

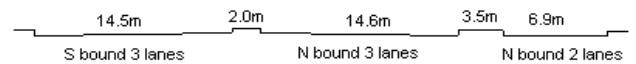
YEAR 2008

CORE STATION 3024

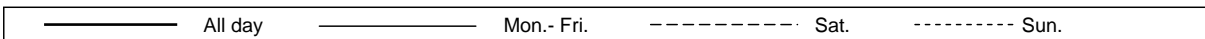
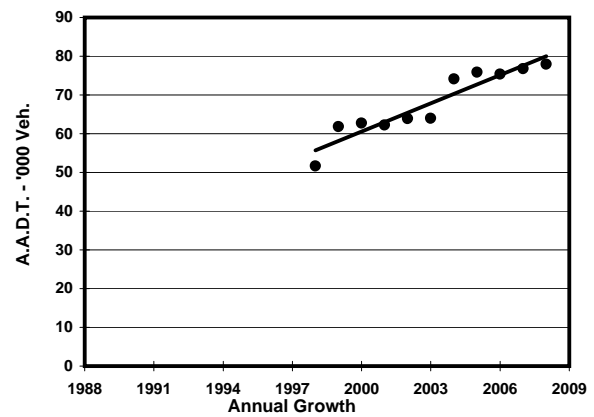
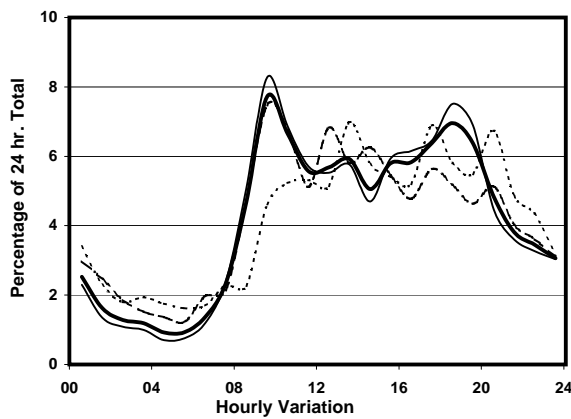
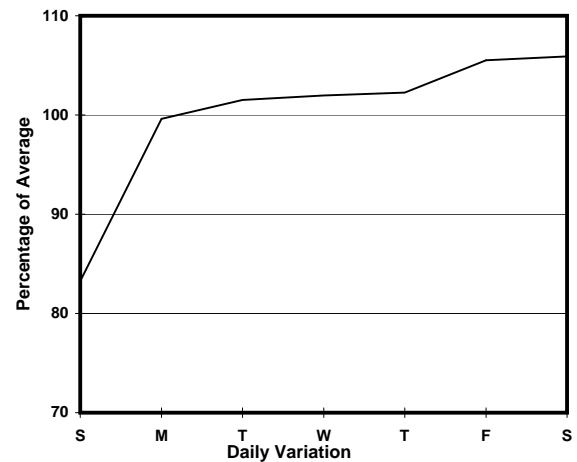
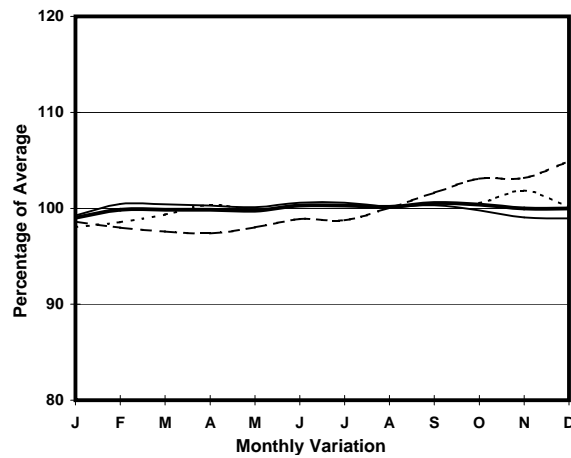
ROAD NETWORK MAJOR

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.	48570	50460	51480	39250
R 12 / 24 - %	70.7	72.4	69	62.4
R 16 / 24 - %	88.2	89.7	84.6	83.9
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	4450	5060	4260	1840
T - % (AM)	-	15	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	3410	3850	2890	3110
T - % (PM)	-	11	-	-
Prop.of commercial vehicles - 16 hr.	-	15.8	-	-
NORTH BOUND				
A.A.D.T.	29350	29860	31830	26170
R 12 / 24 - %	65.1	67	61.5	58.8
R 16 / 24 - %	85.2	86.8	81.7	80
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1810	2050	1970	1180
T - % (AM)	-	15.2	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	2010	2180	1810	1740
T - % (PM)	-	20.5	-	-
Prop.of commercial vehicles - 16 hr.	-	13.8	-	-

