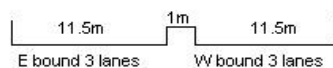


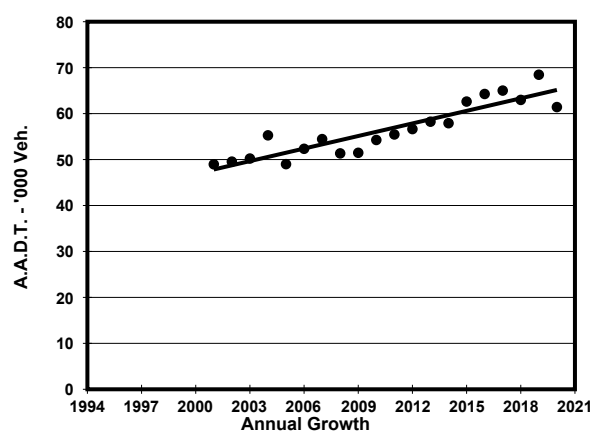
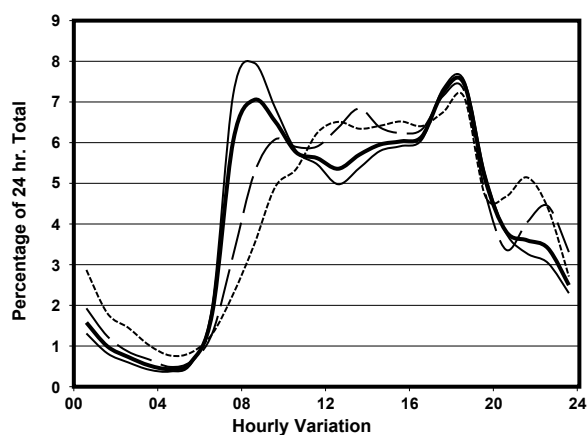
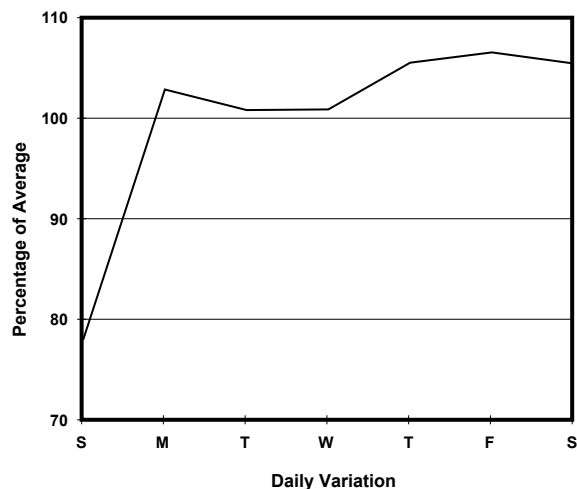
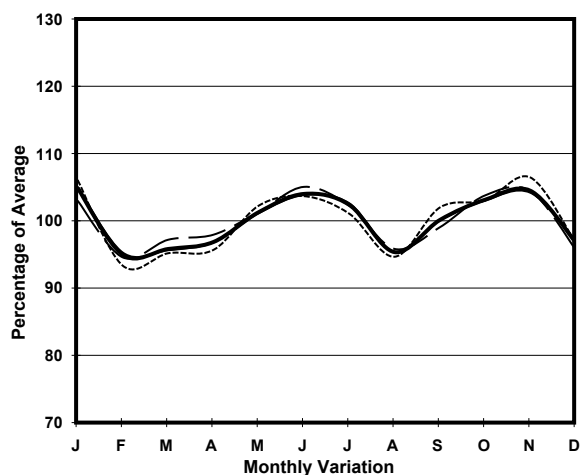
YEAR 2020

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.
<b>EAST BOUND</b>				
A.A.D.T.	33480	34880	36060	26730
R 12 / 24 - %	75.1	76.8	72.3	67.1
R 16 / 24 - %	90.1	91	89	86
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2400	2870	2270	1160
T - % (AM)	-	10.2	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2320	2380	2630	1920
T - % (PM)	-	6.2	-	-
Prop.of commercial vehicles - 16 hr.	-	8.6	-	-
<b>WEST BOUND</b>				
A.A.D.T.	27940	29310	29500	21800
R 12 / 24 - %	74.7	75.6	73.7	69.9
R 16 / 24 - %	91.6	92.4	90.2	88.8
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1940	2240	1720	1220
T - % (AM)	-	9.3	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	2250	2460	2210	1530
T - % (PM)	-	8.9	-	-
Prop.of commercial vehicles - 16 hr.	-	8.2	-	-

