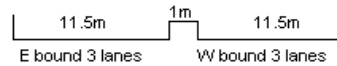


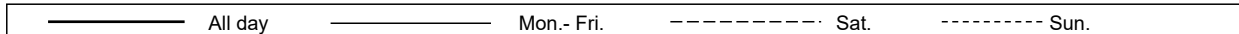
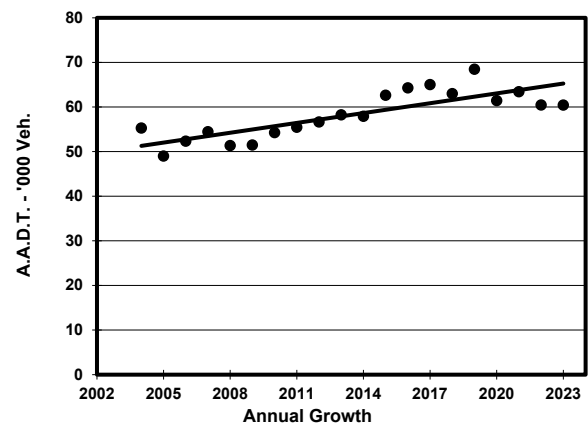
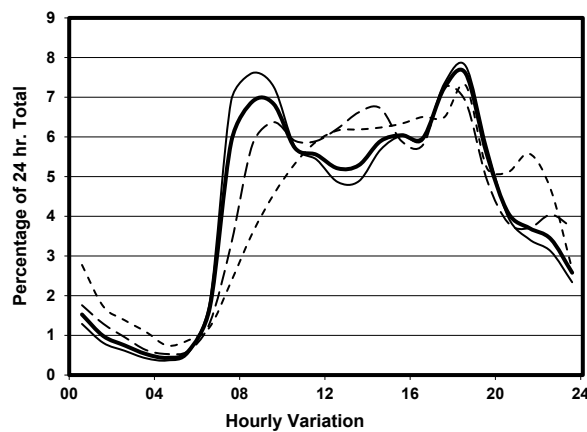
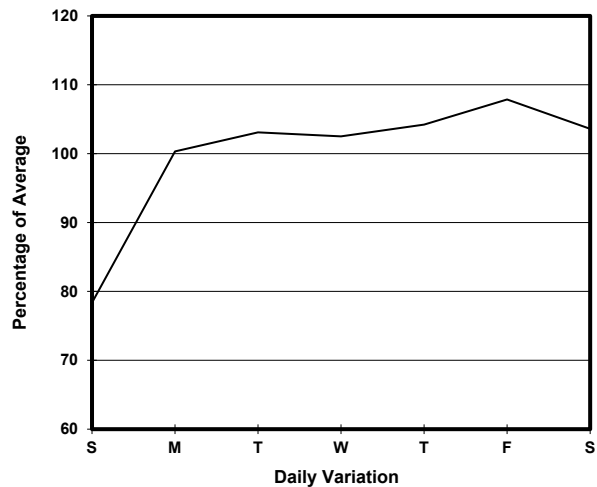
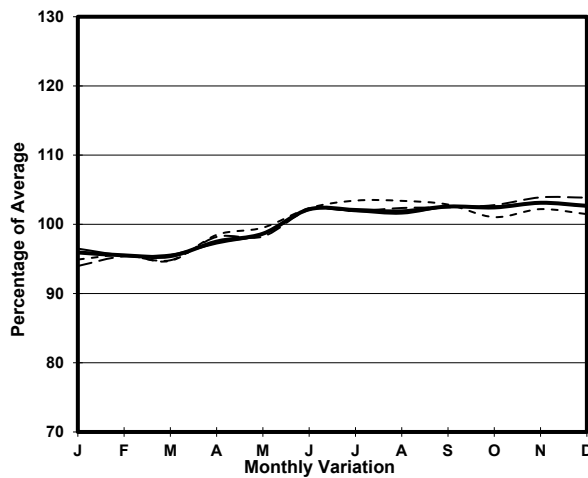
YEAR 2023

LINK KWUN TONG BYPASS (from WANG CHIN ST to TATE'S CAIRN TUNNEL SLIP 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.
EAST BOUND				
A.A.D.T.	32190	33680	33620	26030
R 12 / 24 - %	73.5	75.2	71.5	65.7
R 16 / 24 - %	90	90.9	88.3	86.1
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	2410	2740	2230	1180
T - % (AM)	-	9.7	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2320	2430	2320	1970
T - % (PM)	-	5	-	-
Prop.of commercial vehicles - 16 hr.	-	8.5	-	-
WEST BOUND				
A.A.D.T.	28230	29720	29260	22190
R 12 / 24 - %	74.8	75.8	74	68.4
R 16 / 24 - %	91.9	92.6	90.1	89.2
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2040	2380	1770	1020
T - % (AM)	-	8.3	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	2280	2510	2260	1560
T - % (PM)	-	6.5	-	-
Prop.of commercial vehicles - 16 hr.	-	10	-	-

