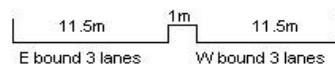
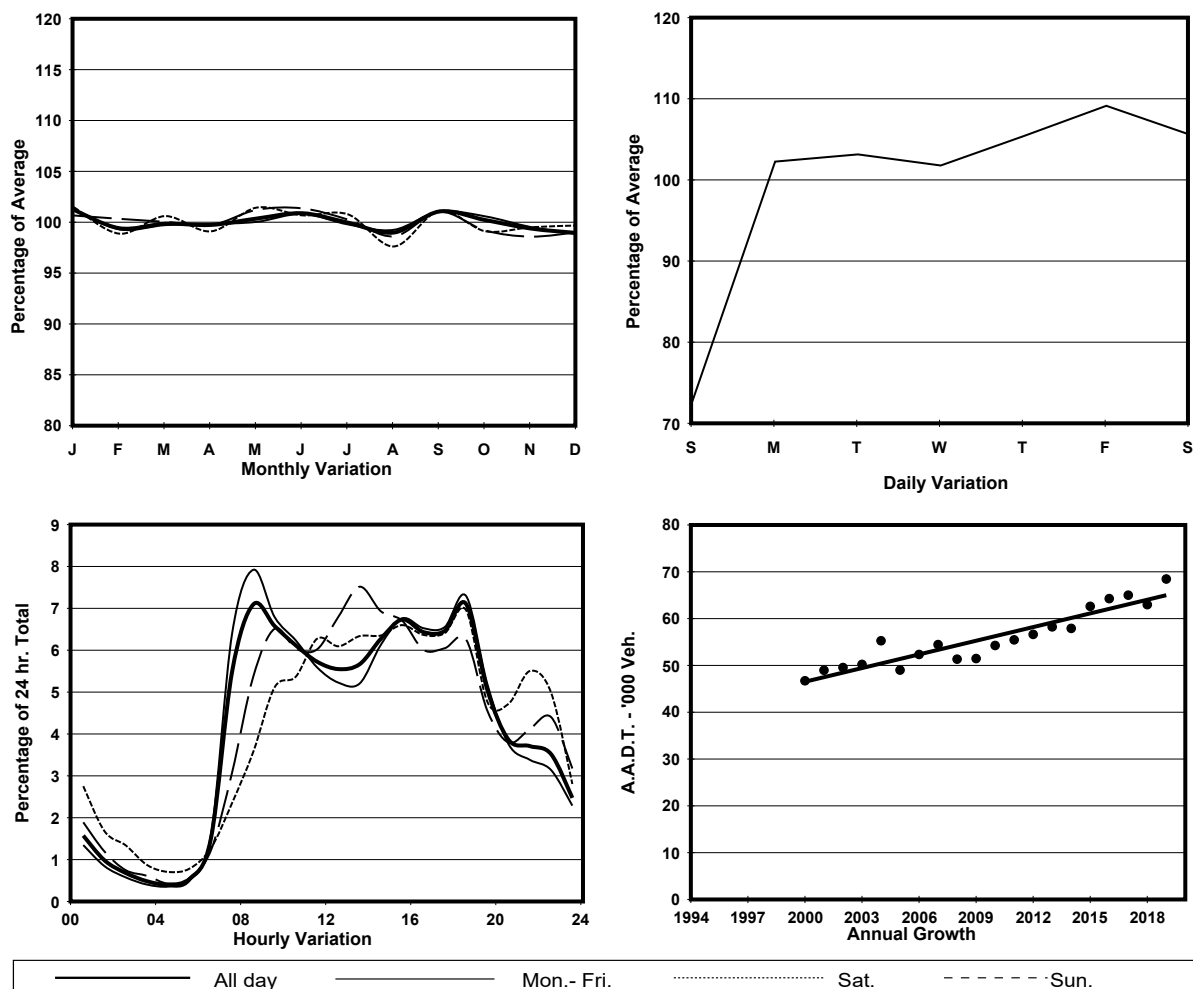


YEAR 2019  
 COVERAGE (B) STATION 4219  
 ROAD NETWORK MAJOR  
 ROAD TYPE EXPRESSWAY

LINK KWUN TONG BYPASS (from KAI YAN ST to LUNG  
 CHEUNG RD)



