

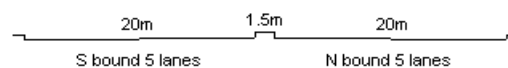
YEAR 2004

CORE STATION 5030

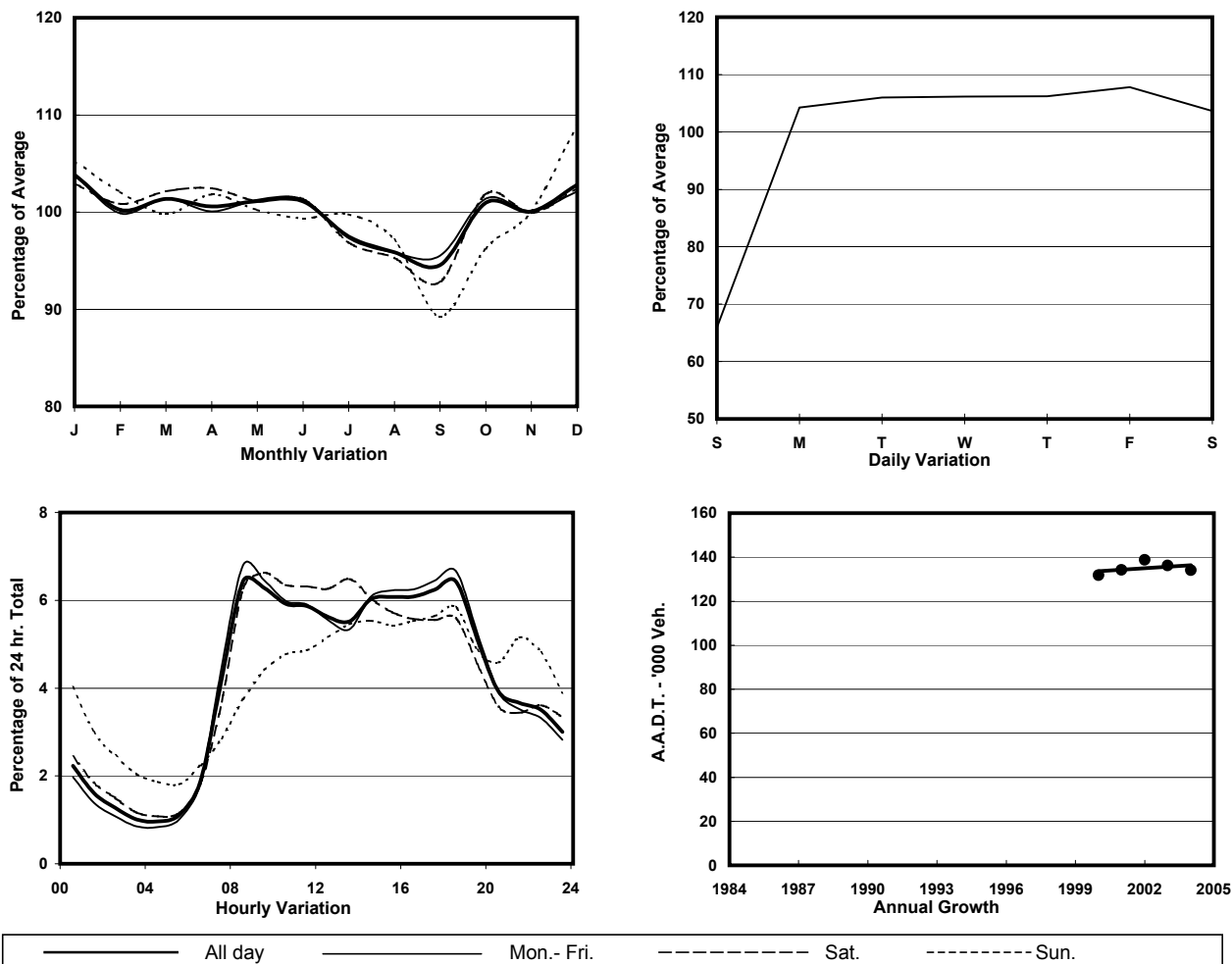
ROAD NETWORK MAJOR

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.	62930	68190	66630	40930
R 12 / 24 - %	73.8	75.2	73.7	62.6
R 16 / 24 - %	88	89.1	87.1	80.4
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	4560	5190	4930	2030
T - % (AM)	-	20.8	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	3960	4450	3610	2400
T - % (PM)	-	15.4	-	-
Prop.of commercial vehicles - 16 hr.	-	20.7	-	-
NORTH BOUND				
A.A.D.T.	71160	76610	74780	49400
R 12 / 24 - %	68	69.5	67.6	56.5
R 16 / 24 - %	85.9	87.3	84.4	77.3
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	4140	4670	4440	1960
T - % (AM)	-	18.6	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	4660	5200	4350	2880
T - % (PM)	-	16	-	-
Prop.of commercial vehicles - 16 hr.	-	19.9	-	-