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	4.7	55.7	11.9	2.9	1.5	13.1	3.6	3.4	0.0	3.1
	Ocp	1.1	1.3	2.0	8.2	14.0	1.3	1.2	22.3	0.0	59.1
0800-0900	Pro	3.8	62.8	9.3	0.6	0.3	14.0	5.1	1.4	0.0	2.7
	Ocp	1.0	1.2	2.1	1.8	15.3	1.6	1.2	24.6	0.0	58.4
0900-1000	Pro	2.3	54.1	13.8	0.6	0.6	19.2	6.3	1.3	0.0	1.9
	Ocp	1.0	1.2	2.1	1.4	8.4	1.4	1.2	14.3	0.0	35.3
1000-1100	Pro	1.5	50.6	15.6	0.3	0.8	20.1	8.2	1.0	0.1	1.9
	Ocp	1.0	1.2	2.0	2.0	8.0	1.3	1.2	14.8	1.0	36.4
1100-1200	Pro	1.5	48.1	16.0	0.8	1.1	22.3	7.4	0.8	0.0	2.1
	Ocp	1.2	1.2	2.0	3.5	7.4	1.2	1.1	13.5	0.0	34.1
1200-1300	Pro	2.7	48.9	13.7	1.6	1.0	19.8	9.2	1.2	0.1	1.9
	Ocp	1.1	1.3	2.0	2.1	6.7	1.2	1.1	13.4	1.0	35.6
1300-1400	Pro	2.4	50.2	16.0	1.2	0.8	17.6	8.5	0.9	0.0	2.3
	Ocp	1.1	1.3	2.0	3.9	12.7	1.3	1.1	1.3	0.0	37.9
1400-1500	Pro	3.0	48.7	12.0	1.3	1.0	22.0	9.6	0.6	0.1	1.7
	Ocp	1.0	1.3	1.9	1.4	9.3	1.3	1.1	1.0	1.0	40.1
1500-1600	Pro	1.9	55.4	10.0	2.1	0.7	20.8	5.7	1.2	0.0	2.1
	Ocp	1.1	1.3	2.1	6.5	9.8	1.2	1.1	5.7	0.0	33.8
1600-1700	Pro	2.7	52.9	13.6	1.2	0.5	17.5	8.0	1.7	0.0	2.0
	Ocp	1.1	1.3	2.0	2.6	18.3	1.2	1.1	11.5	0.0	45.4
1700-1800	Pro	5.0	55.7	12.2	0.9	0.6	19.0	3.7	0.9	0.0	1.9
	Ocp	1.1	1.2	2.0	2.1	13.9	1.1	1.1	11.8	0.0	57.8
1800-1900 Peak hour	Pro	5.6	70.4	10.9	0.2	0.7	6.4	1.8	1.6	0.0	2.4
	Ocp	1.1	1.4	2.1	4.0	19.4	1.1	1.2	8.6	0.0	68.1
1900-2000	Pro	2.1	65.8	13.9	0.0	0.2	8.9	2.8	0.5	0.0	5.8
	Ocp	1.1	1.3	2.1	0.0	1.0	1.4	1.1	1.0	0.0	54.7
2000-2100	Pro	2.5	69.0	16.3	0.0	1.4	4.2	2.2	0.3	0.0	4.1
	Ocp	1.1	1.3	1.9	0.0	8.0	1.2	1.0	1.0	0.0	35.1
2100-2200	Pro	2.7	69.9	14.3	0.0	0.8	6.8	1.5	0.4	0.0	3.5
	Ocp	1.2	1.3	2.1	0.0	10.3	1.4	1.3	1.0	0.0	30.7
2200-2300	Pro	3.4	61.4	21.4	0.2	0.8	6.9	1.8	1.2	0.0	2.9
	Ocp	1.2	1.2	2.0	4.0	8.3	1.2	1.0	2.2	0.0	36.7
16 hours	Pro	3.1	56.9	13.2	0.9	0.8	15.8	5.6	1.3	0.1	2.4
	Ocp	1.1	1.2	2.0	4.1	11.1	1.3	1.1	13.5	1.0	46.3

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