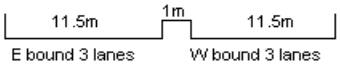
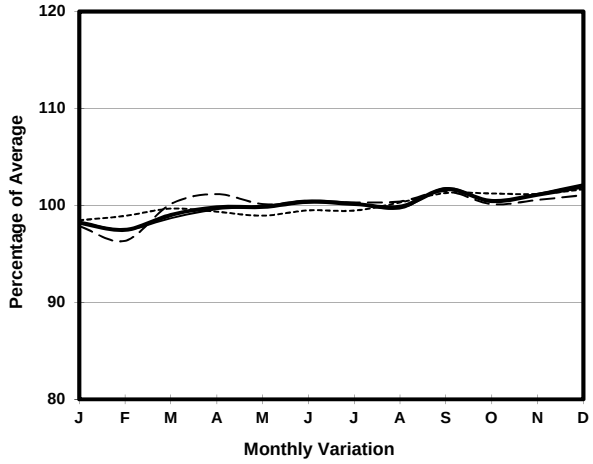
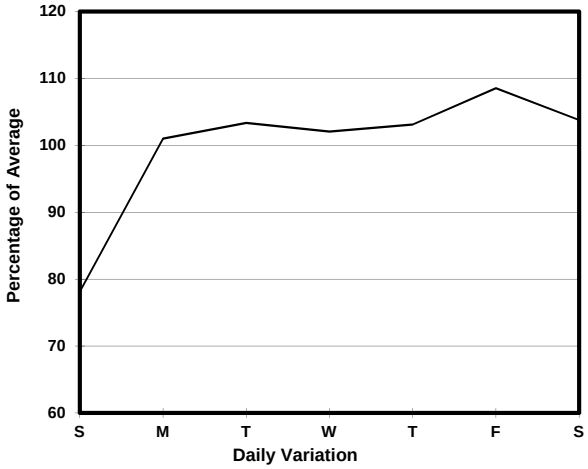
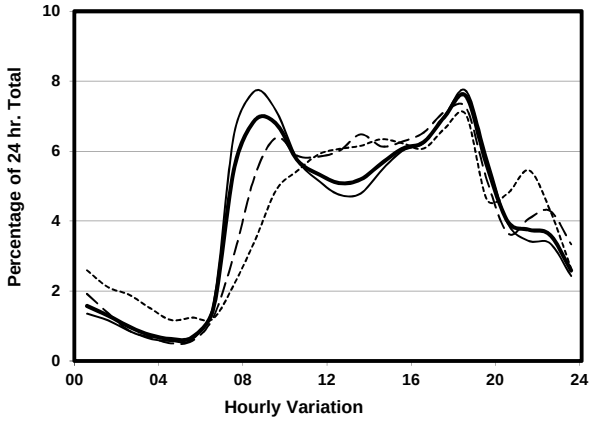
YEAR	2015	**LINK**	KWUN TONG BYPASS (from KAI YAN ST to LUNG CHEUNG RD)
COVERAGE (B) STATION	4219		
ROAD NETWORK	MAJOR		
ROAD TYPE	EXPRESSWAY		

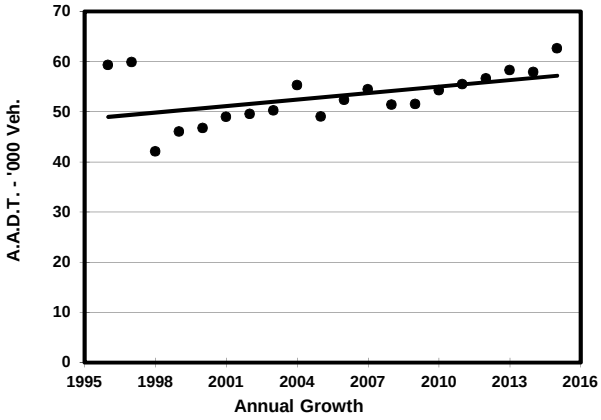


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	33520	35110	34740	27130
R 12 / 24 - %	71.9	73.2	71.1	64.1
R 16 / 24 - %	88.6	89.4	88.7	83.1
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	2460	2780	2320	1200
T - % (AM)	-	11	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2410	2510	2530	1980
T - % (PM)	-	7.2	-	-
Prop.of commercial vehicles - 16 hr.	-	10.2	-	-
WEST BOUND				
A.A.D.T.	29100	30560	31020	22370
R 12 / 24 - %	74.6	75.5	73.8	69.4
R 16 / 24 - %	91.7	92.4	90.4	88.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2010	2320	1890	1220
T - % (AM)	-	9.4	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	2340	2560	2290	1510
T - % (PM)	-	5.1	-	-
Prop.of commercial vehicles - 16 hr.	-	9.4	-	-

