

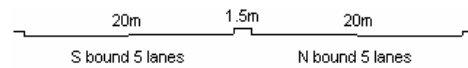
YEAR 2007

CORE STATION 5030

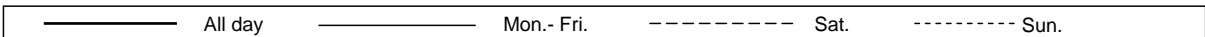
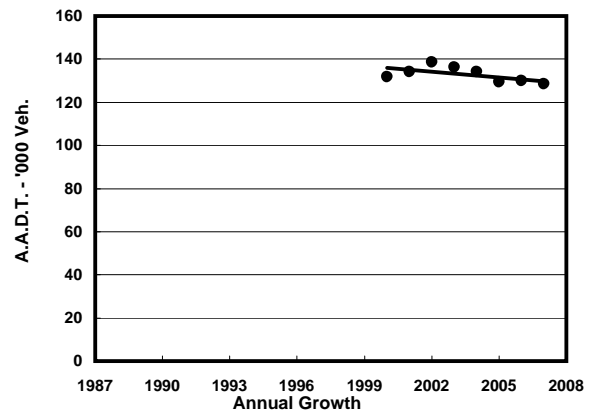
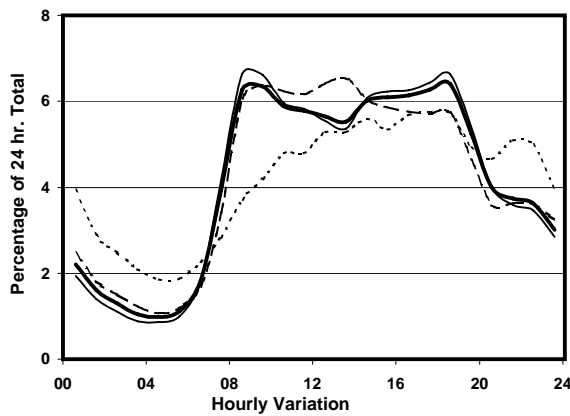
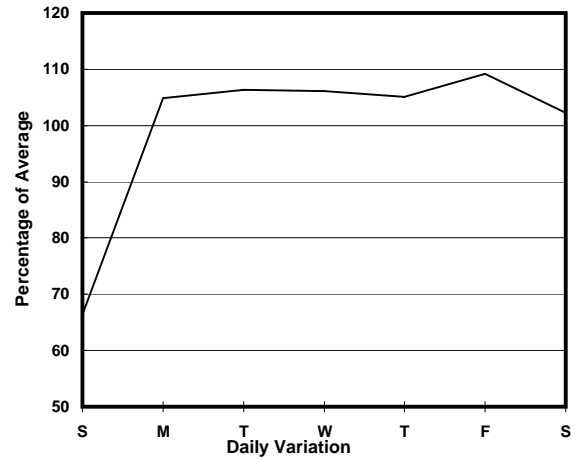
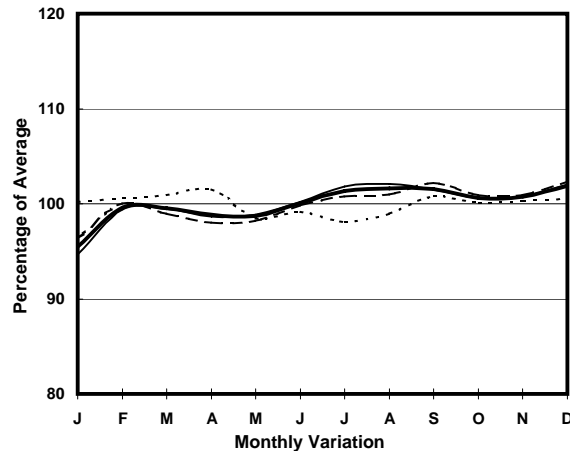
ROAD NETWORK MAJOR

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.	60830	66210	63440	39160
R 12 / 24 - %	73.6	74.9	73.7	62.2
R 16 / 24 - %	88.1	89.2	87.1	80
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	4320	4950	4500	1880
T - % (AM)	-	20.3	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	3910	4400	3620	2240
T - % (PM)	-	16.9	-	-
Prop.of commercial vehicles - 16 hr.	-	20.9	-	-
NORTH BOUND				
A.A.D.T.	67680	72850	70450	47830
R 12 / 24 - %	67.4	68.9	67.3	56.4
R 16 / 24 - %	85.9	87.2	84.6	77.6
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	3990	4530	4030	1750
T - % (AM)	-	19.8	-	-
PM Peak Hour	1700-1800	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	4350	4820	4280	2860
T - % (PM)	-	18.9	-	-
Prop.of commercial vehicles - 16 hr.	-	21.3	-	-

