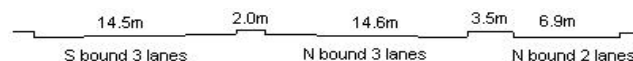
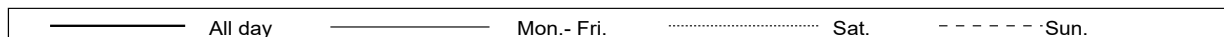
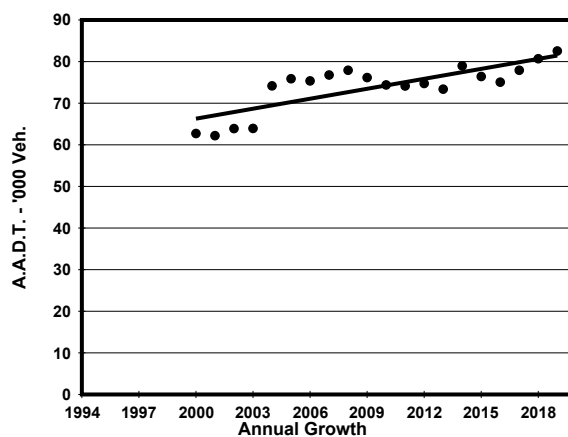
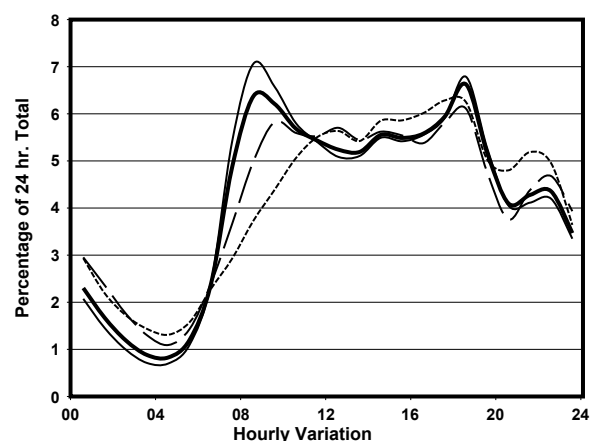
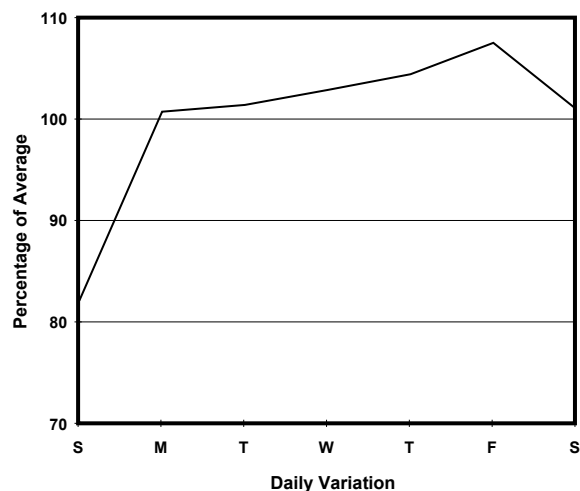
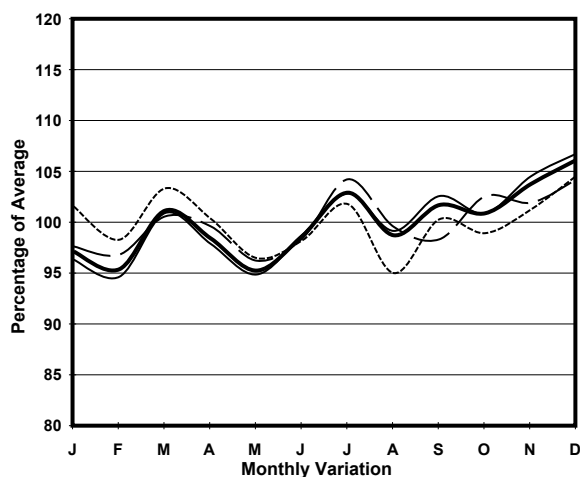


YEAR 2019
CORE STATION 3024
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD

