

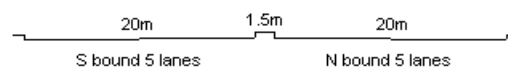
YEAR 2009

CORE STATION 5030

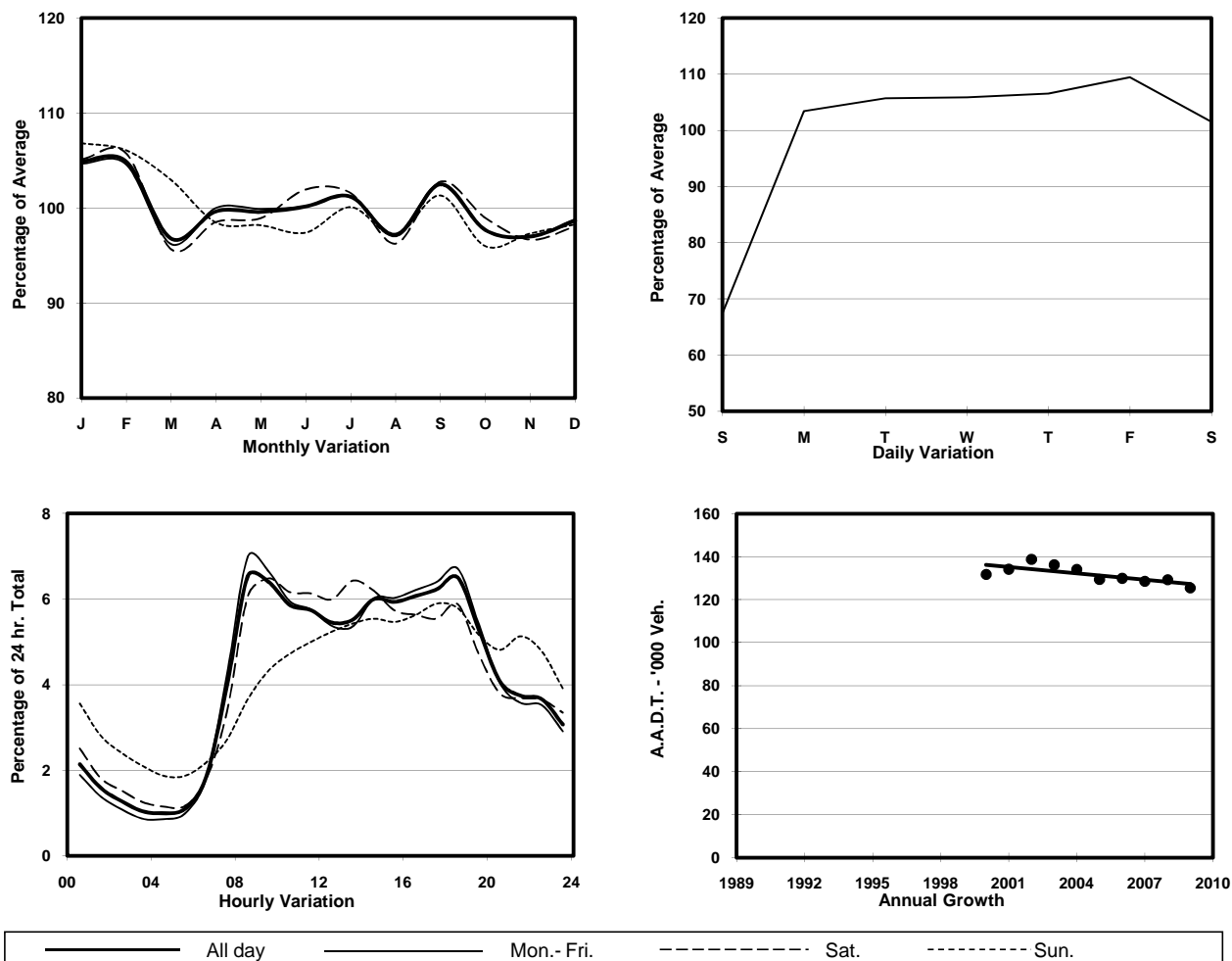
ROAD NETWORK MAJOR

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.	58540	63540	60250	39050
R 12 / 24 - %	73.3	74.8	72.3	62.8
R 16 / 24 - %	88.1	89.3	86.3	81.5
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	4350	5040	4290	1910
T - % (AM)	-	18.6	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	3800	4310	3290	2230
T - % (PM)	-	14.5	-	-
Prop.of commercial vehicles - 16 hr.	-	18.2	-	-
NORTH BOUND				
A.A.D.T.	66910	71990	69620	47040
R 12 / 24 - %	67.4	68.8	67.2	56.6
R 16 / 24 - %	85.9	87.3	84.7	77.5
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	4000	4510	4130	1820
T - % (AM)	-	17.6	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	4350	4780	4350	2850
T - % (PM)	-	19.1	-	-
Prop.of commercial vehicles - 16 hr.	-	18.8	-	-

