

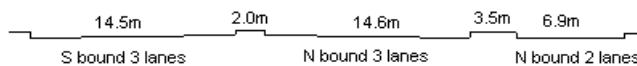
YEAR 2015

CORE STATION 3024

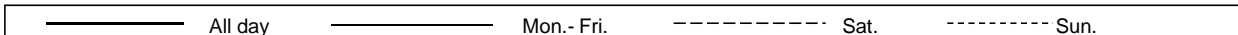
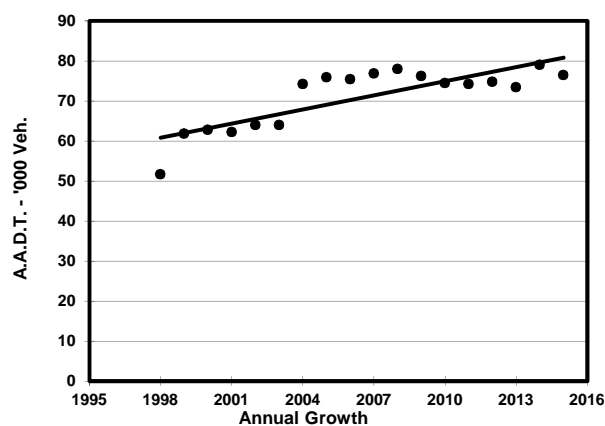
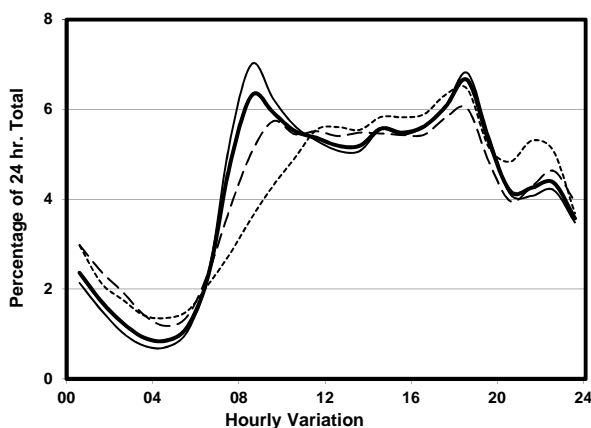
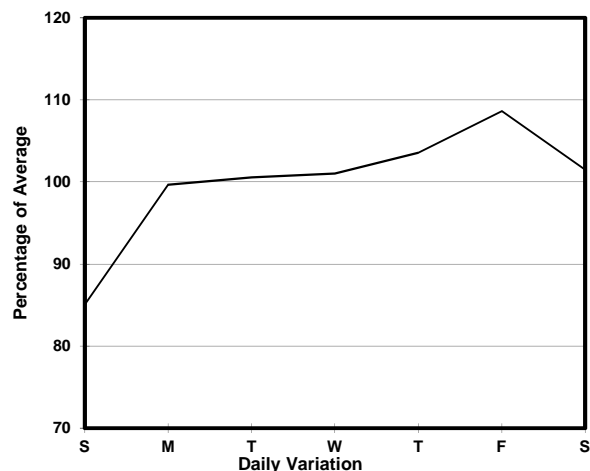
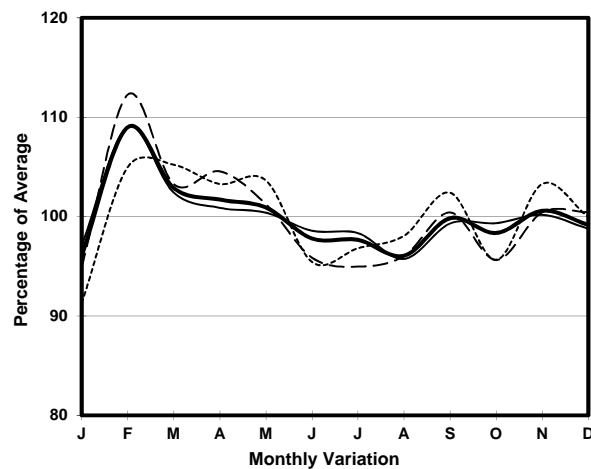
ROAD NETWORK MAJOR

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.	47460	49020	48680	41070
R 12 / 24 - %	70	71.7	66.5	64.3
R 16 / 24 - %	85.9	86.9	82.8	83.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3410	3900	3230	1920
T - % (AM)	-	14.4	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	3030	3160	2860	2730
T - % (PM)	-	7.8	-	-
Prop.of commercial vehicles - 16 hr.	-	12.3	-	-
NORTH BOUND				
A.A.D.T.	28960	30040	29240	24800
R 12 / 24 - %	63.9	65	61.6	60
R 16 / 24 - %	85.7	87	81.6	82.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1420	1650	1250	920
T - % (AM)	-	13	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	2060	2230	1890	1630
T - % (PM)	-	14.4	-	-
Prop.of commercial vehicles - 16 hr.	-	11.6	-	-

