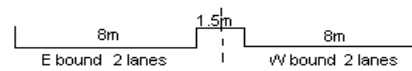
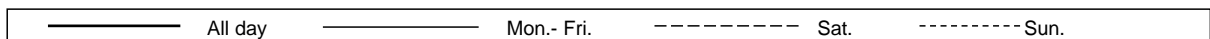
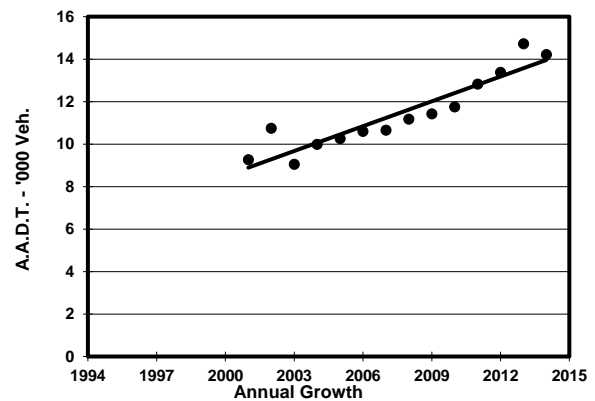
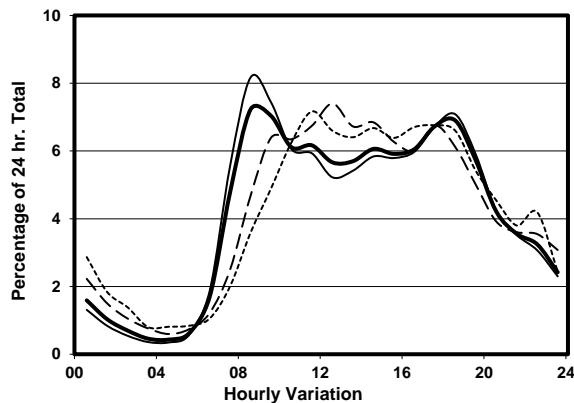
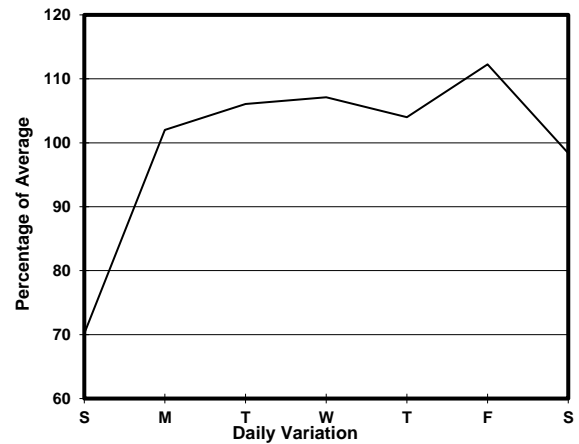
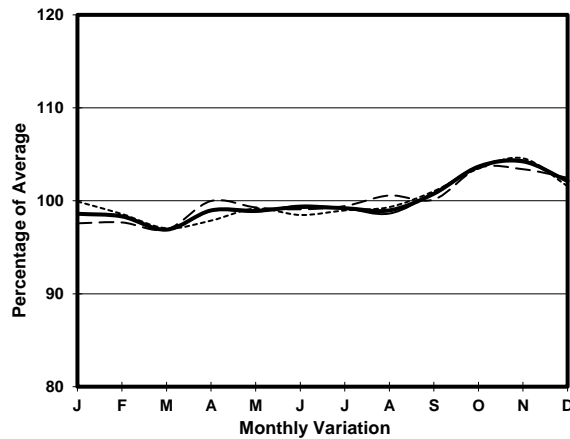


YEAR 2014  
 COVERAGE (B) STATION 4221  
 ROAD NETWORK MAJOR  
 ROAD TYPE EXPRESSWAY

LINK HUNG HOM BYPASS (from SLIP RD TO CHEONG TUNG RD S to SLIP RD FROM CHEONG TUNG RD S)



## 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.	7560	8120	7770	5410
R 12 / 24 - %	75.3	76	73.8	71.8
R 16 / 24 - %	90	90.7	88	87.2
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	540	630	500	260
T - % (AM)	-	13.1	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1600-1700
One-way flow at PM peak hour	580	630	580	390
T - % (PM)	-	18.7	-	-
Prop.of commercial vehicles - 16 hr.	-	12.2	-	-
<b>WEST BOUND</b>				
A.A.D.T.	6650	7230	6440	4710
R 12 / 24 - %	73.3	74.3	71.5	68
R 16 / 24 - %	92.3	93.3	89.8	88.9
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	570	680	410	230
T - % (AM)	-	5.1	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	460	510	400	310
T - % (PM)	-	5.4	-	-
Prop.of commercial vehicles - 16 hr.	-	8.2	-	-