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	5.2	27.0	10.6	1.1	5.7	24.0	15.4	5.9	0.0	5.1
	Ocp	1.0	1.7	2.0	3.8	11.6	1.5	1.3	14.1	0.0	52.9
0800-0900 Peak hour	Pro	5.2	34.6	9.2	0.6	5.7	25.0	11.9	3.9	0.1	4.0
	Ocp	1.1	1.4	1.9	2.3	12.5	1.5	1.5	27.1	1.0	52.1
0900-1000	Pro	3.0	26.7	9.9	0.7	3.9	35.0	15.8	1.3	0.0	3.9
	Ocp	1.1	1.4	1.9	2.2	9.9	1.5	1.4	21.7	0.0	31.7
1000-1100	Pro	2.8	23.7	9.2	0.6	3.0	40.1	16.3	0.7	0.1	3.7
	Ocp	1.1	1.4	1.9	2.6	8.7	1.5	1.5	7.4	9.0	27.3
1100-1200	Pro	2.4	24.5	7.8	1.0	3.5	38.6	17.8	0.9	0.1	3.6
	Ocp	1.1	1.5	1.9	2.6	7.7	1.6	1.5	8.2	1.7	32.9
1200-1300	Pro	2.2	23.8	6.3	0.8	3.7	42.7	16.1	1.0	0.1	3.4
	Ocp	1.1	1.4	2.1	1.7	7.4	1.5	1.4	17.4	14.0	35.1
1300-1400	Pro	3.1	23.1	7.0	0.5	3.1	40.6	17.9	1.0	0.1	3.8
	Ocp	1.0	1.4	1.9	3.1	8.2	1.6	1.4	5.6	15.0	32.2
1400-1500	Pro	2.7	21.5	6.1	0.7	2.6	44.1	18.4	0.8	0.1	3.2
	Ocp	1.0	1.5	2.1	2.7	9.0	1.5	1.4	5.8	12.0	32.5
1500-1600	Pro	2.4	27.2	6.8	1.2	2.4	40.2	15.5	0.8	0.0	3.7
	Ocp	1.2	1.5	2.2	1.8	7.8	1.6	1.6	14.5	0.0	34.2
1600-1700	Pro	2.5	26.8	8.3	1.3	2.6	36.9	16.5	1.8	0.0	3.3
	Ocp	1.0	1.5	1.8	2.9	9.9	1.6	1.5	12.0	0.0	33.8
1700-1800	Pro	4.5	28.7	7.9	0.7	2.9	33.4	14.7	2.4	0.0	4.6
	Ocp	1.0	1.5	1.8	4.8	11.7	1.6	1.5	12.2	0.0	40.6
1800-1900	Pro	5.1	41.2	6.7	0.7	5.6	24.8	9.7	2.1	0.0	3.9
	Ocp	1.1	1.4	2.1	3.5	15.4	1.6	1.3	19.4	0.0	48.9
1900-2000	Pro	3.9	38.5	9.9	0.2	7.6	22.1	11.7	1.6	0.0	4.5
	Ocp	1.2	1.6	2.0	1.7	13.8	1.5	1.4	5.9	0.0	49.4
2000-2100	Pro	3.3	43.6	9.9	0.6	9.3	17.8	9.5	1.4	0.0	4.6
	Ocp	1.2	1.5	1.9	1.5	10.3	1.4	1.2	7.0	0.0	39.7
2100-2200	Pro	4.7	42.0	16.3	0.3	7.6	13.6	8.5	1.5	0.1	5.6
	Ocp	1.1	1.4	1.8	2.3	12.8	1.5	1.1	5.9	25.0	34.1
2200-2300	Pro	3.1	38.8	19.3	0.2	9.5	11.8	8.1	2.0	0.0	7.3
	Ocp	1.1	1.6	1.8	1.0	10.6	1.5	1.1	12.8	0.0	14.9
16 hours	Pro	3.5	30.0	8.9	0.7	4.5	32.2	14.4	1.8	0.1	4.1
	Ocp	1.1	1.5	1.9	2.7	11.0	1.5	1.4	15.3	9.6	37.6

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