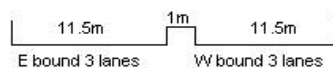


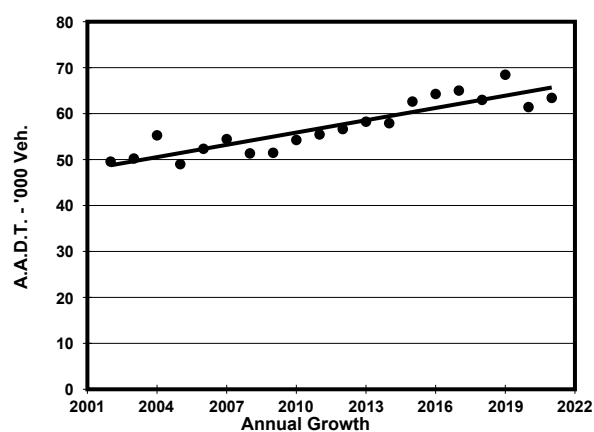
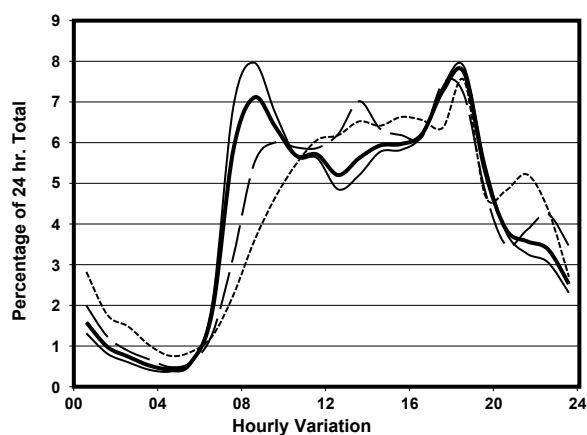
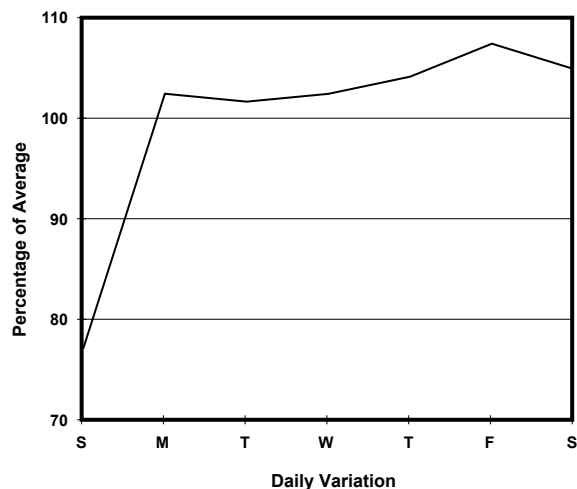
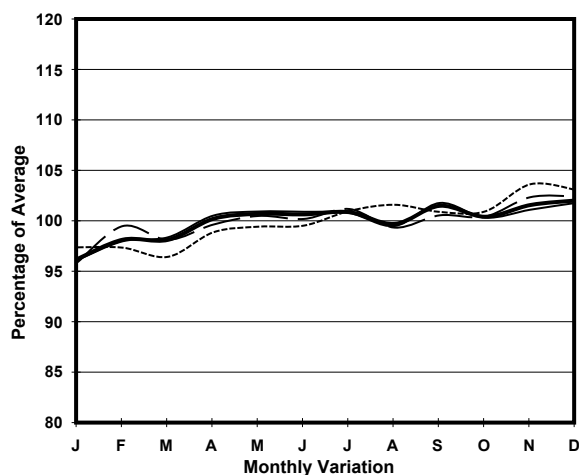
YEAR 2021

