YEAR	2011	**LINK**	WEST KOWLOON HIGHWAY (from SLIP RDS TO & FROM LIN CHEUNG RD to HING WAH ST W)
CORE STATION	3024		
ROAD NETWORK	MAJOR		
ROAD TYPE	URBAN TRUNK ROAD		

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.	45060	46280	46950	39200
R 12 / 24 - %	70.3	72.1	67.1	63.5
R 16 / 24 - %	86.5	87.8	83.3	82.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3320	3810	3090	1800
T - % (AM)	-	20.9	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2870	2990	2750	2560
T - % (PM)	-	8.4	-	-
Prop.of commercial vehicles - 16 hr.	-	14.3	-	-
NORTH BOUND				
A.A.D.T.	29080	29930	29950	25410
R 12 / 24 - %	64.5	65.7	62.4	59.5
R 16 / 24 - %	85.8	87.2	82.5	81.4
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1430	1610	1260	890
T - % (AM)	-	12.9	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	2100	2270	1950	1690
T - % (PM)	-	18	-	-
Prop.of commercial vehicles - 16 hr.	-	13	-	-

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	2.9	39.5	24.8	0.5	0.0	13.1	7.4	6.6	0.1	5.1
	Ocp	1.0	1.4	2.1	7.0	0.0	1.3	1.3	17.2	16.3	54.5
0800-0900	Pro	2.1	47.6	18.2	0.4	0.0	12.9	5.0	8.7	0.1	5.0
Peak hour	Ocp	1.1	1.3	2.2	2.0	0.0	1.4	1.3	30.5	26.0	67.7
0900-1000	Pro	1.3	47.0	19.7	0.4	0.0	18.8	4.6	4.4	0.1	3.7
	Ocp	1.0	1.4	2.2	5.6	0.0	1.5	1.5	19.3	15.6	36.6
1000-1100	Pro	1.9	46.4	17.7	0.8	0.0	20.1	7.1	2.2	0.1	3.8
	Ocp	1.2	1.5	2.2	2.4	0.0	1.4	1.3	15.5	8.3	29.0
1100-1200	Pro	1.9	37.1	20.7	0.3	0.0	23.4	9.2	3.8	0.1	3.5
	Ocp	1.1	1.5	2.3	1.7	0.0	1.6	1.4	11.0	7.0	26.6
1200-1300	Pro	1.1	45.0	21.0	0.6	0.0	18.9	7.0	3.1	0.1	3.4
	Ocp	1.1	1.7	2.5	1.5	0.0	1.7	1.5	21.1	12.5	27.1
1300-1400	Pro	0.7	42.1	21.2	0.7	0.0	18.7	8.2	4.7	0.1	3.5
	Ocp	1.1	1.6	2.5	3.9	0.0	1.6	1.4	14.4	9.8	22.5
1400-1500	Pro	0.7	45.3	19.5	0.3	0.0	19.5	6.7	4.5	0.1	3.4
	Ocp	1.0	1.6	2.6	2.0	0.0	1.6	1.2	7.8	10.5	27.2
1500-1600	Pro	0.5	47.6	15.3	0.4	0.0	21.2	7.5	4.3	0.1	3.1
	Ocp	1.0	1.6	2.6	2.3	0.0	1.6	1.3	9.8	15.3	26.2
1600-1700	Pro	1.8	44.3	19.3	0.6	0.0	20.4	7.0	3.0	0.1	3.5
	Ocp	1.0	1.4	2.7	3.9	0.0	1.7	1.6	10.3	13.5	30.4
1700-1800	Pro	2.2	50.7	18.2	1.2	0.0	16.2	3.9	3.7	0.1	4.0
	Ocp	1.1	1.5	2.4	4.1	0.0	1.8	1.5	20.1	12.8	39.0
1800-1900	Pro	2.5	58.8	16.9	0.2	0.0	9.2	2.6	5.9	0.1	3.8
	Ocp	1.2	1.5	2.3	1.3	0.0	1.5	1.5	35.4	11.3	61.3
1900-2000	Pro	1.3	62.8	17.4	0.3	0.0	6.9	2.4	4.6	0.1	4.2
	Ocp	1.0	1.5	2.2	2.0	0.0	1.5	1.5	34.0	13.0	46.6
2000-2100	Pro	1.6	59.4	21.2	0.7	0.0	6.1	2.2	4.5	0.1	4.1
	Ocp	1.1	1.5	2.1	1.2	0.0	1.4	1.3	20.7	15.4	39.2
2100-2200	Pro	0.9	55.7	27.3	0.5	0.0	5.2	2.0	3.3	0.1	4.9
	Ocp	1.0	1.6	2.2	2.3	0.0	1.3	1.6	17.3	20.3	35.0
2200-2300	Pro	1.4	54.8	29.4	0.2	0.0	4.8	2.7	2.6	0.1	4.1
	Ocp	1.0	1.5	2.2	1.0	0.0	1.4	1.3	8.0	12.3	42.1
16 hours	Pro	1.6	49.1	20.1	0.5	0.0	14.9	5.3	4.5	0.1	3.9
	Ocp	1.1	1.5	2.3	3.0	0.0	1.6	1.4	21.0	13.7	40.7

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