

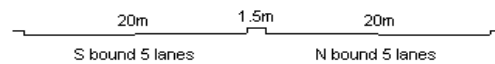
YEAR 2016

CORE STATION 5030

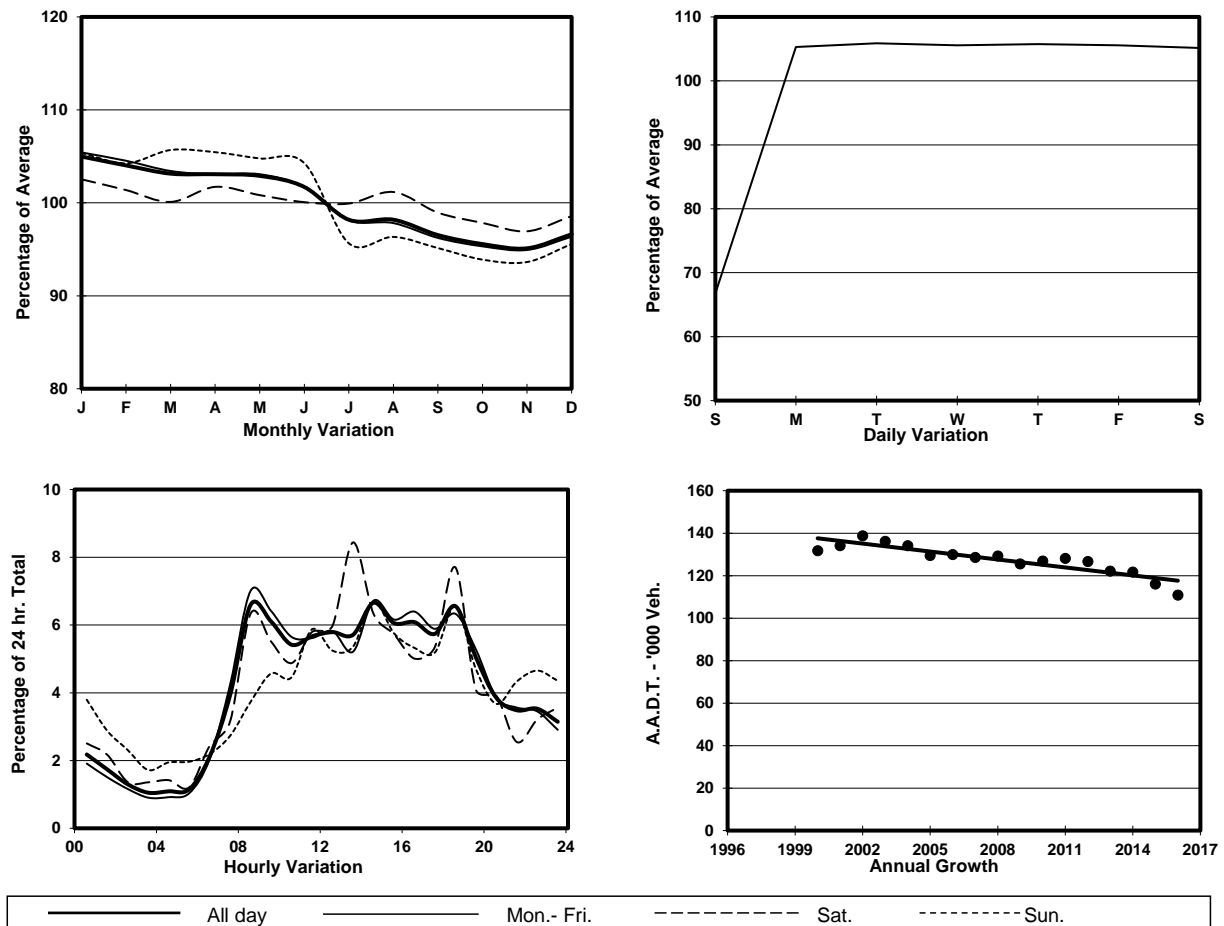
ROAD NETWORK MAJOR

ROAD TYPE URBAN TRUNK ROAD

LINK KWAI CHUNG RD (from KWAI CHUNG INT 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.	53760	58080	56550	36040
R 12 / 24 - %	73.9	74.8	74	66
R 16 / 24 - %	87.5	88.7	85.9	81.1
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	4020	4610	3940	1840
T - % (AM)	-	15.2	-	-
PM Peak Hour	1800-1900	1700-1800	1800-1900	1800-1900
One-way flow at PM peak hour	3360	3630	4550	2650
T - % (PM)	-	15.2	-	-
Prop.of commercial vehicles - 16 hr.	-	15.3	-	-
NORTH BOUND				
A.A.D.T.	57000	60920	62110	39520
R 12 / 24 - %	67	68.2	66.7	57.4
R 16 / 24 - %	85	86.6	82.2	76.8
AM Peak Hour	0900-1000	0900-1000	0800-0900	0900-1000
One-way flow at AM peak hour	3330	3840	3580	1610
T - % (AM)	-	16.2	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	3900	4190	4590	2300
T - % (PM)	-	12.8	-	-
Prop.of commercial vehicles - 16 hr.	-	16.2	-	-

