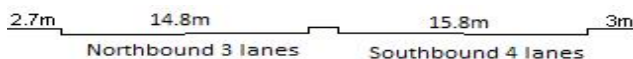
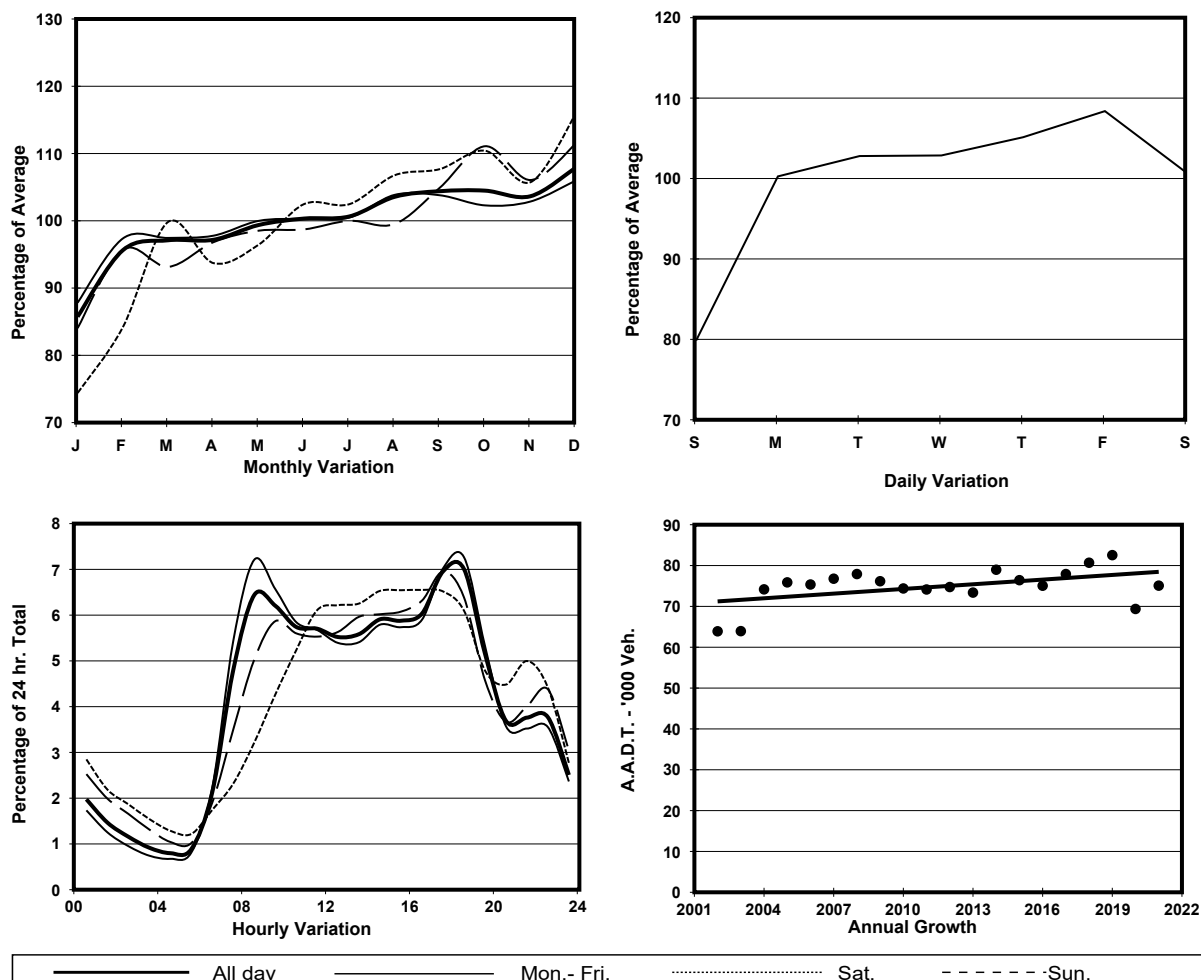


YEAR 2021  
CORE STATION 3024  
ROAD NETWORK MAJOR  
ROAD TYPE URBAN TRUNK ROAD

LINK WEST KOWLOON HIGHWAY (from SLIP RDS TO &  
FROM LIN CHEUNG RD & YAU MA TEI INT N/B RAMP  
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.	44000	46090	44620	36350
R 12 / 24 - %	74.9	76.7	70.9	68.7
R 16 / 24 - %	88.5	89.5	86	85.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3360	3920	3250	1790
T - % (AM)	-	14.7	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	2680	2790	2730	2280
T - % (PM)	-	9.5	-	-
Prop.of commercial vehicles - 16 hr.	-	10.1	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	31080	32890	31700	23820
R 12 / 24 - %	67.4	68.5	66.1	61.5
R 16 / 24 - %	87.6	88.9	84.9	82.8
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1490	1780	1230	770
T - % (AM)	-	12.2	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1600-1700
One-way flow at PM peak hour	2650	3000	2580	1700
T - % (PM)	-	9.9	-	-
Prop.of commercial vehicles - 16 hr.	-	9.9	-	-