## 3. OTHER INFORMATION AND COMMENT

**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	0.0	16.0	57.4	1.1	2.1	5.3	4.3	7.4	0.0	6.4
	Ocp	0.0	1.1	1.2	1.0	9.0	1.6	1.8	9.1	0.0	8.3
0800-0900 Peak hour	Pro	1.0	21.2	56.0	0.0	5.5	6.8	1.3	5.2	0.0	3.0
	Ocp	1.0	1.5	1.9	0.0	12.1	1.4	1.5	13.1	0.0	25.0
0900-1000	Pro	0.0	25.5	48.2	0.3	5.5	13.0	1.5	3.9	0.0	2.1
	Ocp	0.0	1.3	1.7	2.0	9.2	1.1	1.8	5.5	0.0	14.6
1000-1100	Pro	0.0	17.4	50.1	0.0	2.5	18.9	5.0	4.0	0.0	2.2
	Ocp	0.0	1.3	2.0	0.0	9.0	1.6	2.2	4.8	0.0	9.7
1100-1200	Pro	2.5	22.1	47.7	0.5	3.0	12.3	5.9	3.9	0.0	2.1
	Ocp	1.0	1.5	2.0	1.0	8.7	1.5	2.1	18.1	0.0	10.8
1200-1300	Pro	1.4	22.6	52.9	0.5	3.2	9.9	3.2	4.1	0.0	2.4
	Ocp	1.0	1.6	2.2	2.0	12.7	1.8	1.9	19.9	0.0	8.3
1300-1400	Pro	0.6	29.8	35.7	0.6	3.2	17.5	1.3	7.8	0.0	3.4
	Ocp	2.0	1.8	2.1	1.0	11.6	1.2	2.0	15.2	0.0	11.0
1400-1500	Pro	0.0	27.2	42.4	0.0	3.8	15.3	1.4	7.6	0.0	2.3
	Ocp	0.0	1.5	2.1	0.0	8.4	1.6	2.3	18.0	0.0	12.9
1500-1600	Pro	1.0	29.1	40.6	0.0	2.5	13.0	5.0	6.0	0.0	2.8
	Ocp	1.0	1.5	2.6	0.0	14.0	1.5	1.8	21.8	0.0	7.7
1600-1700	Pro	1.9	27.4	38.8	0.5	2.4	14.2	2.8	9.0	0.0	3.1
	Ocp	1.0	1.7	2.3	2.0	12.0	1.6	1.7	12.4	0.0	10.6
1700-1800	Pro	1.8	31.5	40.8	0.9	1.3	10.6	0.9	9.3	0.0	3.0
	Ocp	1.0	1.9	2.4	3.0	12.7	2.3	1.5	20.3	0.0	16.7
1800-1900	Pro	1.1	35.3	42.4	0.0	3.0	7.5	1.5	6.8	0.0	2.3
	Ocp	1.3	1.6	2.6	0.0	15.9	1.9	1.8	23.2	0.0	26.8
1900-2000	Pro	1.7	40.1	49.1	0.0	3.1	1.4	0.0	3.1	0.0	1.5
	Ocp	1.6	1.4	2.3	0.0	14.0	1.5	0.0	25.2	0.0	36.5
2000-2100	Pro	1.2	33.8	55.2	0.0	1.8	2.4	0.0	3.0	0.0	2.7
	Ocp	1.0	2.5	2.0	0.0	12.0	1.5	0.0	10.8	0.0	20.3
2100-2200	Pro	2.8	19.7	64.1	0.0	2.8	3.5	0.0	3.5	0.0	3.5
	Ocp	1.5	2.1	2.0	0.0	2.0	1.6	0.0	1.0	0.0	19.2
2200-2300	Pro	0.0	32.1	61.7	0.0	0.8	0.0	0.0	0.8	0.0	4.5
	Ocp	0.0	1.5	1.9	0.0	1.0	0.0	0.0	1.0	0.0	11.2
16 hours	Pro	1.1	27.4	48.2	0.2	3.2	9.7	2.1	5.4	0.0	2.7
	Ocp	1.2	1.6	2.1	1.9	11.0	1.6	1.9	15.7	0.0	15.8

**Legend**

**Pro.** Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)  
**Ocp.** Average occupancy of vehicles  
**M&H** Medium and Heavy