YEAR	2011	**LINK**	KWAI CHUNG RD (from PMH INT SLIP RD TO KWAI CHUNG RD N-B to TSUEN WAN RD)
CORE STATION	5030		
ROAD NETWORK	MAJOR		
ROAD TYPE	URBAN TRUNK ROAD		

1. TRAFFIC FLOW VARIATION AND GROWTH

All day — Mon.- Fri. — Sat. — Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	63500	69160	64850	41730
R 12 / 24 - %	73.8	74.6	74	66.7
R 16 / 24 - %	88	89.1	86.3	82.2
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	4870	5660	4490	2050
T - % (AM)	-	20.5	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	4040	4400	4020	2810
T - % (PM)	-	14.1	-	-
Prop.of commercial vehicles - 16 hr.	-	18.1	-	-
NORTH BOUND				
A.A.D.T.	64650	69920	66590	44410
R 12 / 24 - %	66.7	68.3	65.8	55.9
R 16 / 24 - %	85.4	87	83.6	75.9
AM Peak Hour	0900-1000	0900-1000	0800-0900	0900-1000
One-way flow at AM peak hour	3940	4590	3630	1830
T - % (AM)	-	16.2	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1600-1700
One-way flow at PM peak hour	4180	4550	4590	2640
T - % (PM)	-	15.7	-	-
Prop.of commercial vehicles - 16 hr.	-	18.7	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	4.3	23.4	14.4	1.3	4.8	28.7	13.1	4.7	0.1	5.3
	Ocp	1.0	1.4	2.2	4.4	12.3	1.6	1.4	19.6	9.0	52.1
0800-0900	Pro	3.2	35.9	14.4	0.5	4.4	23.8	10.6	3.7	0.1	3.5
Peak hour	Ocp	1.0	1.3	1.9	5.2	12.5	1.5	1.5	25.6	9.0	58.8
0900-1000	Pro	2.3	33.0	12.6	0.5	2.5	31.8	11.9	1.5	0.1	3.9
	Ocp	1.1	1.4	2.0	1.5	12.6	1.5	1.5	12.9	1.0	32.6
1000-1100	Pro	2.9	23.5	9.9	0.4	2.4	42.1	14.7	0.7	0.1	3.4
	Ocp	1.1	1.5	1.9	3.0	5.9	1.5	1.4	21.9	22.5	26.4
1100-1200	Pro	2.8	25.0	8.2	0.7	2.3	40.1	16.1	1.3	0.1	3.5
	Ocp	1.0	1.4	2.0	2.3	8.1	1.5	1.5	12.3	2.0	29.2
1200-1300	Pro	2.0	26.6	9.5	0.7	2.5	38.5	15.1	1.8	0.1	3.2
	Ocp	1.1	1.4	1.7	5.4	7.5	1.5	1.5	14.9	4.0	32.4
1300-1400	Pro	2.7	21.6	7.5	0.8	2.6	42.7	16.9	1.5	0.1	3.7
	Ocp	1.0	1.4	1.8	4.1	9.5	1.6	1.5	12.5	21.0	32.2
1400-1500	Pro	3.3	23.3	7.7	0.4	2.3	42.3	15.8	1.2	0.1	3.6
	Ocp	1.1	1.4	2.1	2.1	11.2	1.5	1.4	9.3	7.0	35.1
1500-1600	Pro	2.3	28.7	8.4	0.7	2.0	36.8	16.4	1.3	0.0	3.4
	Ocp	1.1	1.4	1.9	3.2	9.1	1.6	1.4	10.2	0.0	30.4
1600-1700	Pro	2.3	28.9	11.8	1.3	2.2	34.6	13.7	1.5	0.1	3.7
	Ocp	1.1	1.4	1.7	3.1	10.0	1.6	1.4	10.2	21.0	39.5
1700-1800	Pro	3.2	32.3	11.4	0.5	2.9	30.5	12.0	3.1	0.1	4.0
	Ocp	1.1	1.5	1.9	3.5	12.4	1.6	1.4	12.9	8.8	49.6
1800-1900	Pro	4.6	40.5	10.3	0.3	6.2	23.0	9.1	2.3	0.0	3.6
	Ocp	1.1	1.4	1.9	2.0	15.5	1.5	1.3	27.5	0.0	61.2
1900-2000	Pro	2.5	49.6	11.3	0.2	6.6	16.9	6.4	3.0	0.1	3.4
	Ocp	1.1	1.4	1.9	1.5	12.6	1.5	1.3	16.8	8.0	49.0
2000-2100	Pro	2.9	45.2	16.0	0.1	7.4	12.7	8.9	2.0	0.1	4.7
	Ocp	1.1	1.4	2.2	1.5	12.3	1.6	1.1	12.4	5.0	38.8
2100-2200	Pro	2.8	41.5	19.6	0.1	8.7	12.0	7.8	1.9	0.0	5.7
	Ocp	1.1	1.4	2.1	1.0	9.0	1.6	1.2	5.4	0.0	29.0
2200-2300	Pro	2.9	42.8	22.9	0.1	9.0	8.2	5.6	1.8	0.1	6.5
	Ocp	1.1	1.5	2.0	1.0	9.9	1.6	1.2	14.8	4.0	34.7
16 hours	Pro	2.9	32.2	11.7	0.6	4.0	30.3	12.4	2.1	0.1	3.9
	Ocp	1.1	1.4	2.0	3.3	11.3	1.5	1.4	16.8	9.2	40.0

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