## 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.	37960	40490	40490	26720
R 12 / 24 - %	75.7	77.5	73	66
R 16 / 24 - %	91.1	91.9	90.1	86.9
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2760	3310	2830	1250
T - % (AM)	-	9.1	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1800-1900
One-way flow at PM peak hour	2410	2610	2300	1880
T - % (PM)	-	6.6	-	-
Prop.of commercial vehicles - 16 hr.	-	8.4	-	-
<b>WEST BOUND</b>				
A.A.D.T.	30500	32010	32830	23770
R 12 / 24 - %	74.7	75.6	73.7	69.9
R 16 / 24 - %	91.7	92.4	90.2	88.8
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2100	2430	1950	1330
T - % (AM)	-	10.9	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	2470	2700	2440	1640
T - % (PM)	-	5	-	-
Prop.of commercial vehicles - 16 hr.	-	8.5	-	-

## 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	2.9	55.1	13.7	3.5	1.8	13.3	3.0	4.3	0.0	2.5
	Ocp	1.0	1.3	2.1	7.1	11.5	1.5	1.2	22.5	0.0	71.0
0800-0900 Peak hour	Pro	5.6	56.3	11.3	0.6	0.8	15.4	5.2	1.9	0.0	2.9
	Ocp	1.1	1.2	2.0	2.4	10.3	1.4	1.2	25.3	0.0	66.6
0900-1000	Pro	2.3	51.6	10.9	0.7	1.1	23.1	6.1	1.2	0.0	2.8
	Ocp	1.1	1.2	1.7	3.1	7.6	1.5	1.2	12.1	0.0	36.5
1000-1100	Pro	2.2	48.5	12.0	0.8	1.3	24.4	7.9	0.7	0.0	2.2
	Ocp	1.1	1.2	1.8	1.9	5.2	1.3	1.1	2.6	0.0	33.3
1100-1200	Pro	1.8	44.3	13.8	1.5	1.7	24.8	8.9	0.7	0.0	2.5
	Ocp	1.0	1.2	1.6	3.4	4.5	1.3	1.2	1.8	0.0	37.2
1200-1300	Pro	2.8	48.3	13.6	2.1	1.0	22.5	6.4	0.9	0.0	2.5
	Ocp	1.0	1.2	1.9	7.5	7.4	1.3	1.2	13.3	0.0	34.9
1300-1400	Pro	2.0	45.9	12.9	2.1	0.9	23.9	8.8	1.2	0.0	2.3
	Ocp	1.2	1.1	1.7	2.1	8.4	1.3	1.2	6.5	0.0	45.6
1400-1500	Pro	3.3	46.4	12.6	0.3	0.7	25.4	7.7	1.4	0.0	2.2
	Ocp	1.1	1.2	1.8	2.7	8.5	1.2	1.2	11.4	0.0	41.1
1500-1600	Pro	3.5	48.9	12.5	1.9	0.8	23.7	5.6	1.3	0.0	1.9
	Ocp	1.1	1.1	1.7	4.4	7.8	1.3	1.2	6.1	0.0	39.3
1600-1700	Pro	3.1	51.4	13.8	1.9	0.8	20.9	4.6	1.5	0.0	2.1
	Ocp	1.1	1.1	1.5	2.7	12.5	1.3	1.2	5.7	0.0	45.4
1700-1800	Pro	5.4	54.1	11.9	1.7	0.8	18.2	3.6	1.8	0.0	2.4
	Ocp	1.1	1.3	1.8	4.5	13.3	1.4	1.3	4.3	0.0	54.7
1800-1900	Pro	4.7	72.4	7.6	0.3	0.9	9.2	1.5	1.1	0.0	2.3
	Ocp	1.1	1.2	1.8	1.3	16.7	1.2	1.2	14.7	0.0	64.4
1900-2000	Pro	2.8	70.8	12.0	0.1	0.9	8.5	0.7	0.9	0.0	3.3
	Ocp	1.2	1.2	2.1	1.0	16.3	1.2	1.0	12.2	0.0	54.5
2000-2100	Pro	3.4	74.0	12.0	0.1	1.3	5.4	0.6	0.2	0.0	2.9
	Ocp	1.2	1.3	2.0	1.0	9.6	1.3	1.0	1.0	0.0	39.3
2100-2200	Pro	4.4	62.1	21.7	0.0	1.4	6.1	0.3	0.3	0.0	3.6
	Ocp	1.3	1.2	1.8	0.0	6.5	1.2	1.0	1.0	0.0	45.6
2200-2300	Pro	3.0	66.7	18.5	0.0	0.9	6.6	0.8	0.3	0.0	3.2
	Ocp	1.1	1.2	2.0	0.0	5.2	1.2	1.0	1.0	0.0	49.4
16 hours	Pro	3.4	55.9	12.7	1.1	1.0	17.4	4.6	1.3	0.0	2.6
	Ocp	1.1	1.2	1.8	4.4	9.4	1.3	1.2	13.2	0.0	48.5

**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