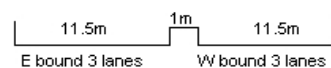


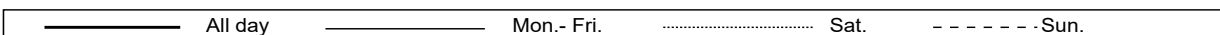
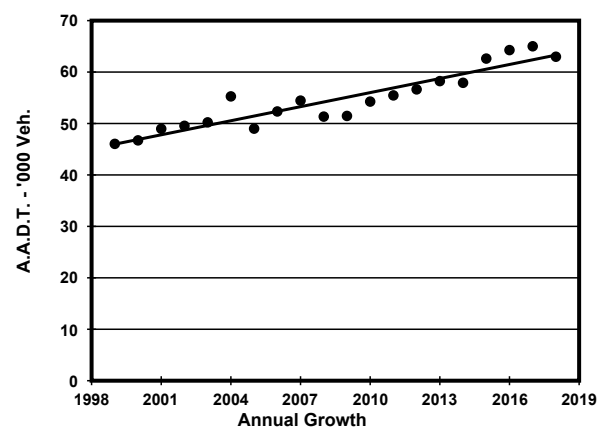
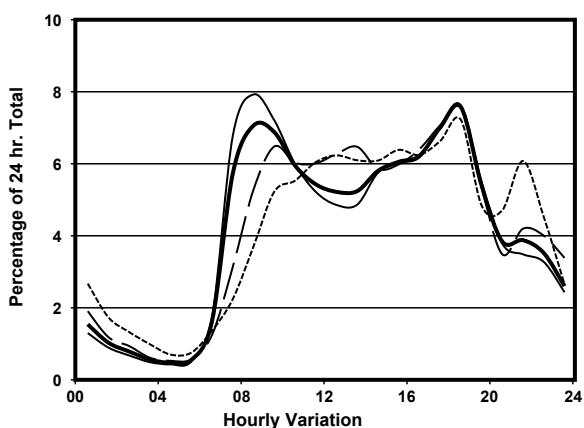
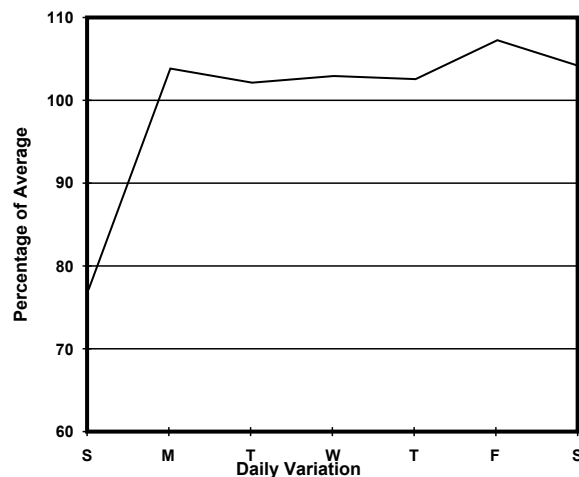
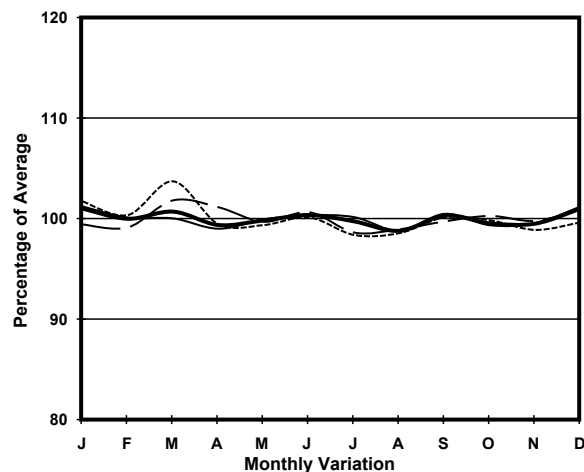
YEAR 2018

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



## 2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
<b>EAST BOUND</b>				
A.A.D.T.	33670	35310	35420	26650
R 12 / 24 - %	73.7	75.3	71.4	66.3
R 16 / 24 - %	90.1	90.8	88.7	87.2
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2460	2880	2260	1260
T - % (AM)	-	9.3	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2400	2480	2630	1980
T - % (PM)	-	4.6	-	-
Prop.of commercial vehicles - 16 hr.	-	8.3	-	-
<b>WEST BOUND</b>				
A.A.D.T.	29310	30830	31020	22570
R 12 / 24 - %	74.7	75.6	74	69.3
R 16 / 24 - %	91.6	92.3	90.7	88.5
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2020	2360	2050	1320
T - % (AM)	-	8.9	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2370	2560	2410	1580
T - % (PM)	-	4	-	-
Prop.of commercial vehicles - 16 hr.	-	8	-	-