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	5.4	17.3	13.8	1.2	4.7	29.2	17.5	5.9	0.0	5.0
	Ocp	1.0	1.4	2.0	2.7	12.5	1.5	1.2	15.8	0.0	53.5
0800-0900	Pro	4.5	29.7	13.4	0.6	5.5	25.9	13.2	3.2	0.0	3.9
	Ocp	1.1	1.2	2.0	2.9	13.7	1.5	1.5	28.3	0.0	60.7
0900-1000	Pro	2.8	29.1	11.6	0.5	2.9	33.2	15.2	1.1	0.0	3.6
	Ocp	1.0	1.3	1.9	2.1	12.9	1.5	1.4	13.4	0.0	35.0
1000-1100	Pro	2.5	22.0	7.7	0.4	3.1	41.0	19.1	0.5	0.0	3.8
	Ocp	1.1	1.3	2.0	3.0	8.6	1.5	1.3	15.1	0.0	28.5
1100-1200	Pro	3.0	20.7	7.7	0.8	2.8	41.1	19.7	0.7	0.0	3.5
	Ocp	1.0	1.3	1.8	1.7	7.8	1.5	1.4	7.8	0.0	30.4
1200-1300	Pro	3.6	17.9	9.3	0.8	2.8	42.1	18.6	1.1	0.0	3.8
	Ocp	1.1	1.5	2.0	3.4	9.4	1.5	1.5	8.6	0.0	36.1
1300-1400	Pro	4.1	23.0	6.1	1.0	3.1	39.6	18.4	1.0	0.0	3.7
	Ocp	1.1	1.4	1.8	2.4	8.8	1.5	1.4	5.5	0.0	35.9
1400-1500	Pro	2.7	21.8	7.1	0.5	2.5	41.5	19.6	1.2	0.0	3.1
	Ocp	1.1	1.4	1.9	2.2	9.6	1.5	1.4	10.6	0.0	33.7
1500-1600	Pro	2.2	24.1	7.2	0.7	1.9	42.6	17.4	0.9	0.0	3.1
	Ocp	1.0	1.4	1.8	2.1	9.2	1.5	1.3	4.1	0.0	38.1
1600-1700	Pro	4.0	24.0	11.0	0.8	1.9	37.0	16.2	1.4	0.0	3.7
	Ocp	1.1	1.4	1.6	1.8	11.3	1.4	1.3	4.6	0.0	39.8
1700-1800	Pro	3.8	27.6	9.1	0.7	3.2	34.3	14.6	2.3	0.0	4.4
	Ocp	1.0	1.4	1.8	2.9	12.1	1.6	1.3	12.0	0.0	48.4
1800-1900	Pro	4.6	36.5	9.1	0.2	6.1	25.4	11.7	2.5	0.0	3.9
	Ocp	1.1	1.4	1.9	2.6	15.6	1.5	1.3	15.6	0.0	65.2
1900-2000	Pro	4.1	40.5	10.2	0.2	7.4	19.9	11.5	2.0	0.0	4.2
	Ocp	1.1	1.3	1.8	1.3	14.5	1.4	1.1	18.9	0.0	49.8
2000-2100	Pro	6.8	34.1	16.9	0.3	9.0	15.7	11.2	0.8	0.0	5.1
	Ocp	1.1	1.5	1.8	2.0	12.0	1.5	1.3	9.8	0.0	36.4
2100-2200	Pro	4.2	35.9	19.3	0.2	9.0	15.7	9.1	1.3	0.0	5.2
	Ocp	1.1	1.4	1.7	1.0	10.1	1.4	1.2	4.5	0.0	29.2
2200-2300	Pro	4.1	34.0	21.9	0.4	10.6	12.8	8.3	1.3	0.0	6.7
	Ocp	1.2	1.6	1.7	4.0	10.1	1.5	1.1	13.6	0.0	33.3
16 hours	Pro	3.8	27.1	10.7	0.6	4.4	32.3	15.4	1.7	0.0	4.0
	Ocp	1.1	1.4	1.8	2.4	11.8	1.5	1.3	14.6	0.0	41.6

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