

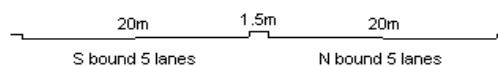
YEAR 2012

CORE STATION 5030

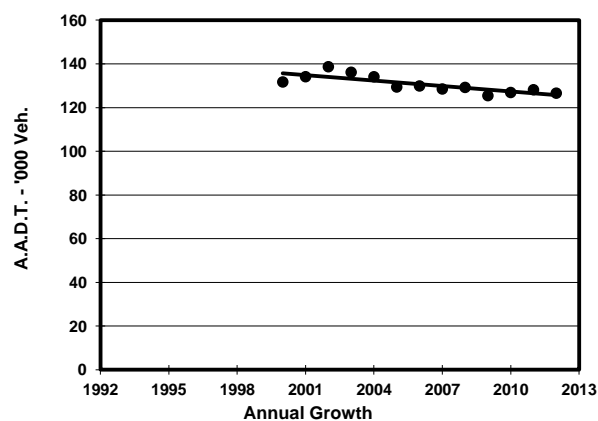
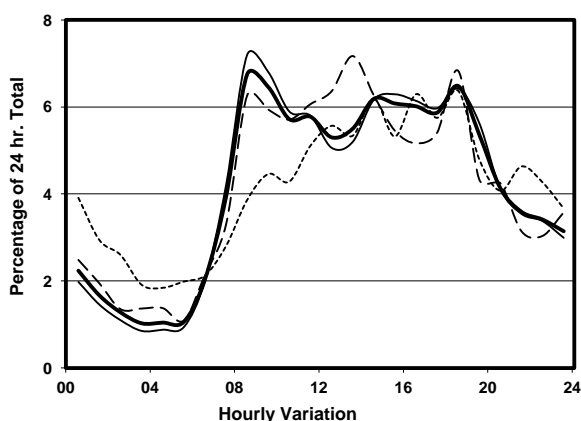
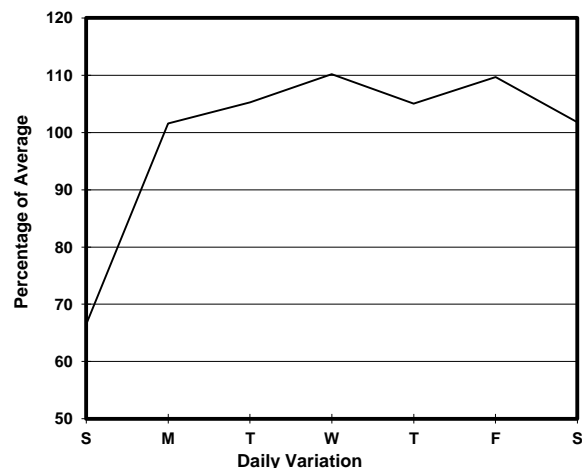
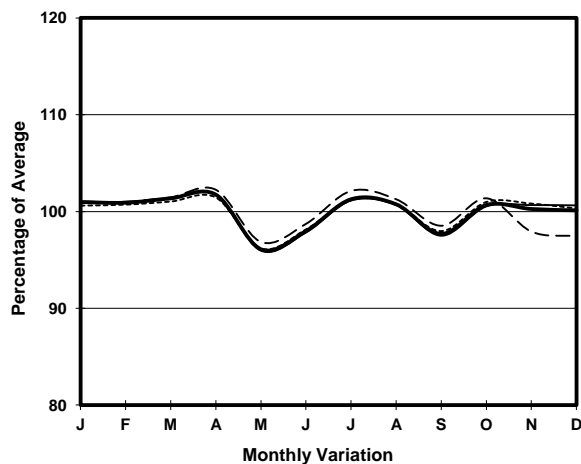
ROAD NETWORK MAJOR

