pro	4.5	46.9	10.2	0.4	4.3	21.3	7.2	2.0	0.1	3.3
	Ocp	1.1	1.4	2.1	1.3	15.5	1.3	1.2	19.2	28.0	64.9
1900-2000	Pro	3.2	51.6	12.6	0.3	4.8	12.9	7.4	3.1	0.1	4.1
	Ocp	1.1	1.3	1.9	3.0	11.9	1.2	1.1	13.6	46.0	44.5
2000-2100	Pro	1.6	47.7	18.5	0.0	4.8	13.5	6.0	3.7	0.1	4.2
	Ocp	1.0	1.4	1.9	0.0	10.1	1.2	1.1	6.1	22.0	32.9
2100-2200	Pro	3.8	48.7	21.0	0.1	5.7	8.1	5.3	2.1	0.0	5.1
	Ocp	1.2	1.3	2.2	1.0	11.0	1.3	1.2	8.3	0.0	30.8
2200-2300	Pro	3.9	47.4	21.2	0.1	6.6	7.9	5.6	2.0	0.1	5.2
	Ocp	1.0	1.4	1.9	6.0	11.6	1.2	1.0	6.7	9.5	31.2
16 hours	Pro	2.7	36.5	13.4	0.6	2.8	27.5	11.1	2.0	0.1	3.5
	Ocp	1.1	1.4	2.0	4.0	11.6	1.4	1.4	14.6	24.5	38.1

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 except for one way traffic