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	3.6	22.3	16.0	0.7	4.1	27.0	15.0	6.0	0.1	5.5
	Ocp	1.0	1.4	2.1	3.5	12.0	1.5	1.3	16.8	26.0	54.8
0800-0900	Pro	3.7	32.7	14.7	0.3	5.3	25.5	10.0	4.1	0.1	3.7
	Ocp	1.0	1.4	2.0	4.4	13.9	1.6	1.4	30.5	1.0	63.1
0900-1000	Pro	2.4	30.2	12.8	0.8	3.0	33.1	12.7	1.3	0.0	3.7
	Ocp	1.1	1.3	1.8	2.4	11.7	1.6	1.3	17.8	0.0	37.6
1000-1100	Pro	2.7	24.0	9.1	0.3	3.2	38.9	17.1	0.8	0.1	4.0
	Ocp	1.1	1.4	1.9	3.8	10.0	1.6	1.4	14.2	10.0	27.8
1100-1200	Pro	3.0	24.5	7.0	0.9	2.7	43.2	14.2	1.2	0.1	3.3
	Ocp	1.0	1.4	2.0	2.2	8.4	1.5	1.6	13.9	1.0	30.8
1200-1300	Pro	3.0	25.1	8.3	0.7	3.3	38.3	16.3	1.4	0.1	3.7
	Ocp	1.0	1.5	2.0	1.6	7.6	1.6	1.5	9.4	4.0	33.3
1300-1400	Pro	2.8	23.8	7.3	0.7	3.1	40.9	16.3	1.5	0.0	3.6
	Ocp	1.1	1.4	1.9	2.9	8.4	1.5	1.4	12.7	0.0	35.5
1400-1500	Pro	2.1	26.8	7.9	0.7	2.8	39.1	15.7	1.4	0.0	3.4
	Ocp	1.0	1.5	2.0	3.3	8.3	1.6	1.4	16.0	0.0	35.6
1500-1600	Pro	2.0	27.5	8.3	0.8	2.7	38.3	15.9	1.0	0.0	3.6
	Ocp	1.1	1.3	1.9	3.3	8.7	1.5	1.4	12.6	0.0	35.0
1600-1700	Pro	2.9	29.2	9.8	1.0	2.3	35.8	13.7	1.6	0.0	3.7
	Ocp	1.1	1.3	1.6	4.0	10.0	1.6	1.5	6.7	0.0	37.2
1700-1800	Pro	3.3	30.3	10.2	0.7	3.0	33.8	11.9	2.5	0.0	4.3
	Ocp	1.1	1.4	1.7	2.6	12.2	1.6	1.4	13.6	0.0	49.4
1800-1900	Pro	5.2	36.5	8.6	0.7	6.7	25.4	9.7	3.3	0.0	3.9
	Ocp	1.1	1.5	1.8	3.5	15.4	1.6	1.2	19.7	0.0	63.3
1900-2000	Pro	3.0	49.2	10.6	0.2	7.5	15.8	7.4	2.5	0.0	3.8
	Ocp	1.2	1.4	2.0	1.3	12.5	1.4	1.1	19.1	0.0	49.7
2000-2100	Pro	6.1	46.3	11.9	0.3	8.9	13.4	6.4	1.8	0.0	4.9
	Ocp	1.1	1.3	1.8	4.0	11.0	1.4	1.3	7.5	0.0	36.3
2100-2200	Pro	4.9	41.0	21.0	0.3	9.0	10.6	6.4	1.0	0.0	5.8
	Ocp	1.2	1.4	1.9	2.0	10.8	1.4	1.2	5.9	0.0	30.2
2200-2300	Pro	4.2	45.2	17.9	0.0	10.9	8.0	5.1	2.0	0.0	6.6
	Ocp	1.2	1.4	2.0	0.0	10.1	1.4	1.2	9.4	0.0	26.6
16 hours	Pro	3.3	31.5	10.8	0.6	4.5	30.6	12.5	2.0	0.1	4.0
	Ocp	1.1	1.4	1.9	3.0	11.3	1.6	1.4	17.0	8.9	41.0

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