## 3. OTHER INFORMATION AND COMMENT

**Coverage (B) Station 4219**  
**Year 2018**

**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	3.7	53.6	14.7	3.5	1.0	12.3	3.5	5.3	0.0	2.4
	Ocp	1.0	1.2	2.1	5.2	11.6	1.5	1.1	22.0	0.0	72.4
0800-0900 Peak hour	Pro	3.5	56.6	10.9	0.9	0.7	18.3	4.1	2.2	0.0	2.7
	Ocp	1.1	1.2	2.0	2.3	13.3	1.5	1.2	25.1	0.0	71.7
0900-1000	Pro	1.8	52.0	12.2	0.8	0.8	22.6	5.8	1.4	0.0	2.6
	Ocp	1.0	1.3	2.1	1.7	9.0	1.4	1.2	9.1	0.0	41.6
1000-1100	Pro	1.8	48.8	13.9	1.2	1.2	24.8	5.4	0.6	0.0	2.3
	Ocp	1.1	1.2	2.0	1.7	6.2	1.4	1.2	11.8	0.0	35.0
1100-1200	Pro	2.1	45.1	15.2	1.0	1.2	25.0	7.3	0.7	0.0	2.4
	Ocp	1.1	1.3	1.9	3.6	5.9	1.3	1.1	6.2	0.0	35.1
1200-1300	Pro	1.5	45.9	16.3	3.2	0.8	23.7	5.0	1.4	0.0	2.3
	Ocp	1.2	1.2	1.9	4.0	6.0	1.3	1.3	2.8	0.0	38.9
1300-1400	Pro	3.1	45.4	16.2	2.1	0.8	23.4	5.6	0.9	0.0	2.4
	Ocp	1.1	1.1	2.4	1.3	6.8	1.3	1.0	7.9	0.0	45.6
1400-1500	Pro	2.1	50.9	11.9	1.0	0.9	23.8	6.3	1.0	0.0	2.1
	Ocp	1.0	1.4	2.6	1.4	8.6	1.3	1.2	3.3	0.0	36.0
1500-1600	Pro	1.8	51.4	10.4	2.1	1.0	24.1	4.2	2.9	0.0	2.1
	Ocp	1.0	1.4	2.2	5.8	9.2	1.3	1.2	8.7	0.0	39.9
1600-1700	Pro	2.5	46.7	11.6	1.8	0.8	26.2	5.7	2.4	0.1	2.2
	Ocp	1.1	1.3	1.9	2.4	13.4	1.3	1.1	4.1	1.0	49.3
1700-1800	Pro	4.9	52.5	13.4	1.2	1.0	18.6	3.8	2.2	0.0	2.4
	Ocp	1.1	1.4	2.3	3.8	12.3	1.5	1.3	6.7	0.0	62.9
1800-1900	Pro	3.1	69.5	9.4	0.2	1.2	12.3	1.0	1.2	0.0	2.1
	Ocp	1.1	1.3	2.0	1.0	13.4	1.2	1.0	12.4	0.0	74.1
1900-2000	Pro	2.9	69.9	12.7	0.4	0.9	8.2	0.5	1.3	0.0	3.3
	Ocp	1.1	1.2	2.4	1.3	13.0	1.2	1.2	11.6	0.0	64.1
2000-2100	Pro	3.1	69.5	15.9	0.1	1.2	5.9	0.4	0.3	0.0	3.6
	Ocp	1.0	1.3	2.3	1.0	10.8	1.6	1.3	1.0	0.0	50.1
2100-2200	Pro	4.6	64.3	18.8	0.0	1.5	5.8	0.7	0.4	0.0	4.0
	Ocp	1.2	1.3	2.1	0.0	12.9	1.1	1.0	1.0	0.0	39.9
2200-2300	Pro	2.3	67.4	19.1	0.0	1.2	4.7	1.4	0.2	0.0	3.6
	Ocp	1.2	1.2	2.1	0.0	8.7	1.1	1.0	1.0	0.0	45.5
16 hours	Pro	2.8	55.4	13.3	1.2	1.0	18.1	3.9	1.7	0.1	2.6
	Ocp	1.1	1.3	2.1	3.4	10.3	1.4	1.2	12.8	1.0	52.0

**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