

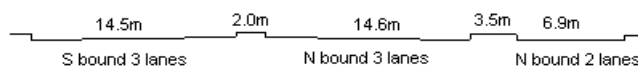
YEAR 2009

CORE STATION 3024

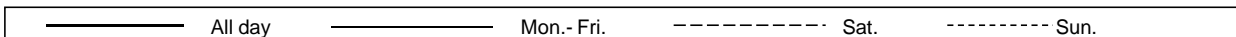
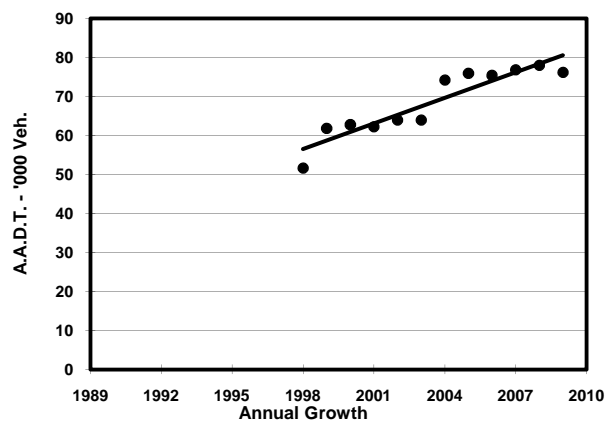
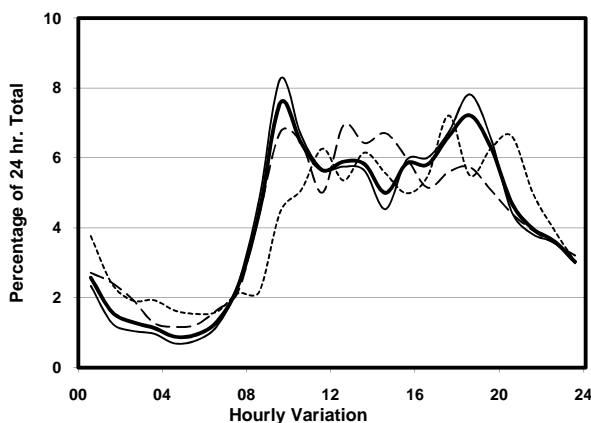
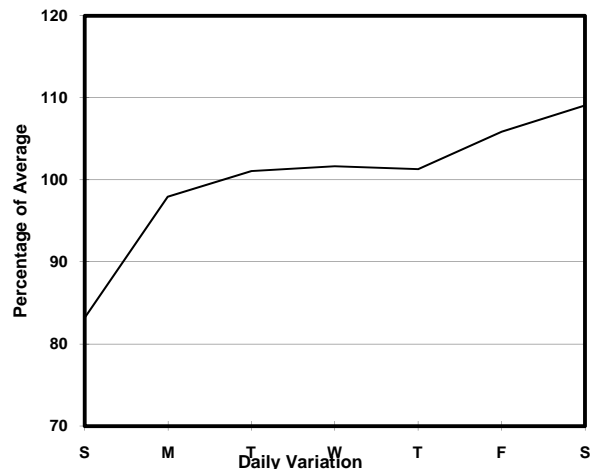
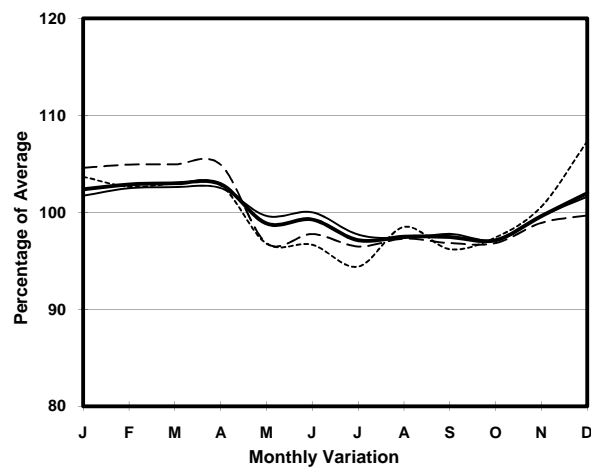
ROAD NETWORK MAJOR

