

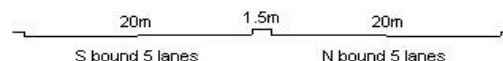
YEAR 2019

CORE STATION 5030

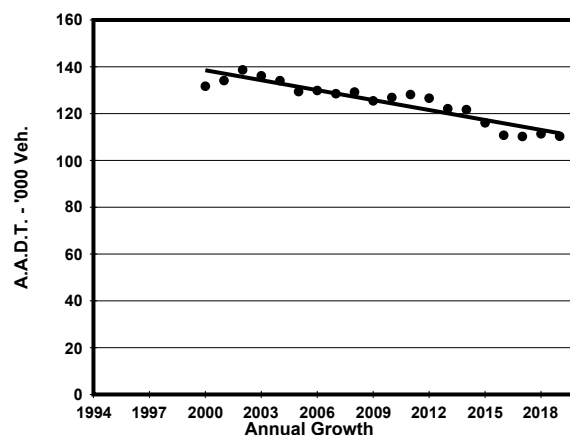
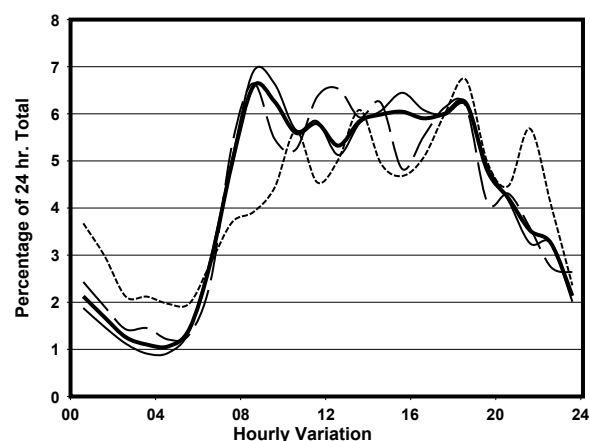
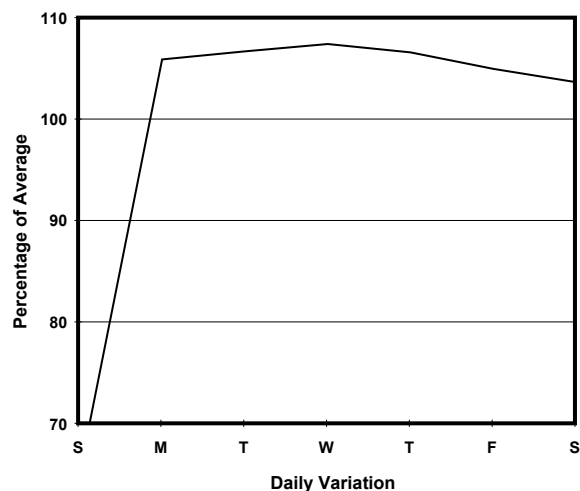
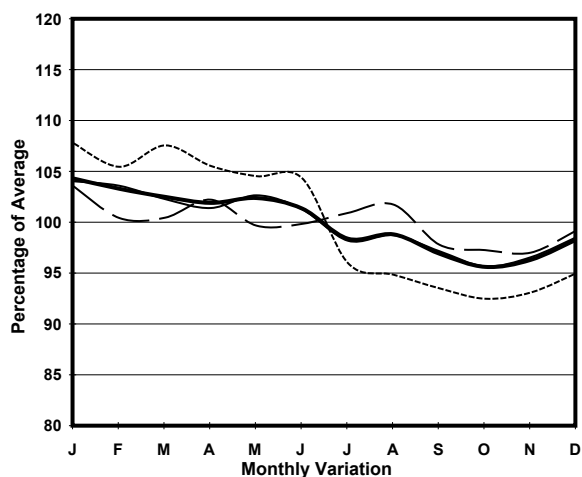
ROAD NETWORK MAJOR

ROAD TYPE URBAN TRUNK ROAD

LINK KWAI CHUNG RD (from KWAI CHUNG INT to TSUEN WAN RD)



1. TRAFFIC FLOW VARIATION AND GROWTH



— All day - - - - - Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	54620	59280	57290	35930
R 12 / 24 - %	73.3	74	75.1	64.3
R 16 / 24 - %	86.9	87.6	87.2	80.6
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	3860	4260	4650	1800
T - % (AM)	-	14.4	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	3460	3620	3790	2960
T - % (PM)	-	10.8	-	-
Prop.of commercial vehicles - 16 hr.	-	14.4	-	-
NORTH BOUND				
A.A.D.T.	55710	60180	59270	37330
R 12 / 24 - %	67.8	69.5	65.8	57.3
R 16 / 24 - %	85.7	87	83.2	79.4
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	3400	3980	3100	1450
T - % (AM)	-	18.4	-	-
PM Peak Hour	1800-1900	1600-1700	1800-1900	1700-1800
One-way flow at PM peak hour	3410	3920	3510	2550
T - % (PM)	-	15.4	-	-
Prop.of commercial vehicles - 16 hr.	-	14.3	-	-