### 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	5.1	43.2	13.9	1.1	0.0	22.2	8.8	1.7	0.0	3.9
	Ocp	1.0	1.3	2.1	2.3	0.0	1.4	1.3	22.2	0.0	70.8
0800-0900	Pro	3.7	51.8	12.8	0.1	0.0	17.5	5.3	3.8	0.0	4.8
	Ocp	1.1	1.2	2.1	2.5	0.0	1.5	1.2	26.3	0.0	75.2
0900-1000	Pro	3.8	48.7	13.9	0.1	0.0	23.0	6.2	1.3	0.0	3.0
	Ocp	1.1	1.2	1.9	1.0	0.0	1.5	1.3	4.0	0.0	47.8
1000-1100	Pro	1.9	44.2	16.0	0.6	0.0	25.4	7.9	1.1	0.0	2.9
	Ocp	1.1	1.2	1.9	2.0	0.0	1.4	1.3	2.7	0.0	43.4
1100-1200	Pro	2.4	46.2	16.8	0.2	0.0	23.7	7.2	0.9	0.0	2.6
	Ocp	1.2	1.2	2.0	1.5	0.0	1.4	1.2	1.7	0.0	40.4
1200-1300	Pro	1.9	47.6	14.5	0.8	0.0	26.0	6.2	0.5	0.0	2.5
	Ocp	1.0	1.2	2.2	3.5	0.0	1.4	1.2	3.2	0.0	45.4
1300-1400	Pro	2.8	46.6	13.2	0.8	0.0	24.9	8.3	0.7	0.0	2.7
	Ocp	1.1	1.4	2.0	3.0	0.0	1.3	1.3	4.7	0.0	40.9
1400-1500	Pro	2.6	49.5	12.9	0.8	0.0	23.0	8.0	0.7	0.0	2.4
	Ocp	1.1	1.3	2.2	1.7	0.0	1.4	1.3	2.9	0.0	38.1
1500-1600	Pro	1.9	55.5	9.6	0.6	0.0	23.5	5.7	0.6	0.0	2.7
	Ocp	1.1	1.4	2.3	2.0	0.0	1.4	1.4	3.5	0.0	36.7
1600-1700	Pro	3.5	50.0	11.9	0.6	0.0	23.3	6.4	1.2	0.0	3.1
	Ocp	1.1	1.4	2.1	3.0	0.0	1.3	1.2	2.5	0.0	42.4
1700-1800	Pro	4.2	52.5	12.4	0.2	0.0	21.7	3.9	1.5	0.0	3.6
	Ocp	1.1	1.4	2.0	1.5	0.0	1.4	1.2	3.2	0.0	53.6
1800-1900 Peak hour	Pro	5.3	64.8	12.4	0.2	0.0	9.7	1.8	2.0	0.0	3.8
	Ocp	1.1	1.4	2.2	1.0	0.0	1.4	1.1	39.5	0.0	69.9
1900-2000	Pro	3.5	71.2	11.4	0.2	0.0	7.7	1.1	0.9	0.0	3.9
	Ocp	1.0	1.3	1.9	1.5	0.0	1.3	1.4	24.9	0.0	58.2
2000-2100	Pro	3.5	63.8	18.1	0.0	0.0	7.4	2.0	0.8	0.0	4.4
	Ocp	1.1	1.2	1.9	0.0	0.0	1.2	1.1	19.3	0.0	41.2
2100-2200	Pro	4.8	58.3	22.4	0.1	0.0	7.3	1.2	0.6	0.0	5.3
	Ocp	1.1	1.2	1.8	2.0	0.0	1.1	1.3	3.8	0.0	41.1
2200-2300	Pro	3.9	59.8	25.5	0.0	0.0	4.3	1.6	0.4	0.1	4.5
	Ocp	1.1	1.1	1.8	0.0	0.0	1.1	1.0	1.0	13.0	45.8
16 hours	Pro	3.4	53.2	14.3	0.4	0.0	18.7	5.2	1.3	0.1	3.5
	Ocp	1.1	1.3	2.0	2.3	0.0	1.4	1.3	17.0	13.0	52.8

**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