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.	51900	54260	52560	42990
R 12 / 24 - %	70.9	72.5	67.7	64.8
R 16 / 24 - %	86.2	87.3	83.3	83.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3810	4400	3550	2120
T - % (AM)	-	15.8	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	3210	3370	3090	2730
T - % (PM)	-	7.4	-	-
Prop.of commercial vehicles - 16 hr.	-	10.9	-	-
NORTH BOUND				
A.A.D.T.	30650	31940	31580	25410
R 12 / 24 - %	63.6	64.7	61.1	59.7
R 16 / 24 - %	85.8	87.2	81.8	82.2
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1500	1690	1360	890
T - % (AM)	-	10.4	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1600-1700
One-way flow at PM peak hour	2260	2480	2050	1740
T - % (PM)	-	12.4	-	-
Prop.of commercial vehicles - 16 hr.	-	10.4	-	-

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	2.4	43.0	22.0	1.1	0.0	14.3	8.7	4.3	0.0	4.1
	Ocp	1.0	1.3	2.2	4.5	0.0	1.2	1.1	17.8	0.0	61.0
0800-0900 Peak hour	Pro	1.4	50.7	17.3	0.2	0.0	16.1	4.3	5.0	0.0	5.0
	Ocp	1.0	1.2	2.0	5.7	0.0	1.2	1.2	25.9	0.0	71.4
0900-1000	Pro	1.4	52.1	16.2	0.3	0.0	17.7	4.3	4.6	0.0	3.5
	Ocp	1.0	1.2	2.1	1.8	0.0	1.4	1.4	17.6	0.0	49.6
1000-1100	Pro	2.1	43.2	20.9	0.8	0.0	18.6	7.7	3.6	0.0	3.1
	Ocp	1.0	1.3	2.0	1.4	0.0	1.4	1.3	14.0	0.0	38.0
1100-1200	Pro	1.3	44.9	24.5	0.7	0.0	18.3	4.3	3.4	0.0	2.7
	Ocp	1.0	1.3	2.1	2.2	0.0	1.2	1.3	14.1	0.0	42.0
1200-1300	Pro	1.5	48.5	23.7	0.6	0.0	16.0	3.8	2.6	0.0	3.2
	Ocp	1.0	1.2	2.1	10.4	0.0	1.3	1.1	9.4	0.0	35.4
1300-1400	Pro	1.3	46.6	18.5	0.4	0.0	20.4	6.1	3.8	0.0	2.9
	Ocp	1.1	1.3	2.2	1.6	0.0	1.2	1.2	16.0	0.0	37.3
1400-1500	Pro	1.4	47.9	23.4	0.8	0.0	16.2	3.9	3.5	0.0	2.9
	Ocp	1.2	1.2	2.3	2.4	0.0	1.3	1.2	11.4	0.0	38.3
1500-1600	Pro	2.1	59.1	17.4	0.4	0.0	13.2	3.4	2.0	0.0	2.5
	Ocp	1.1	1.2	2.3	4.2	0.0	1.4	1.3	20.6	0.0	36.9
1600-1700	Pro	2.1	51.2	21.0	1.1	0.0	16.1	1.9	3.4	0.0	3.2
	Ocp	1.1	1.3	2.2	5.6	0.0	1.4	1.4	18.2	0.0	46.2
1700-1800	Pro	3.2	53.8	20.5	0.7	0.0	12.4	2.4	3.8	0.0	3.2
	Ocp	1.1	1.4	2.2	2.2	0.0	1.3	1.3	20.9	0.0	56.5
1800-1900	Pro	2.7	61.8	18.6	0.5	0.0	7.1	1.1	4.8	0.0	3.4
	Ocp	1.1	1.2	2.2	10.4	0.0	1.2	1.4	35.9	0.0	76.3
1900-2000	Pro	2.2	64.9	16.7	0.0	0.0	6.9	0.8	4.7	0.0	3.7
	Ocp	1.1	1.3	2.2	0.0	0.0	1.2	1.1	26.2	0.0	61.7
2000-2100	Pro	1.9	58.3	23.8	0.6	0.0	4.8	1.8	4.0	0.0	4.6
	Ocp	1.1	1.1	2.0	6.7	0.0	1.2	1.3	36.2	0.0	49.2
2100-2200	Pro	2.4	53.4	29.6	0.0	0.0	6.1	1.6	2.6	0.0	4.4
	Ocp	1.1	1.4	2.1	0.0	0.0	1.3	1.1	9.2	0.0	46.5
2200-2300	Pro	1.6	55.7	30.9	0.2	0.0	5.0	1.2	1.5	0.1	3.9
	Ocp	1.2	1.2	1.9	2.0	0.0	1.2	1.0	17.8	8.0	47.3
16 hours	Pro	1.9	52.5	21.1	0.5	0.0	13.3	3.5	3.7	0.1	3.5
	Ocp	1.1	1.3	2.1	4.4	0.0	1.3	1.2	21.0	8.0	51.8

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