## 3. OTHER INFORMATION AND COMMENT

**Coverage (B) Station 4219**  
**Year 2020**

**4. Vehicle classification and occupancy - Monday to Friday**

Time		Class of vehicle									
		Motor	Private	Taxi	Private	PLB	Goods veh.		Non	Fr. Bus	
		Cycle	Car		LB		Light	M & H	Fr. Bus	SD	DD
0700-0800	Pro	4.7	61.3	9.5	2.2	1.2	11.4	3.2	4.5	0.0	2.0
	Ocp	1.1	1.3	2.1	9.2	16.6	1.6	1.2	25.2	0.0	79.0
0800-0900 Peak hour	Pro	4.3	62.0	9.1	0.6	0.5	13.5	5.5	1.7	0.0	2.7
	Ocp	1.1	1.2	2.1	4.4	16.0	1.7	1.4	32.6	0.0	68.3
0900-1000	Pro	2.4	52.3	12.1	0.5	1.0	21.2	7.4	0.6	0.0	2.6
	Ocp	1.1	1.2	2.1	1.5	10.3	1.6	1.2	3.9	0.0	39.2
1000-1100	Pro	1.7	48.6	13.7	0.5	0.8	24.9	6.8	0.5	0.0	2.4
	Ocp	1.1	1.2	1.9	1.8	8.9	1.4	1.3	9.2	0.0	32.1
1100-1200	Pro	2.4	50.3	11.5	1.3	1.1	24.4	6.2	0.7	0.0	2.1
	Ocp	1.1	1.3	1.8	5.5	8.6	1.5	1.2	2.5	0.0	41.6
1200-1300	Pro	2.2	55.1	12.9	2.2	1.4	17.5	4.7	2.0	0.0	2.0
	Ocp	1.1	1.3	1.8	3.7	6.2	1.4	1.2	19.3	0.0	37.3
1300-1400	Pro	2.5	53.0	11.2	1.3	1.0	22.0	6.1	0.9	0.0	1.9
	Ocp	1.1	1.4	2.0	9.5	9.2	1.3	1.2	20.1	0.0	49.5
1400-1500	Pro	3.4	53.6	11.8	1.0	0.7	22.6	4.5	0.3	0.0	2.0
	Ocp	1.2	1.3	1.7	1.9	9.0	1.3	1.1	1.0	0.0	47.8
1500-1600	Pro	2.6	47.5	14.4	0.8	0.9	23.7	7.9	0.2	0.1	1.9
	Ocp	1.0	1.4	1.8	3.3	7.0	1.4	1.2	7.5	1.0	43.2
1600-1700	Pro	3.4	49.4	12.8	0.4	0.7	24.8	6.3	0.5	0.0	1.7
	Ocp	1.1	1.3	1.6	3.6	10.0	1.3	1.2	7.0	0.0	44.9
1700-1800	Pro	6.6	64.9	8.2	1.0	1.0	11.6	3.8	0.8	0.0	2.3
	Ocp	1.1	1.3	1.8	1.3	12.5	1.2	1.3	7.5	0.0	47.0
1800-1900	Pro	4.4	64.1	8.9	0.1	0.5	14.8	2.8	1.4	0.0	3.0
	Ocp	1.2	1.3	2.2	1.0	7.5	1.2	1.1	10.3	0.0	67.4
1900-2000	Pro	2.3	73.3	10.1	0.1	1.0	7.0	1.6	0.7	0.0	3.8
	Ocp	1.1	1.3	2.1	1.0	18.7	1.3	1.1	14.5	0.0	56.5
2000-2100	Pro	4.5	67.8	14.2	0.2	0.9	6.3	1.5	0.8	0.0	3.7
	Ocp	1.1	1.3	2.1	2.0	11.5	1.3	1.0	7.4	0.0	31.7
2100-2200	Pro	3.6	67.6	17.1	0.0	0.6	5.6	1.0	0.0	0.0	4.5
	Ocp	1.2	1.3	2.1	0.0	8.3	1.3	1.0	0.0	0.0	39.2
2200-2300	Pro	3.8	65.2	20.5	0.0	1.0	5.0	0.2	0.2	0.0	4.1
	Ocp	1.3	1.4	2.1	0.0	7.4	1.4	1.0	1.0	0.0	38.6
16 hours	Pro	3.4	57.8	11.8	0.8	0.9	16.9	4.7	1.1	0.1	2.5
	Ocp	1.1	1.3	1.9	4.9	10.8	1.4	1.2	18.4	1.0	48.8

**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