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	3.3	49.2	14.8	4.0	1.4	14.1	4.4	6.2	0.0	2.6
	Ocp	1.0	1.1	2.0	6.5	12.0	1.4	1.3	18.0	0.0	74.5
0800-0900	Pro	3.2	64.7	9.5	1.1	0.9	10.3	4.7	2.3	0.0	3.3
Peak hour	Ocp	1.0	1.1	2.2	6.4	12.7	1.5	1.3	33.3	0.0	68.5
0900-1000	Pro	2.4	50.3	12.5	0.8	0.9	21.0	7.1	2.4	0.0	2.6
	Ocp	1.2	1.2	1.9	1.4	10.4	1.3	1.1	23.0	0.0	35.7
1000-1100	Pro	2.0	47.1	14.1	0.8	0.9	24.0	8.2	0.5	0.0	2.4
	Ocp	1.0	1.2	1.7	1.9	9.8	1.3	1.1	31.0	0.0	35.3
1100-1200	Pro	2.0	45.9	14.4	1.1	1.1	24.2	7.5	1.8	0.0	2.0
	Ocp	1.1	1.2	1.6	2.8	8.1	1.3	1.1	14.5	0.0	38.8
1200-1300	Pro	2.0	47.0	13.8	3.0	1.1	19.8	9.2	2.1	0.0	2.0
	Ocp	1.0	1.2	1.9	7.1	9.1	1.3	1.1	12.9	0.0	36.2
1300-1400	Pro	3.0	45.2	14.0	1.0	1.0	23.5	8.3	1.7	0.0	2.2
	Ocp	1.1	1.2	1.8	3.0	9.4	1.4	1.1	13.8	0.0	43.5
1400-1500	Pro	2.0	49.9	11.7	0.5	0.9	23.2	7.4	2.5	0.0	1.9
	Ocp	1.0	1.3	2.2	1.5	11.4	1.3	1.1	23.6	0.0	42.9
1500-1600	Pro	2.3	47.5	11.5	2.2	0.9	23.7	6.9	2.9	0.0	2.1
	Ocp	1.0	1.2	1.8	6.0	8.0	1.4	1.1	14.1	0.0	37.3
1600-1700	Pro	2.2	48.2	9.8	2.4	1.1	25.8	6.3	1.9	0.0	2.2
	Ocp	1.0	1.2	2.0	2.1	11.9	1.4	1.1	9.3	0.0	44.6
1700-1800	Pro	4.4	54.1	13.5	0.8	0.9	17.6	5.0	1.4	0.0	2.2
	Ocp	1.2	1.1	1.8	3.4	12.9	1.3	1.0	5.2	0.0	56.2
1800-1900	Pro	4.8	65.5	12.3	0.7	0.7	9.9	2.4	1.5	0.0	2.2
	Ocp	1.1	1.1	2.2	2.0	15.1	1.1	1.0	12.6	0.0	78.2
1900-2000	Pro	3.5	69.3	13.1	0.1	1.5	7.2	0.9	1.2	0.1	3.1
	Ocp	1.1	1.1	2.0	1.0	11.3	1.2	1.1	15.9	1.0	65.8
2000-2100	Pro	2.5	67.1	15.3	0.2	1.6	7.5	1.1	0.6	0.1	4.1
	Ocp	1.4	1.2	2.3	1.0	10.9	1.4	1.0	23.3	1.0	54.4
2100-2200	Pro	2.9	62.4	21.0	0.0	1.8	6.4	1.1	0.7	0.0	3.6
	Ocp	1.2	1.2	2.1	0.0	7.9	1.3	1.0	1.0	0.0	44.8
2200-2300	Pro	2.8	63.9	20.4	0.0	2.0	5.9	1.1	0.6	0.0	3.3
	Ocp	1.2	1.2	2.4	0.0	10.8	1.3	1.2	1.0	0.0	50.1
16 hours	Pro	2.9	54.9	13.3	1.2	1.1	16.8	5.2	2.0	0.1	2.6
	Ocp	1.1	1.2	2.0	4.6	10.8	1.3	1.1	17.8	1.0	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 except for one way traffic