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	3.5	38.4	23.3	0.5	0.0	15.1	7.0	6.4	0.2	5.5
	Ocp	1.1	1.2	1.9	4.8	0.0	1.4	1.2	19.2	8.8	57.3
0800-0900	Pro	2.1	46.7	15.7	0.2	0.0	12.3	7.0	10.7	0.5	4.7
	Ocp	1.0	1.3	2.0	4.7	0.0	1.6	1.4	39.8	1.9	79.8
0900-1000 Peak hour	Pro	2.3	44.4	16.5	1.2	0.0	20.6	7.3	3.9	0.1	3.8
	Ocp	1.1	1.4	2.2	2.7	0.0	1.6	1.5	16.5	5.8	40.9
1000-1100	Pro	1.1	43.5	15.8	0.2	0.0	22.9	8.4	3.8	0.1	4.2
	Ocp	1.3	1.4	2.2	3.0	0.0	1.7	1.6	15.5	15.7	36.2
1100-1200	Pro	1.0	42.6	18.7	1.0	0.0	22.0	6.6	4.2	0.1	3.7
	Ocp	1.0	1.6	2.3	1.7	0.0	1.6	1.4	16.1	8.0	36.6
1200-1300	Pro	2.0	44.6	18.7	0.9	0.0	19.1	6.4	4.7	0.1	3.4
	Ocp	1.0	1.5	2.3	2.9	0.0	1.5	1.4	15.4	7.5	29.1
1300-1400	Pro	1.6	43.9	18.7	0.4	0.0	20.0	7.9	3.7	0.1	3.8
	Ocp	1.1	1.6	2.1	2.3	0.0	1.6	1.6	15.9	7.8	31.2
1400-1500	Pro	1.1	47.8	16.0	0.6	0.0	21.1	6.3	3.5	0.2	3.5
	Ocp	1.1	1.7	2.3	1.5	0.0	1.6	1.4	12.2	6.2	27.2
1500-1600	Pro	1.0	44.7	14.7	0.6	0.0	21.8	7.2	6.1	0.1	3.8
	Ocp	1.1	1.6	2.2	2.0	0.0	1.5	1.4	13.0	11.3	23.8
1600-1700	Pro	1.9	42.3	17.3	0.6	0.0	22.6	6.2	5.0	0.1	4.1
	Ocp	1.0	1.5	2.4	1.2	0.0	1.5	1.6	17.9	10.8	29.3
1700-1800	Pro	2.5	51.2	17.0	0.6	0.0	17.6	2.9	4.1	0.1	4.1
	Ocp	1.0	1.7	2.2	1.7	0.0	1.5	1.5	18.7	13.3	46.4
1800-1900	Pro	3.1	58.9	12.1	0.3	0.0	10.7	2.0	8.2	0.1	4.6
	Ocp	1.0	1.4	2.3	1.3	0.0	1.4	1.3	31.1	17.8	54.7
1900-2000	Pro	1.7	64.6	15.3	0.4	0.0	6.9	1.3	5.4	0.1	4.3
	Ocp	1.1	1.4	1.9	1.0	0.0	1.4	1.5	28.8	14.4	50.2
2000-2100	Pro	2.1	60.4	19.1	0.1	0.0	6.6	1.7	5.4	0.2	4.3
	Ocp	1.2	1.3	2.2	1.0	0.0	1.5	1.5	18.3	9.0	36.6
2100-2200	Pro	2.3	51.7	24.9	1.0	0.0	6.6	1.9	5.8	0.1	5.8
	Ocp	1.0	1.5	2.1	1.0	0.0	1.3	1.2	11.9	18.3	39.3
2200-2300	Pro	1.3	57.0	30.1	0.1	0.0	2.4	1.3	2.9	0.1	4.7
	Ocp	1.0	1.5	2.0	1.0	0.0	1.3	1.1	12.4	3.5	37.7
16 hours	Pro	1.9	48.9	17.8	0.5	0.0	15.8	5.2	5.4	0.2	4.2
	Ocp	1.1	1.5	2.2	2.1	0.0	1.5	1.5	22.7	7.7	43.4

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