

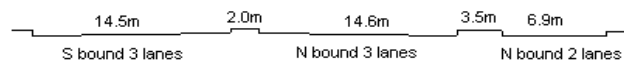
YEAR 2016

CORE STATION 3024

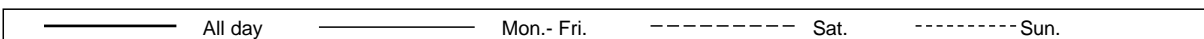
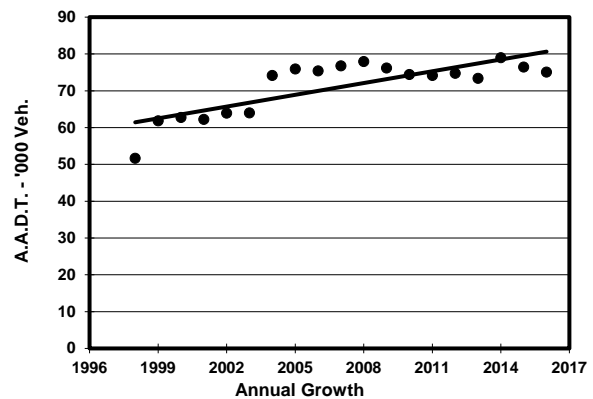
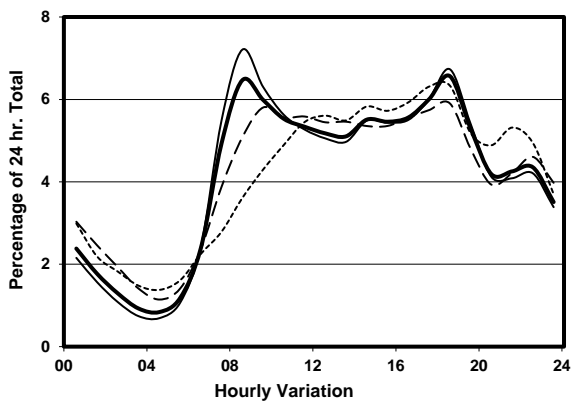
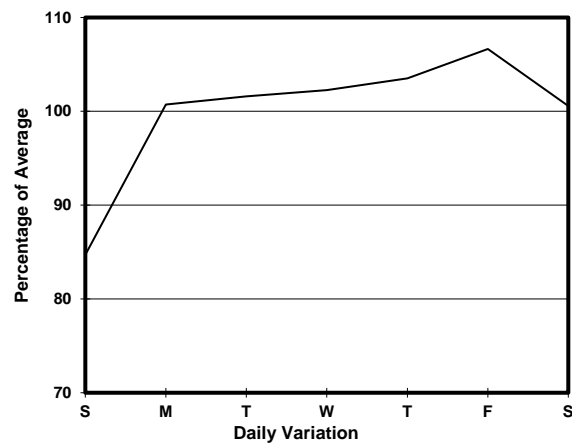
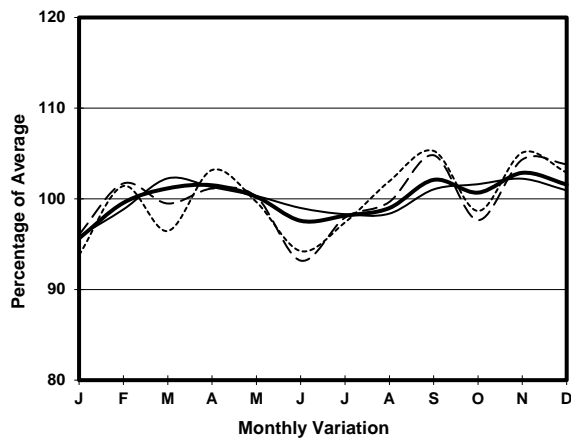
ROAD NETWORK MAJOR

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.	47750	49570	48610	40580
R 12 / 24 - %	69.9	71.6	66.5	63.8
R 16 / 24 - %	85.8	86.9	82.7	83.1
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3520	4060	3250	1910
T - % (AM)	-	18.9	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2990	3140	2770	2600
T - % (PM)	-	6.9	-	-
Prop.of commercial vehicles - 16 hr.	-	13.4	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	27310	28390	27510	23350
R 12 / 24 - %	63.7	64.8	61.7	59.6
R 16 / 24 - %	85.6	87	81.6	81.8
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1340	1560	1170	840
T - % (AM)	-	13.9	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	1940	2110	1820	1540
T - % (PM)	-	16.3	-	-
Prop.of commercial vehicles - 16 hr.	-	11.9	-	-