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.	34500	36020	37080	27350
R 12 / 24 - %	74.4	76	72	67
R 16 / 24 - %	90	90.8	88.8	86
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2440	2890	2230	1120
T - % (AM)	-	7.7	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	2470	2570	2700	2070
T - % (PM)	-	4.4	-	-
Prop.of commercial vehicles - 16 hr.	-	8.1	-	-
WEST BOUND				
A.A.D.T.	28920	30530	30240	22090
R 12 / 24 - %	74.9	75.8	74.2	69.7
R 16 / 24 - %	91.7	92.4	90	89
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2070	2410	1810	1180
T - % (AM)	-	14.9	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	2430	2660	2330	1660
T - % (PM)	-	5.4	-	-
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	4.8	60.5	12.4	3.6	1.1	9.4	1.9	4.1	0.0	2.2
	Ocp	1.1	1.3	2.2	7.1	11.6	1.4	1.1	16.3	0.0	71.1
0800-0900 Peak hour	Pro	4.2	57.4	10.2	0.4	0.6	16.6	5.5	1.9	0.0	3.2
	Ocp	1.1	1.3	2.1	4.4	13.3	1.6	1.3	23.8	0.0	57.2
0900-1000	Pro	2.7	50.5	12.6	0.6	1.0	24.1	5.5	0.8	0.0	2.1
	Ocp	1.0	1.2	2.1	3.1	10.1	1.4	1.2	15.1	0.0	36.1
1000-1100	Pro	3.1	50.1	13.3	0.8	1.1	24.3	5.2	0.2	0.0	2.0
	Ocp	1.0	1.2	2.1	2.6	6.2	1.3	1.2	1.0	0.0	34.4
1100-1200	Pro	2.6	46.0	15.1	1.0	0.8	19.0	12.1	1.2	0.0	2.2
	Ocp	1.1	1.3	2.1	3.0	8.6	1.3	1.3	1.7	0.0	35.3
1200-1300	Pro	3.3	52.3	12.2	2.4	0.7	21.4	5.2	0.6	0.0	1.9
	Ocp	1.1	1.3	2.0	2.4	8.0	1.3	1.2	14.6	0.0	39.2
1300-1400	Pro	2.6	49.8	12.2	2.5	0.9	17.8	10.0	2.0	0.0	2.1
	Ocp	1.0	1.3	2.1	6.8	10.0	1.2	1.3	8.7	0.0	45.7
1400-1500	Pro	2.0	54.6	10.6	1.4	0.7	18.8	8.8	1.2	0.0	1.9
	Ocp	1.1	1.3	2.2	2.3	10.4	1.3	1.2	1.1	0.0	42.5
1500-1600	Pro	2.7	53.7	11.1	1.1	0.9	19.5	8.6	0.7	0.0	1.7
	Ocp	1.1	1.3	2.0	4.1	9.4	1.4	1.2	9.6	0.0	43.6
1600-1700	Pro	3.3	52.5	11.0	1.0	0.9	23.5	5.2	0.4	0.0	2.2
	Ocp	1.1	1.3	1.9	1.4	10.1	1.3	1.1	25.3	0.0	54.6
1700-1800	Pro	6.5	58.2	9.0	1.0	0.8	16.2	4.9	1.3	0.0	2.1
	Ocp	1.1	1.2	2.1	2.1	11.6	1.2	1.2	7.7	0.0	60.8
1800-1900	Pro	4.9	69.7	9.1	0.4	0.9	10.1	1.9	0.9	0.0	2.2
	Ocp	1.1	1.3	2.1	1.6	13.9	1.2	1.1	8.4	0.0	68.3
1900-2000	Pro	3.7	71.6	11.4	0.1	1.1	5.7	1.9	0.9	0.0	3.6
	Ocp	1.1	1.2	2.1	1.0	12.7	1.2	1.2	8.8	0.0	54.9
2000-2100	Pro	4.5	65.0	16.3	0.0	0.7	7.7	1.9	0.3	0.0	3.6
	Ocp	1.0	1.2	2.0	0.0	14.3	1.2	1.2	1.0	0.0	35.6
2100-2200	Pro	4.6	61.1	20.9	0.2	1.1	7.6	0.5	0.5	0.0	3.4
	Ocp	1.2	1.3	2.0	3.0	13.8	1.1	1.7	1.0	0.0	35.9
2200-2300	Pro	5.4	63.7	19.8	0.2	1.4	5.2	0.5	0.2	0.0	3.5
	Ocp	1.1	1.3	2.0	1.0	11.1	1.2	1.0	1.0	0.0	42.5
16 hours	Pro	3.8	57.0	12.3	1.1	0.9	16.2	5.2	1.2	0.0	2.4
	Ocp	1.1	1.3	2.1	4.3	10.8	1.3	1.2	12.2	0.0	48.9

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