

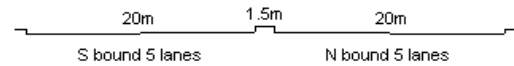
YEAR 2023

CORE STATION 5030

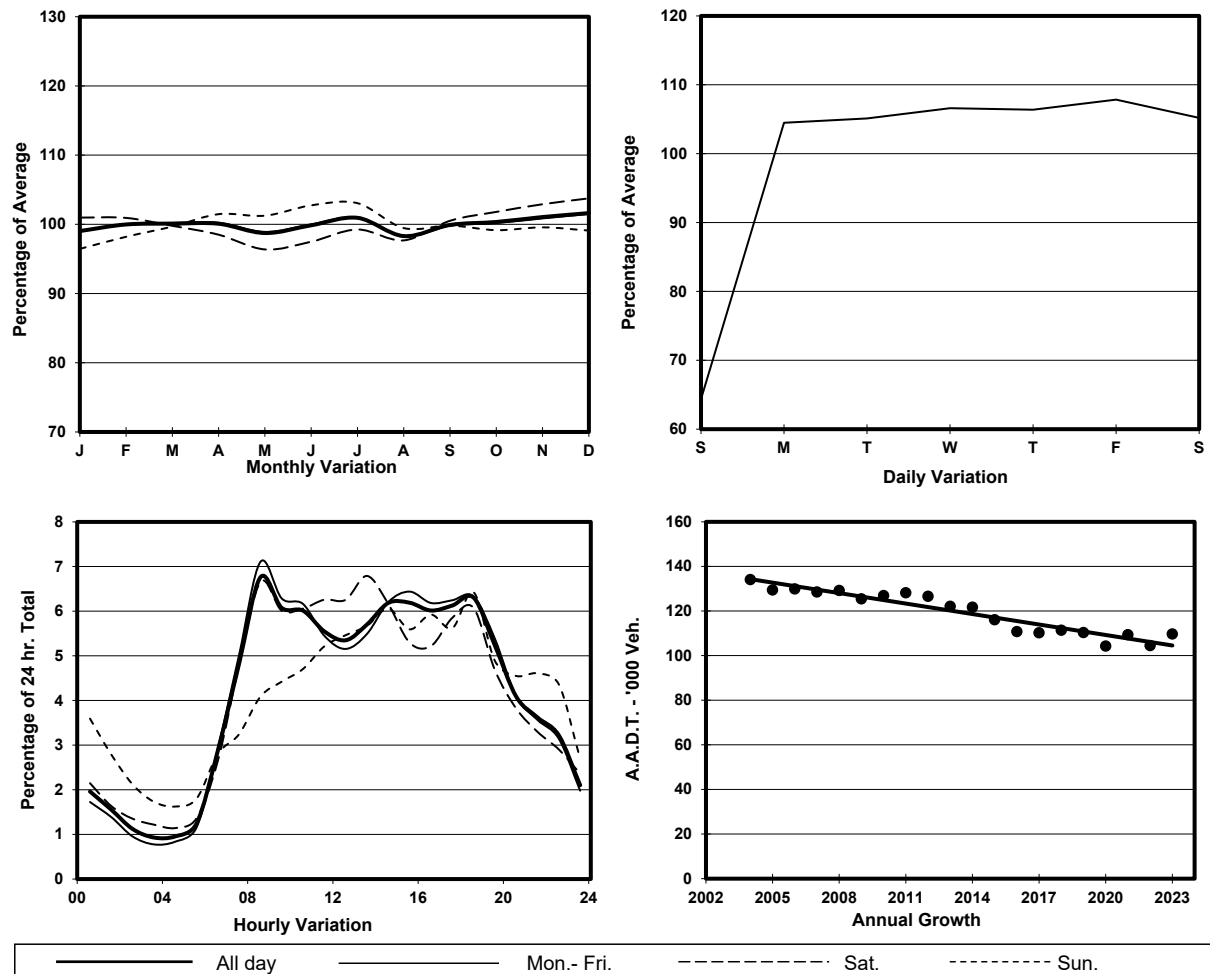
ROAD NETWORK MAJOR

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.	54050	58510	57260	36440
R 12 / 24 - %	74.1	74.9	74.8	67.1
R 16 / 24 - %	87.9	88.7	86.9	83
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	4140	4760	4230	1850
T - % (AM)	-	13.7	-	-
PM Peak Hour	1800-1900	1700-1800	1800-1900	1800-1900
One-way flow at PM peak hour	3340	3660	3440	2600
T - % (PM)	-	22	-	-
Prop.of commercial vehicles - 16 hr.	-	15.5	-	-
NORTH BOUND				
A.A.D.T.	55640	60270	60580	35580
R 12 / 24 - %	68.2	69.4	68.2	57.7
R 16 / 24 - %	86.6	87.8	85.4	78.6
AM Peak Hour	0800-0900	0800-0900	0800-0900	0800-0900
One-way flow at AM peak hour	3280	3680	3620	1390
T - % (AM)	-	12.2	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	3570	3950	3940	2030
T - % (PM)	-	11.3	-	-
Prop.of commercial vehicles - 16 hr.	-	14.4	-	-

