

YEAR 2005

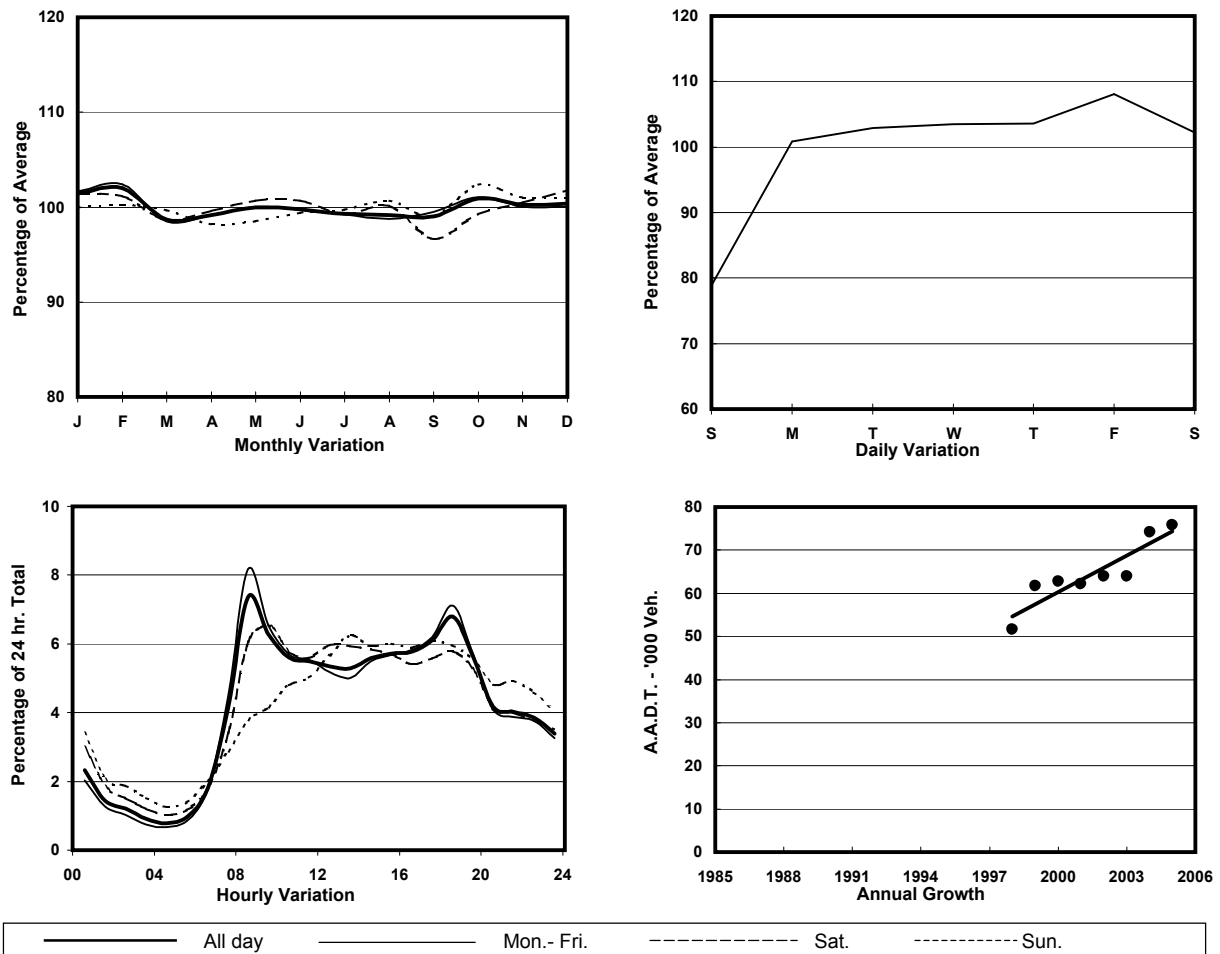
CORE STATION 3024

ROAD NETWORK MAJOR

ROAD TYPE URBAN TRUNK ROAD

LINK WEST KOWLOON HIGHWAY (from SLIP RDS TO & FROM LIN CHEUNG RD to HING WAH ST W)