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	6.1	29.7	16.9	2.0	2.6	23.0	12.2	3.7	0.1	3.7
	Ocp	1.1	1.3	2.0	6.1	11.8	1.3	1.3	19.4	26.0	55.1
0800-0900	Pro	4.9	38.8	14.8	0.5	3.5	22.5	9.1	2.9	0.1	3.1
	Ocp	1.0	1.3	2.1	5.4	12.7	1.4	1.4	17.9	59.0	63.0
0900-1000	Pro	2.6	33.9	15.0	0.5	2.2	29.5	11.8	1.2	0.1	3.4
	Ocp	1.0	1.3	1.9	1.8	9.3	1.4	1.3	10.9	18.0	34.8
1000-1100	Pro	3.3	29.1	15.0	0.6	2.1	34.4	11.5	0.7	0.1	3.3
	Ocp	1.0	1.2	2.1	3.2	8.3	1.3	1.4	12.4	26.0	30.8
1100-1200	Pro	2.4	28.0	9.2	0.2	1.7	38.3	15.9	1.3	0.0	2.9
	Ocp	1.0	1.3	1.9	3.0	8.4	1.3	1.3	17.6	0.0	35.1
1200-1300	Pro	3.3	28.4	10.1	1.3	1.6	33.6	17.2	1.2	0.1	3.3
	Ocp	1.0	1.3	2.1	5.3	9.1	1.3	1.4	4.9	33.0	34.7
1300-1400	Pro	3.3	31.7	12.5	0.9	1.4	33.3	12.4	1.1	0.1	3.3
	Ocp	1.1	1.3	2.0	2.3	10.4	1.4	1.3	9.5	32.0	41.4
1400-1500	Pro	3.1	32.1	10.5	0.4	1.3	35.0	13.6	1.1	0.1	2.9
	Ocp	1.0	1.2	2.0	2.0	7.8	1.3	1.3	5.9	16.0	38.2
1500-1600	Pro	3.3	34.0	10.5	0.9	1.5	33.4	11.5	1.6	0.1	3.2
	Ocp	1.1	1.4	1.8	2.3	9.4	1.3	1.3	13.7	52.0	39.2
1600-1700	Pro	3.6	29.8	13.9	1.5	1.5	31.8	11.8	2.5	0.0	3.4
	Ocp	1.1	1.3	1.9	4.3	10.3	1.4	1.3	5.8	0.0	45.0
1700-1800	Pro	5.2	37.7	11.7	1.2	2.3	26.8	9.3	2.0	0.1	3.7
	Ocp	1.1	1.3	1.8	4.1	12.4	1.3	1.2	14.5	1.0	58.8
1800-1900	Pro	5.9	49.3	10.3	0.5	4.1	19.0	5.5	2.2	0.0	3.3
	Ocp	1.1	1.2	1.9	3.2	14.6	1.3	1.2	21.1	0.0	73.5
1900-2000	Pro	4.5	56.4	13.4	0.1	4.2	9.9	4.9	3.1	0.1	3.5
	Ocp	1.0	1.3	2.0	1.0	12.9	1.2	1.1	13.1	28.0	50.9
2000-2100	Pro	3.5	49.5	18.6	0.1	4.9	11.2	5.4	2.3	0.1	4.5
	Ocp	1.0	1.1	1.7	1.0	10.1	1.2	1.1	4.8	20.0	37.6
2100-2200	Pro	4.7	51.6	18.7	0.0	4.2	8.9	5.6	1.4	0.0	5.0
	Ocp	1.0	1.4	1.8	0.0	12.6	1.1	1.1	11.8	0.0	39.8
2200-2300	Pro	4.5	45.9	22.9	0.0	6.0	8.0	6.5	1.4	0.1	4.8
	Ocp	1.0	1.2	1.9	0.0	10.8	1.3	1.2	3.6	66.0	36.5
16 hours	Pro	4.0	37.5	13.6	0.7	2.7	25.7	10.4	1.9	0.1	3.5
	Ocp	1.0	1.3	1.9	4.0	11.3	1.3	1.3	13.2	30.2	45.5

Legend

Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*

Ocp. Average occupancy of vehicles including both driver and passengers*

M&H Medium and Heavy

* All traffic data are collected from combined bounds except for one way traffic