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	40.3	14.4	1.3	1.1	21.6	9.4	4.1	0.0	3.6
	Ocp	1.1	1.2	1.9	6.6	16.8	1.4	1.2	15.1	0.0	55.7
0800-0900 Peak hour	Pro	3.7	43.5	14.2	0.9	1.5	23.1	7.4	2.4	0.0	3.3
	Ocp	1.1	1.2	2.0	5.3	11.8	1.5	1.6	15.8	0.0	58.6
0900-1000	Pro	1.4	37.6	13.6	0.4	1.0	30.2	10.5	1.2	0.1	4.0
	Ocp	1.1	1.3	1.9	3.0	8.5	1.3	1.1	4.0	1.0	30.2
1000-1100	Pro	1.6	33.0	14.3	0.4	0.9	33.0	11.8	1.3	0.0	3.6
	Ocp	1.1	1.2	1.9	2.6	9.1	1.3	1.2	6.5	0.0	27.0
1100-1200	Pro	2.1	31.1	12.2	1.1	0.6	33.9	14.5	1.2	0.1	3.2
	Ocp	1.0	1.3	2.1	4.4	5.7	1.3	1.2	10.1	1.0	29.8
1200-1300	Pro	2.7	34.8	11.5	1.1	0.9	29.6	14.2	1.7	0.0	3.4
	Ocp	1.0	1.1	1.9	6.7	8.5	1.3	1.1	9.6	0.0	34.1
1300-1400	Pro	1.7	36.2	12.6	1.0	1.0	32.2	10.9	1.3	0.1	3.2
	Ocp	1.0	1.2	2.1	3.8	7.1	1.4	1.5	5.4	1.0	41.7
1400-1500	Pro	1.7	38.4	12.3	0.9	0.6	29.7	12.5	1.0	0.1	3.0
	Ocp	1.0	1.3	2.0	1.9	5.9	1.3	1.2	3.9	2.0	35.2
1500-1600	Pro	3.0	39.9	11.3	0.7	0.7	29.4	10.6	0.9	0.1	3.4
	Ocp	1.0	1.3	1.8	4.6	8.8	1.2	1.2	9.4	2.0	34.2
1600-1700	Pro	4.0	37.8	13.8	1.4	0.9	26.1	10.7	1.7	0.1	3.6
	Ocp	1.1	1.2	1.9	4.6	8.1	1.3	1.1	10.4	1.0	41.4
1700-1800	Pro	5.2	42.1	12.2	1.5	1.0	21.6	11.9	1.5	0.1	3.0
	Ocp	1.0	1.2	1.9	2.9	14.2	1.3	1.1	6.2	1.0	62.7
1800-1900	Pro	4.0	54.1	10.7	0.2	2.6	16.9	5.3	2.1	0.0	4.1
	Ocp	1.0	1.3	1.9	1.3	14.3	1.2	1.1	14.3	0.0	61.8
1900-2000	Pro	3.0	56.3	14.8	0.2	2.4	12.6	4.5	2.6	0.0	3.7
	Ocp	1.1	1.2	1.9	2.0	12.7	1.2	1.1	13.8	0.0	46.9
2000-2100	Pro	3.0	56.2	17.9	0.2	1.4	10.5	4.6	1.6	0.0	4.5
	Ocp	1.1	1.2	1.6	3.0	10.2	1.2	1.1	7.0	0.0	31.8
2100-2200	Pro	2.4	53.7	22.5	0.1	2.1	8.5	4.6	1.2	0.0	4.9
	Ocp	1.1	1.2	1.6	1.0	10.0	1.2	1.2	5.3	0.0	33.2
2200-2300	Pro	1.4	56.5	20.4	0.0	2.3	9.1	3.8	1.7	0.0	4.9
	Ocp	1.0	1.2	1.8	0.0	7.6	1.2	1.1	3.2	0.0	29.1
16 hours	Pro	2.9	42.3	13.9	0.8	1.3	24.1	9.5	1.7	0.1	3.6
	Ocp	1.1	1.2	1.9	4.3	10.8	1.3	1.2	10.5	1.2	41.2

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