## 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	3.1	36.5	24.1	0.9	0.0	17.2	9.1	4.6	0.1	4.5
	Ocp	1.1	1.3	2.2	10.8	0.0	1.3	1.3	26.5	8.0	53.3
0800-0900	Pro	3.9	48.0	17.5	0.3	0.0	12.8	6.0	6.1	0.1	5.4
	Ocp	1.1	1.3	2.2	8.2	0.0	1.3	1.2	41.1	15.0	65.5
0900-1000	Pro	2.2	45.0	16.7	0.1	0.0	20.6	9.0	2.6	0.1	3.7
	Ocp	1.0	1.5	2.2	5.0	0.0	1.5	1.5	19.5	16.8	40.3
1000-1100	Pro	1.1	44.2	20.3	0.2	0.0	21.3	7.6	1.6	0.1	3.6
	Ocp	1.0	1.6	2.3	1.5	0.0	1.4	1.3	15.9	11.0	34.5
1100-1200	Pro	2.1	48.7	18.3	0.4	0.0	16.9	7.4	2.2	0.1	3.7
	Ocp	1.0	1.4	2.3	2.0	0.0	1.5	1.3	18.8	17.5	33.8
1200-1300	Pro	0.7	48.5	22.6	0.0	0.0	16.1	6.2	2.6	0.1	3.3
	Ocp	1.0	1.4	2.2	0.0	0.0	1.5	1.3	17.7	9.7	34.9
1300-1400	Pro	1.2	43.2	19.0	0.2	0.0	19.2	10.4	3.5	0.1	3.3
	Ocp	1.0	1.3	2.4	8.0	0.0	1.7	1.4	15.0	17.8	40.9
1400-1500	Pro	1.2	47.9	18.7	0.4	0.0	19.9	7.1	1.7	0.1	2.9
	Ocp	1.1	1.4	2.2	4.5	0.0	1.4	1.2	11.8	13.4	34.1
1500-1600	Pro	1.2	48.6	20.3	0.2	0.0	18.1	5.5	2.6	0.1	3.4
	Ocp	1.0	1.5	2.6	1.5	0.0	1.7	1.4	15.4	20.8	34.3
1600-1700	Pro	0.9	51.2	17.7	0.6	0.0	18.5	5.6	2.2	0.1	3.1
	Ocp	1.0	1.4	2.2	2.3	0.0	1.5	1.1	4.8	25.0	42.2
1700-1800	Pro	1.5	56.1	16.8	0.3	0.0	14.6	4.0	2.7	0.1	3.8
	Ocp	1.1	1.6	2.3	2.0	0.0	1.5	1.3	11.3	18.8	53.6
1800-1900	Pro	2.4	61.9	15.7	0.1	0.0	9.4	2.0	4.3	0.1	4.2
	Ocp	1.1	1.3	2.2	3.0	0.0	1.4	1.2	23.1	17.3	65.9
1900-2000	Pro	2.2	62.0	17.5	0.1	0.0	9.0	1.6	2.3	0.2	5.2
	Ocp	1.0	1.5	2.6	4.0	0.0	1.5	1.1	25.3	13.1	54.6
2000-2100	Pro	1.5	56.1	26.5	0.0	0.0	5.3	2.4	3.1	0.2	5.0
	Ocp	1.1	1.6	1.9	0.0	0.0	1.3	1.3	18.2	14.0	41.5
2100-2200	Pro	2.4	53.1	28.7	0.0	0.0	5.0	2.3	3.0	0.1	5.5
	Ocp	1.1	1.4	2.5	0.0	0.0	1.4	1.2	17.6	21.7	37.3
2200-2300	Pro	1.4	53.6	33.4	0.0	0.0	3.7	1.8	2.0	0.1	4.0
	Ocp	1.2	1.2	1.8	0.0	0.0	1.5	1.2	17.7	16.5	44.6
16 hours	Pro	1.9	50.2	20.3	0.2	0.0	14.6	5.6	3.0	0.1	4.0
	Ocp	1.1	1.4	2.2	5.4	0.0	1.5	1.3	22.2	16.1	46.8

**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