

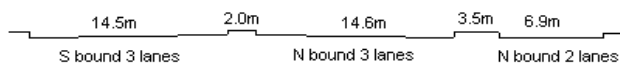
YEAR 2013

CORE STATION 3024

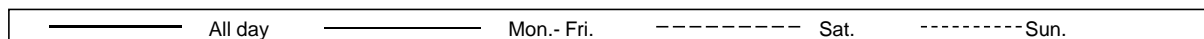
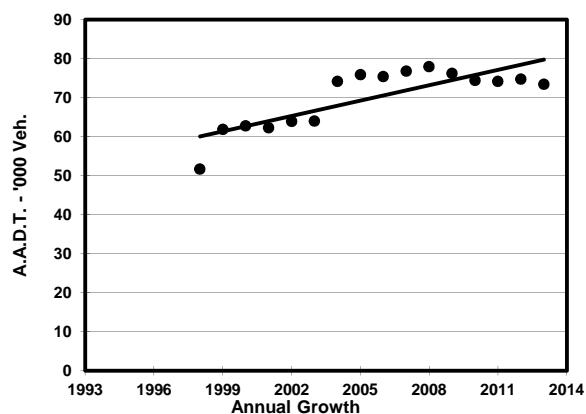
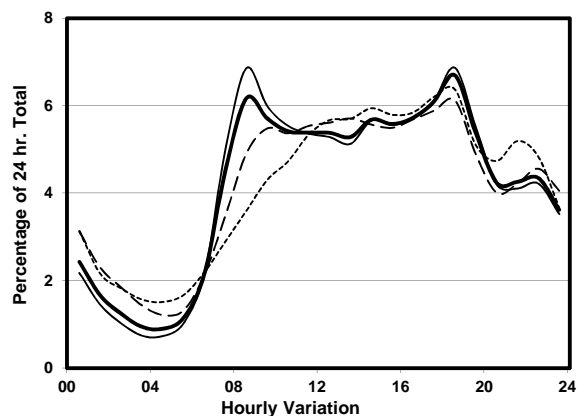
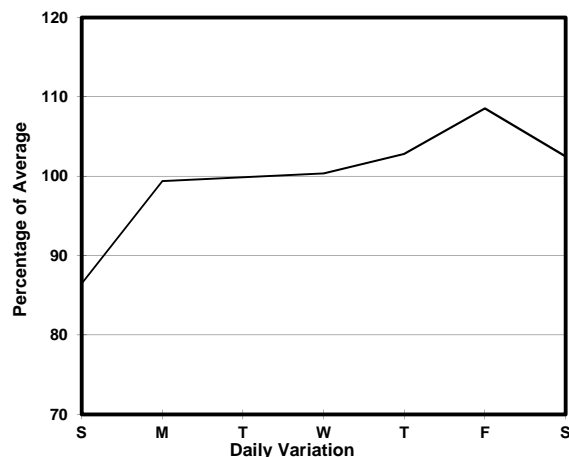
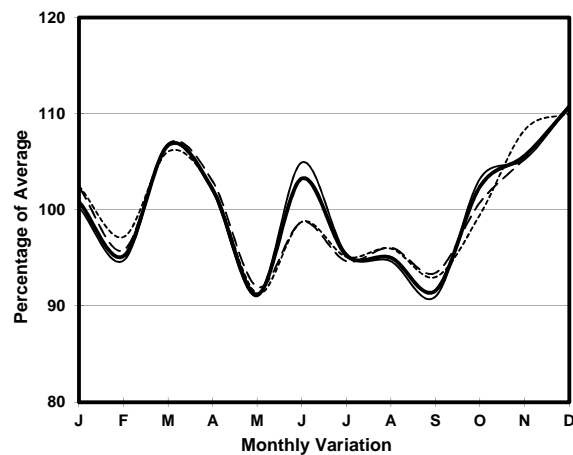
ROAD NETWORK MAJOR

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.	43740	44900	45350	38530
R 12 / 24 - %	69.9	71.6	66.7	63.9
R 16 / 24 - %	86	87.2	82.9	82.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3080	3520	2850	1820
T - % (AM)	-	20.2	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2790	2880	2700	2540
T - % (PM)	-	7.8	-	-
Prop.of commercial vehicles - 16 hr.	-	13.2	-	-
NORTH BOUND				
A.A.D.T.	29640	30620	30450	25480
R 12 / 24 - %	64.3	65.5	62.1	60.1
R 16 / 24 - %	85.8	87.2	82	81.8
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1440	1660	1300	930
T - % (AM)	-	14.6	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	2130	2310	2010	1620
T - % (PM)	-	15.1	-	-
Prop.of commercial vehicles - 16 hr.	-	12.4	-	-