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.
<b>SOUTH BOUND</b>				
A.A.D.T.	48880	50170	54190	40330
R 12 / 24 - %	70.8	72.5	69.9	61.9
R 16 / 24 - %	88.3	89.6	85.5	83.9
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	4360	4970	3980	1960
T - % (AM)	-	11.6	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	3530	3960	3070	3210
T - % (PM)	-	9.6	-	-
Prop.of commercial vehicles - 16 hr.	-	14.2	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	27280	27910	29530	23780
R 12 / 24 - %	64.7	66.2	62.7	57.9
R 16 / 24 - %	85.3	86.9	82.2	79.4
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1470	1640	1660	900
T - % (AM)	-	15.2	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	1970	2140	1820	1490
T - % (PM)	-	18.7	-	-
Prop.of commercial vehicles - 16 hr.	-	13.2	-	-

## 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	4.6	34.4	23.7	0.6	0.0	15.8	6.5	8.5	0.2	5.8
	Ocp	1.1	1.4	2.3	9.0	0.0	1.5	1.4	18.6	13.7	53.7
0800-0900	Pro	3.0	46.4	19.5	0.2	0.0	10.1	5.2	10.0	0.1	5.5
	Ocp	1.4	1.4	2.1	4.0	0.0	1.6	1.7	32.6	25.3	68.0
0900-1000 Peak hour	Pro	1.5	49.1	15.2	0.9	0.0	21.4	4.5	3.8	0.1	3.6
	Ocp	1.1	1.3	2.1	1.9	0.0	1.5	1.4	21.2	21.0	41.4
1000-1100	Pro	1.2	39.7	17.3	0.9	0.0	27.8	5.7	3.2	0.1	4.2
	Ocp	1.1	1.4	2.2	2.2	0.0	1.7	1.6	20.8	11.0	35.2
1100-1200	Pro	1.5	44.9	16.6	0.9	0.0	22.7	6.8	2.5	0.1	3.9
	Ocp	1.1	1.5	2.3	2.1	0.0	1.5	1.5	18.3	9.5	35.9
1200-1300	Pro	1.0	45.1	17.0	0.7	0.0	23.2	5.9	3.3	0.1	3.6
	Ocp	1.2	1.7	2.4	4.3	0.0	1.7	1.5	21.5	10.8	31.3
1300-1400	Pro	1.1	47.0	13.6	0.7	0.0	21.2	9.4	3.6	0.1	3.5
	Ocp	1.0	1.6	2.6	2.7	0.0	1.5	1.5	17.3	11.0	31.4
1400-1500	Pro	2.1	42.5	16.6	1.4	0.0	24.0	7.1	3.1	0.1	3.1
	Ocp	1.0	1.5	2.4	2.6	0.0	1.6	1.4	17.6	6.3	29.8
1500-1600	Pro	1.5	52.1	11.3	0.9	0.0	20.0	7.0	3.9	0.1	3.1
	Ocp	1.1	1.7	2.4	2.4	0.0	1.7	1.5	15.1	5.0	28.0
1600-1700	Pro	2.5	48.7	11.2	0.9	0.0	22.4	7.3	3.3	0.1	3.6
	Ocp	1.0	1.6	2.3	3.3	0.0	1.7	1.6	12.0	11.3	31.2
1700-1800	Pro	2.2	50.3	14.8	0.6	0.0	21.4	3.0	3.3	0.1	4.2
	Ocp	1.1	1.6	2.4	3.3	0.0	1.7	1.6	23.1	8.5	43.8
1800-1900	Pro	3.0	56.7	13.7	0.3	0.0	13.1	1.8	6.9	0.1	4.4
	Ocp	1.1	1.6	2.4	2.7	0.0	1.7	1.2	34.1	15.4	57.3
1900-2000	Pro	1.3	64.2	13.2	0.4	0.0	10.1	1.6	4.8	0.1	4.4
	Ocp	1.2	1.5	2.4	2.3	0.0	1.6	1.7	31.0	11.5	52.7
2000-2100	Pro	1.5	62.4	17.3	0.7	0.0	6.8	1.6	4.4	0.2	5.2
	Ocp	1.3	1.5	2.4	1.8	0.0	1.5	1.7	21.8	13.4	40.4
2100-2200	Pro	2.6	55.7	20.9	0.4	0.0	8.0	2.5	4.8	0.1	5.1
	Ocp	1.4	1.5	2.1	2.3	0.0	1.7	1.5	14.4	14.0	36.3
2200-2300	Pro	1.8	54.9	28.3	0.1	0.0	4.7	2.1	3.1	0.1	4.9
	Ocp	1.3	1.5	2.1	2.0	0.0	1.6	1.1	15.8	14.3	42.1
16 hours	Pro	2.0	49.7	16.4	0.7	0.0	17.4	4.9	4.6	0.1	4.2
	Ocp	1.2	1.5	2.3	2.9	0.0	1.6	1.5	23.5	12.6	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