

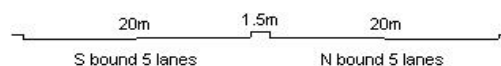
YEAR 2020

CORE STATION 5030

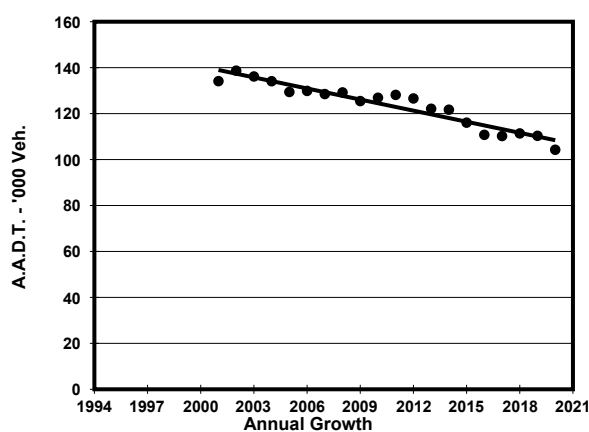
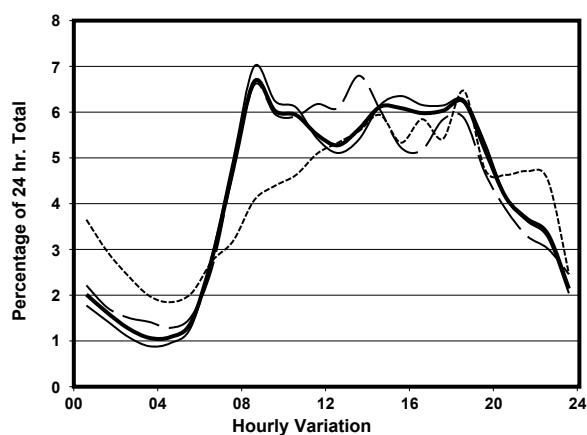
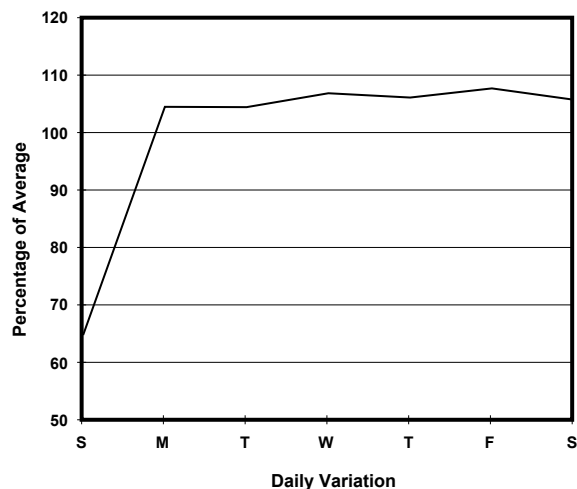
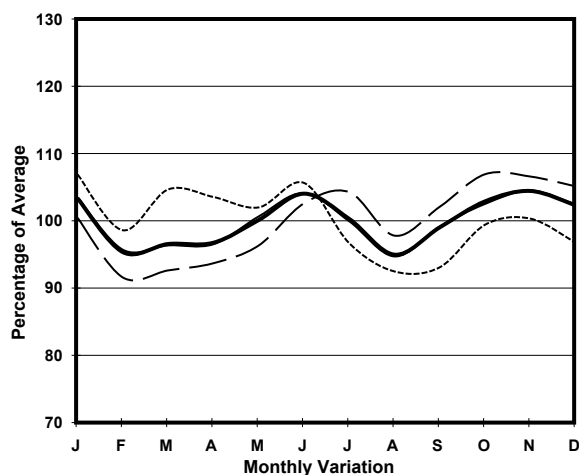
ROAD NETWORK MAJOR

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.	50640	54640	53690	34320
R 12 / 24 - %	73.3	74.1	73.8	66.1
R 16 / 24 - %	87.2	88.1	86	82.2
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	3860	4410	3990	1750
T - % (AM)	-	15.5	-	-
PM Peak Hour	1800-1900	1700-1800	1800-1900	1800-1900
One-way flow at PM peak hour	3090	3400	3130	2480
T - % (PM)	-	9.5	-	-
Prop.of commercial vehicles - 16 hr.	-	13.3	-	-
NORTH BOUND				
A.A.D.T.	53630	57810	58580	34850
R 12 / 24 - %	67.3	68.7	67.3	56.5
R 16 / 24 - %	85.9	87.2	84.6	77.6
AM Peak Hour	0800-0900	0800-0900	0800-0900	0800-0900
One-way flow at AM peak hour	3090	3460	3410	1340
T - % (AM)	-	15.3	-	-
PM Peak Hour	1800-1900	1600-1700	1700-1800	1800-1900
One-way flow at PM peak hour	3400	3830	3780	1990
T - % (PM)	-	12.7	-	-
Prop.of commercial vehicles - 16 hr.	-	14	-	-