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	3.7	33.6	15.9	1.8	2.2	24.5	10.0	4.9	0.0	3.5
	Ocp	1.1	1.2	1.9	5.2	12.1	1.4	1.2	16.3	0.0	56.5
0800-0900 Peak hour	Pro	3.1	42.7	13.4	0.9	2.1	21.6	10.4	2.6	0.0	3.2
	Ocp	1.1	1.4	2.1	6.9	13.2	1.4	1.4	27.8	0.0	60.1
0900-1000	Pro	2.0	38.1	13.1	0.2	1.7	31.5	8.5	1.3	0.1	3.5
	Ocp	1.0	1.3	2.0	1.6	8.7	1.4	1.3	4.9	1.0	36.7
1000-1100	Pro	2.8	30.5	12.3	0.4	0.9	38.3	10.2	1.2	0.0	3.5
	Ocp	1.0	1.3	2.0	1.9	6.7	1.4	1.3	10.7	0.0	28.0
1100-1200	Pro	2.3	31.5	9.8	1.3	1.3	39.0	10.7	1.1	0.1	2.9
	Ocp	1.0	1.3	2.0	4.8	8.5	1.4	1.3	7.0	1.0	32.1
1200-1300	Pro	2.4	35.9	10.2	1.0	1.0	32.9	10.9	2.2	0.0	3.5
	Ocp	1.1	1.3	2.0	4.6	8.1	1.4	1.3	5.9	0.0	30.0
1300-1400	Pro	2.2	33.3	9.1	0.9	1.5	36.8	11.2	2.0	0.0	3.1
	Ocp	1.1	1.3	2.1	2.1	9.4	1.4	1.3	7.7	0.0	38.9
1400-1500	Pro	1.5	34.8	10.3	0.3	0.7	35.8	12.0	1.4	0.1	3.0
	Ocp	1.0	1.4	2.0	1.7	8.8	1.4	1.4	7.5	1.0	38.9
1500-1600	Pro	2.3	35.5	9.9	0.7	0.9	35.0	11.7	0.9	0.0	3.2
	Ocp	1.0	1.3	1.8	5.1	11.2	1.4	1.3	17.9	0.0	38.6
1600-1700	Pro	3.2	37.0	13.0	1.0	1.1	29.6	10.1	1.4	0.1	3.5
	Ocp	1.0	1.3	1.8	4.7	12.2	1.3	1.3	8.5	1.0	40.2
1700-1800	Pro	5.1	39.3	10.8	1.4	1.7	28.0	8.0	2.0	0.1	3.6
	Ocp	1.0	1.3	2.1	4.1	14.0	1.4	1.4	12.2	1.0	58.2
1800-1900	Pro	4.5	51.1	11.1	0.2	3.0	18.8	5.8	2.3	0.0	3.2
	Ocp	1.1	1.3	2.1	5.0	15.1	1.4	1.2	20.8	0.0	72.8
1900-2000	Pro	4.0	58.1	12.0	0.1	3.6	11.4	4.5	2.7	0.0	3.7
	Ocp	1.1	1.3	1.8	1.0	11.3	1.3	1.2	12.4	0.0	55.4
2000-2100	Pro	4.3	50.6	16.4	0.1	3.4	13.7	4.0	2.7	0.0	4.8
	Ocp	1.1	1.3	1.8	1.0	11.0	1.3	1.2	7.6	0.0	39.7
2100-2200	Pro	4.1	46.3	24.5	0.2	3.0	10.0	4.8	2.0	0.0	5.1
	Ocp	1.0	1.3	1.9	1.0	10.6	1.2	1.1	4.7	0.0	38.2
2200-2300	Pro	2.9	56.1	18.0	0.1	4.4	7.4	3.8	1.8	0.0	5.5
	Ocp	1.1	1.3	1.9	3.0	9.9	1.3	1.1	5.7	0.0	37.7
16 hours	Pro	3.1	40.4	12.6	0.7	1.9	26.9	8.8	2.0	0.1	3.6
	Ocp	1.1	1.3	2.0	4.4	11.3	1.4	1.3	12.9	1.0	44.5

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