1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	46420	48880	47710	36120
R 12 / 24 - %	72.5	74	70.1	65.2
R 16 / 24 - %	88.5	89.6	86.4	84.1
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3970	4650	3570	1570
T - % (AM)	-	22.4	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	3120	3450	2670	2240
T - % (PM)	-	9.3	-	-
Prop.of commercial vehicles - 16 hr.	-	16.1	-	-
NORTH BOUND				
A.A.D.T.	29460	30660	30680	24340
R 12 / 24 - %	64.8	66.1	63.9	58.4
R 16 / 24 - %	85.1	86.5	82.5	80
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1620	1840	1570	940
T - % (AM)	-	16.2	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2040	2210	1870	1480
T - % (PM)	-	29.6	-	-
Prop.of commercial vehicles - 16 hr.	-	15.1	-	-

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	2.3	33.4	23.7	0.6	0.0	18.2	8.5	7.0	0.1	6.3
	Ocp	1.1	1.3	2.0	6.3	0.0	1.5	1.3	16.8	3.5	42.3
0800-0900 Peak hour	Pro	2.3	50.6	13.5	0.4	0.0	12.6	5.5	10.4	0.1	4.7
	Ocp	1.1	1.1	1.7	5.7	0.0	1.6	1.4	32.1	16.0	49.2
0900-1000	Pro	1.7	46.8	13.2	0.8	0.0	19.6	8.6	4.9	0.0	4.4
	Ocp	1.1	1.4	2.2	2.9	0.0	1.8	1.5	14.8	0.0	30.2
1000-1100	Pro	1.3	42.5	13.8	1.7	0.0	24.0	10.0	2.7	0.0	4.0
	Ocp	1.0	1.5	2.2	2.8	0.0	1.7	1.5	15.8	0.0	24.4
1100-1200	Pro	1.4	45.8	14.3	0.8	0.0	23.4	6.9	3.3	0.0	4.0
	Ocp	1.1	1.4	2.0	1.1	0.0	1.6	1.4	13.1	0.0	27.6
1200-1300	Pro	1.5	48.8	15.8	1.0	0.0	19.8	5.5	3.8	0.0	3.7
	Ocp	1.1	1.4	2.2	2.8	0.0	1.6	1.3	12.7	0.0	23.8
1300-1400	Pro	1.1	45.7	14.1	0.7	0.0	20.7	8.0	5.5	0.0	4.1
	Ocp	1.3	1.5	2.4	2.8	0.0	1.6	1.4	11.5	0.0	23.4
1400-1500	Pro	2.3	39.3	15.3	0.8	0.0	27.6	7.6	3.5	0.0	3.6
	Ocp	1.1	1.4	2.2	2.7	0.0	1.7	1.3	12.5	0.0	27.1
1500-1600	Pro	1.4	40.7	14.8	1.8	0.0	25.0	6.4	5.8	0.0	4.2
	Ocp	1.1	1.5	2.2	2.5	0.0	1.6	1.4	12.2	0.0	19.3
1600-1700	Pro	1.0	49.4	16.7	0.9	0.0	20.3	4.6	3.2	0.0	4.1
	Ocp	1.0	1.4	2.1	1.7	0.0	1.5	1.3	13.8	0.0	20.8
1700-1800	Pro	1.9	52.1	14.8	0.8	0.0	17.0	4.3	4.7	0.1	4.4
	Ocp	1.1	1.6	2.1	1.6	0.0	1.8	1.4	15.5	1.0	35.3
1800-1900	Pro	3.8	54.5	11.5	0.7	0.0	13.7	2.3	8.9	0.1	4.8
	Ocp	1.1	1.5	2.1	1.4	0.0	1.6	1.1	33.1	9.0	54.5
1900-2000	Pro	0.9	67.7	11.9	0.2	0.0	6.1	2.4	5.3	0.0	5.5
	Ocp	1.1	1.3	2.0	1.0	0.0	1.3	1.2	25.5	0.0	46.4
2000-2100	Pro	0.2	59.4	13.1	0.7	0.0	10.9	3.8	5.4	0.1	6.5
	Ocp	1.0	1.2	1.9	4.5	0.0	1.4	1.3	17.8	16.0	38.2
2100-2200	Pro	1.8	55.1	20.0	0.5	0.0	8.1	3.6	4.7	0.1	6.3
	Ocp	1.0	1.4	1.9	1.7	0.0	1.2	1.2	16.8	20.0	35.8
2200-2300	Pro	1.0	62.4	20.7	0.9	0.0	4.9	1.3	3.4	0.0	5.3
	Ocp	1.1	1.2	1.8	1.2	0.0	1.2	1.0	9.1	0.0	37.0
16 hours	Pro	1.7	49.4	15.0	0.8	0.0	17.3	5.7	5.3	0.1	4.6
	Ocp	1.1	1.4	2.1	2.6	0.0	1.6	1.4	20.5	9.8	34.8

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