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	6.5	30.9	14.1	0.1	2.1	25.4	12.9	3.6	0.0	4.4
	Ocp	1.0	1.3	1.9	2.0	10.6	1.3	1.2	11.6	0.0	44.0
0800-0900 Peak hour	Pro	4.9	37.5	13.6	0.5	2.2	25.8	9.7	1.8	0.0	4.0
	Ocp	1.1	1.2	1.9	1.4	11.2	1.4	1.3	16.2	0.0	45.8
0900-1000	Pro	3.4	36.8	11.6	0.3	1.6	31.5	10.4	0.9	0.0	3.6
	Ocp	1.0	1.3	1.9	1.3	11.3	1.3	1.2	5.3	0.0	27.3
1000-1100	Pro	3.8	35.8	11.1	0.6	1.0	32.9	11.3	0.5	0.0	3.1
	Ocp	1.1	1.2	1.8	1.5	7.7	1.3	1.2	4.1	0.0	25.1
1100-1200	Pro	4.3	32.6	12.1	0.7	1.2	34.6	10.5	0.4	0.0	3.6
	Ocp	1.0	1.2	1.9	2.0	7.8	1.3	1.2	3.3	0.0	29.1
1200-1300	Pro	3.0	34.5	9.3	0.5	1.1	38.7	9.2	0.3	0.0	3.4
	Ocp	1.0	1.3	1.9	1.6	6.5	1.3	1.2	2.0	0.0	29.4
1300-1400	Pro	3.6	35.1	9.8	0.2	1.0	34.9	11.9	0.4	0.0	2.9
	Ocp	1.2	1.2	1.9	1.5	9.5	1.4	1.3	1.8	0.0	40.0
1400-1500	Pro	3.8	38.5	9.7	0.3	1.1	33.0	10.7	0.2	0.0	2.7
	Ocp	1.1	1.3	1.9	1.6	6.1	1.3	1.2	2.0	0.0	35.5
1500-1600	Pro	3.8	37.3	9.2	0.5	1.1	33.2	11.5	0.2	0.0	3.1
	Ocp	1.1	1.3	1.7	1.8	9.1	1.3	1.2	1.3	0.0	34.9
1600-1700	Pro	3.5	41.9	9.4	0.4	0.8	31.0	9.0	0.6	0.0	3.4
	Ocp	1.1	1.2	1.8	2.0	10.1	1.2	1.1	2.8	0.0	35.3
1700-1800	Pro	6.3	39.6	21.1	0.5	1.4	20.4	6.5	0.9	0.0	3.2
	Ocp	1.1	1.3	1.9	2.3	11.1	1.2	1.1	16.5	0.0	48.1
1800-1900	Pro	6.4	56.4	10.0	0.1	2.4	14.1	5.5	1.5	0.0	3.7
	Ocp	1.0	1.1	1.8	1.0	11.9	1.2	1.1	10.1	0.0	55.8
1900-2000	Pro	4.2	56.2	12.8	0.1	2.4	14.4	4.9	1.3	0.0	3.9
	Ocp	1.1	1.2	1.9	1.0	10.1	1.3	1.1	5.9	0.0	44.2
2000-2100	Pro	4.6	51.0	17.3	0.0	2.5	12.9	5.6	0.9	0.0	5.2
	Ocp	1.0	1.2	1.7	0.0	10.0	1.3	1.1	1.9	0.0	31.0
2100-2200	Pro	3.5	52.7	14.4	0.2	3.2	13.1	6.3	0.5	0.0	6.1
	Ocp	1.1	1.2	1.7	2.5	9.4	1.1	1.1	4.6	0.0	27.7
2200-2300	Pro	4.7	46.8	20.0	0.4	3.9	10.9	7.6	0.4	0.0	5.4
	Ocp	1.2	1.1	1.7	1.8	9.7	1.1	1.1	1.3	0.0	26.0
16 hours	Pro	4.4	40.8	12.6	0.4	1.7	26.5	9.1	0.9	0.0	3.7
	Ocp	1.1	1.2	1.9	1.7	9.9	1.3	1.2	9.1	0.0	36.7

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