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	2.8	35.1	27.4	0.7	0.0	13.6	7.9	7.7	0.1	4.7
	Ocp	1.0	1.5	2.4	9.2	0.0	1.4	1.4	27.9	15.5	59.5
0800-0900	Pro	2.9	47.9	18.3	0.0	0.0	12.2	5.4	7.8	0.1	5.4
	Ocp	1.2	1.2	2.3	0.0	0.0	1.7	1.6	32.7	9.5	71.0
0900-1000	Pro	1.3	45.0	19.2	0.2	0.0	20.5	6.2	3.8	0.1	3.6
	Ocp	1.1	1.3	2.3	1.7	0.0	1.4	1.4	21.3	14.5	38.1
1000-1100	Pro	1.0	44.3	20.2	0.3	0.0	21.6	6.5	2.6	0.1	3.4
	Ocp	1.1	1.4	2.3	3.3	0.0	1.5	1.4	21.8	4.6	33.2
1100-1200	Pro	1.3	43.6	21.1	0.7	0.0	21.8	5.1	3.0	0.1	3.2
	Ocp	1.1	1.5	2.4	1.6	0.0	1.5	1.4	21.4	10.0	32.2
1200-1300	Pro	1.0	48.8	21.3	0.4	0.0	17.1	5.2	3.1	0.1	3.1
	Ocp	1.2	1.4	2.2	5.5	0.0	1.6	1.3	15.3	8.3	30.3
1300-1400	Pro	1.1	41.3	24.1	0.3	0.0	19.3	7.7	2.7	0.1	3.5
	Ocp	1.0	1.4	2.7	2.3	0.0	1.4	1.4	23.1	5.3	36.9
1400-1500	Pro	1.1	45.6	21.1	0.7	0.0	18.1	6.7	3.7	0.1	2.9
	Ocp	1.0	1.4	2.5	2.0	0.0	1.6	1.5	8.7	15.0	34.2
1500-1600	Pro	1.2	50.2	21.0	0.6	0.0	16.7	4.1	2.8	0.1	3.3
	Ocp	1.0	1.4	2.6	4.0	0.0	1.5	1.3	17.9	11.8	34.5
1600-1700	Pro	1.5	47.0	18.8	0.7	0.0	20.5	4.1	4.1	0.1	3.2
	Ocp	1.1	1.5	2.5	3.0	0.0	1.6	1.3	13.7	14.8	37.7
1700-1800	Pro	1.4	49.1	20.3	0.9	0.0	16.7	3.4	4.0	0.1	4.1
	Ocp	1.1	1.4	2.3	2.1	0.0	1.6	1.2	18.2	14.3	46.9
1800-1900 Peak hour	Pro	2.6	61.0	18.4	0.2	0.0	7.0	1.4	5.7	0.1	3.6
	Ocp	1.1	1.4	2.6	1.7	0.0	1.4	1.3	23.0	19.3	59.2
1900-2000	Pro	1.4	64.7	16.9	0.1	0.0	5.6	1.8	5.3	0.1	4.3
	Ocp	1.1	1.4	2.4	1.0	0.0	1.3	1.1	27.5	18.8	54.5
2000-2100	Pro	1.6	58.3	22.7	0.0	0.0	6.3	1.9	4.4	0.1	4.7
	Ocp	1.1	1.4	2.4	0.0	0.0	1.5	1.2	21.4	7.3	45.9
2100-2200	Pro	1.2	54.0	28.5	0.1	0.0	5.2	1.6	4.7	0.1	4.4
	Ocp	1.0	1.3	2.1	1.0	0.0	1.3	1.2	10.0	13.0	39.6
2200-2300	Pro	1.1	51.8	32.4	0.1	0.0	3.7	2.8	3.7	0.1	4.3
	Ocp	1.0	1.3	1.9	1.0	0.0	1.3	1.3	5.8	14.0	44.1
16 hours	Pro	1.6	49.3	21.5	0.4	0.0	14.4	4.5	4.4	0.1	3.8
	Ocp	1.1	1.4	2.4	3.2	0.0	1.5	1.4	21.3	12.0	46.0

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