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.	62170	67660	63660	41150
R 12 / 24 - %	73.6	74.4	73.7	66.7
R 16 / 24 - %	87.9	88.9	86.2	82.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	4780	5550	4570	1960
T - % (AM)	-	18.5	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	3980	4240	4160	3050
T - % (PM)	-	14.4	-	-
Prop.of commercial vehicles - 16 hr.	-	18.1	-	-
NORTH BOUND				
A.A.D.T.	64420	69410	67350	44730
R 12 / 24 - %	66.6	67.9	66.4	56.3
R 16 / 24 - %	85.2	86.7	83.3	76.1
AM Peak Hour	0900-1000	0900-1000	0800-0900	0900-1000
One-way flow at AM peak hour	3920	4570	3710	1870
T - % (AM)	-	16.6	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1600-1700
One-way flow at PM peak hour	4220	4570	4790	2700
T - % (PM)	-	16.3	-	-
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 Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	5.5	22.0	15.8	1.5	3.7	28.2	12.4	6.0	0.1	5.0
	Ocp	1.0	1.3	2.1	5.3	13.0	1.3	1.3	14.1	14.5	49.5
0800-0900 Peak hour	Pro	4.5	33.2	15.3	0.5	4.2	24.9	10.5	3.4	0.1	3.5
	Ocp	1.1	1.2	2.0	4.4	12.1	1.4	1.5	23.9	4.0	59.2
0900-1000	Pro	2.8	31.7	13.3	0.6	2.7	31.3	12.5	1.3	0.1	3.9
	Ocp	1.0	1.2	1.9	2.2	9.1	1.3	1.3	9.6	12.0	30.2
1000-1100	Pro	3.2	23.1	11.6	0.2	2.0	38.5	17.1	0.9	0.1	3.3
	Ocp	1.1	1.2	1.7	1.0	8.9	1.3	1.4	7.9	9.5	26.2
1100-1200	Pro	2.4	24.1	10.0	0.5	2.5	39.6	16.7	0.8	0.1	3.4
	Ocp	1.0	1.2	2.1	1.4	7.9	1.3	1.4	14.1	1.5	25.8
1200-1300	Pro	2.1	27.6	9.6	0.9	2.4	37.6	14.6	1.7	0.0	3.5
	Ocp	1.1	1.3	2.0	4.0	8.8	1.3	1.4	7.4	0.0	29.1
1300-1400	Pro	3.2	24.8	9.4	0.8	2.3	39.0	15.3	1.5	0.1	3.7
	Ocp	1.1	1.3	2.0	2.2	10.8	1.5	1.4	6.8	15.0	31.1
1400-1500	Pro	2.3	26.8	8.6	0.2	1.5	41.4	14.9	1.0	0.1	3.4
	Ocp	1.0	1.3	2.1	1.5	9.1	1.3	1.3	8.2	4.0	33.1
1500-1600	Pro	2.5	26.9	9.1	0.5	2.0	39.1	14.9	1.5	0.1	3.5
	Ocp	1.1	1.3	2.1	2.7	8.3	1.4	1.3	10.6	1.0	30.3
1600-1700	Pro	3.2	26.0	11.8	1.1	2.2	39.2	10.6	1.9	0.1	4.0
	Ocp	1.0	1.3	1.8	3.0	11.4	1.5	1.4	9.8	9.0	35.9
1700-1800	Pro	4.6	31.3	11.6	0.8	2.8	32.2	9.8	2.7	0.1	4.1
	Ocp	1.1	1.4	1.7	3.4	13.1	1.5	1.4	11.6	6.3	46.8
1800-1900	Pro	6.2	39.9	9.3	0.3	5.3	23.7	8.8	3.2	0.1	3.3
	Ocp	1.1	1.4	1.9	2.7	15.1	1.4	1.3	21.4	47.0	63.5
1900-2000	Pro	4.1	51.0	11.1	0.1	5.3	15.0	6.6	2.9	0.1	3.8
	Ocp	1.1	1.4	1.9	1.0	13.7	1.3	1.2	23.7	16.7	45.1
2000-2100	Pro	4.1	43.5	17.1	0.2	7.6	15.6	5.5	1.7	0.1	4.7
	Ocp	1.2	1.4	1.8	1.5	12.2	1.3	1.1	8.7	2.0	35.9
2100-2200	Pro	3.8	42.3	18.0	0.1	8.5	13.1	4.7	3.3	0.1	6.2
	Ocp	1.1	1.4	1.9	2.0	11.2	1.4	1.1	7.9	10.0	31.1
2200-2300	Pro	4.2	42.8	21.0	0.2	8.6	9.6	4.7	2.2	0.1	6.6
	Ocp	1.2	1.2	2.0	1.0	11.2	1.3	1.1	12.7	3.0	30.5
16 hours	Pro	3.7	31.8	12.2	0.5	3.6	30.4	11.7	2.2	0.1	3.9
	Ocp	1.1	1.3	1.9	3.1	11.6	1.4	1.3	14.7	9.3	38.3

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