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	35.4	22.2	0.9	0.0	17.4	8.1	8.5	0.1	4.0
	Ocp	1.0	1.2	2.1	8.7	0.0	1.3	1.1	31.0	7.0	58.3
0800-0900 Peak hour	Pro	2.6	52.2	18.3	0.3	0.0	12.4	4.4	4.5	0.1	5.2
	Ocp	1.1	1.6	2.1	7.8	0.0	1.4	1.2	38.7	15.5	64.2
0900-1000	Pro	1.7	46.1	19.7	0.3	0.0	19.7	5.7	3.0	0.1	3.9
	Ocp	1.0	1.1	2.1	2.3	0.0	1.4	1.3	17.1	13.5	40.2
1000-1100	Pro	1.1	44.7	17.3	0.5	0.0	23.3	6.8	2.6	0.1	3.7
	Ocp	1.1	1.2	2.0	1.6	0.0	1.4	1.5	21.4	13.0	35.0
1100-1200	Pro	1.6	46.8	22.9	0.3	0.0	18.6	4.7	1.8	0.1	3.3
	Ocp	1.1	1.4	1.8	4.0	0.0	1.3	1.3	16.5	8.7	31.9
1200-1300	Pro	1.6	48.7	21.6	0.2	0.0	17.0	4.6	2.9	0.1	3.3
	Ocp	1.0	1.5	2.1	2.0	0.0	1.3	1.1	20.0	15.7	33.1
1300-1400	Pro	1.3	45.0	19.8	0.1	0.0	21.1	6.3	3.2	0.1	3.1
	Ocp	1.1	1.6	2.4	10.0	0.0	1.3	1.2	9.5	10.3	37.3
1400-1500	Pro	1.3	45.4	22.0	0.6	0.0	18.3	6.3	3.4	0.1	2.7
	Ocp	1.0	1.3	2.3	2.8	0.0	1.4	1.3	14.1	6.0	33.4
1500-1600	Pro	0.9	48.4	21.0	0.7	0.0	18.0	5.7	2.3	0.1	3.0
	Ocp	1.1	1.4	2.3	4.0	0.0	1.5	1.3	14.3	15.7	38.3
1600-1700	Pro	1.6	47.8	19.5	0.9	0.0	18.8	4.8	3.4	0.1	3.1
	Ocp	1.0	1.5	2.2	5.3	0.0	1.5	1.3	10.6	23.7	49.1
1700-1800	Pro	1.4	53.3	20.9	0.4	0.0	14.3	2.7	2.8	0.1	4.3
	Ocp	1.0	1.5	2.3	4.5	0.0	1.7	1.5	17.9	24.3	50.4
1800-1900	Pro	2.5	61.6	17.6	0.2	0.0	7.5	2.0	4.9	0.1	3.8
	Ocp	1.0	1.5	2.2	3.0	0.0	1.3	1.3	30.8	30.0	63.7
1900-2000	Pro	2.0	62.3	19.0	0.0	0.0	5.8	1.9	4.6	0.1	4.4
	Ocp	1.1	1.4	2.3	0.0	0.0	1.3	1.2	28.8	16.3	48.0
2000-2100	Pro	1.7	58.5	23.4	0.0	0.0	5.0	1.8	4.6	0.1	5.0
	Ocp	1.0	1.3	2.3	0.0	0.0	1.4	1.5	8.8	22.0	41.2
2100-2200	Pro	1.3	47.9	30.1	0.1	0.0	8.8	1.8	4.7	0.1	5.2
	Ocp	1.0	1.6	2.0	1.0	0.0	1.3	1.1	13.3	24.0	41.3
2200-2300	Pro	2.8	52.4	32.5	0.1	0.0	4.1	1.3	2.1	0.1	4.6
	Ocp	1.1	1.4	2.0	1.0	0.0	1.3	1.2	16.9	26.7	42.7
16 hours	Pro	1.8	50.0	21.2	0.3	0.0	14.6	4.4	3.7	0.1	3.9
	Ocp	1.1	1.4	2.1	4.7	0.0	1.4	1.3	22.1	16.9	46.2

Legend

Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*

Ocp. Average occupancy of vehicles including both driver and passengers*

M&H Medium and Heavy

* All traffic data are collected from combined bounds except for one way traffic