

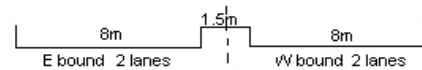
YEAR 2018

COVERAGE (B) STATION 4221

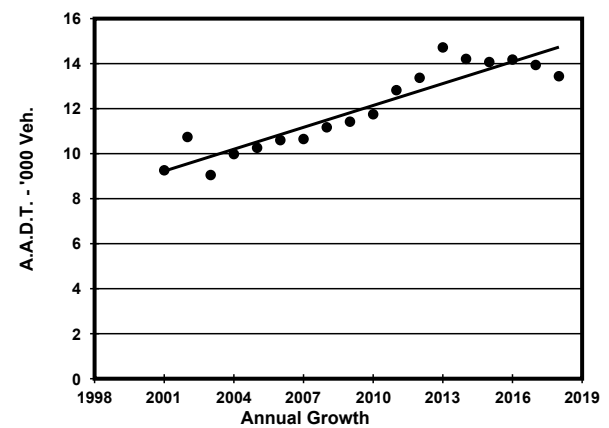
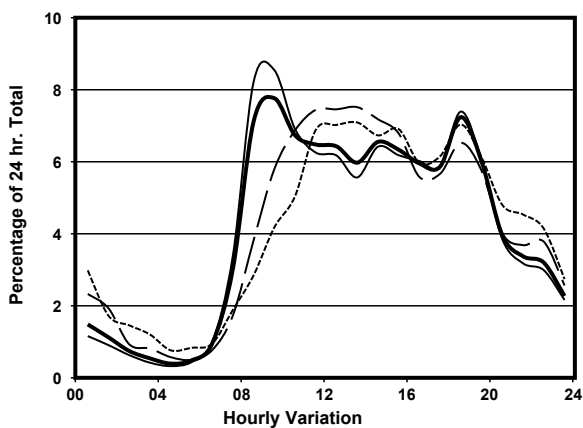
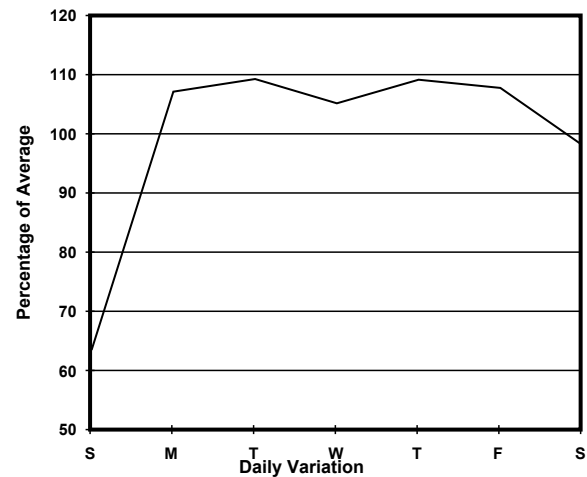
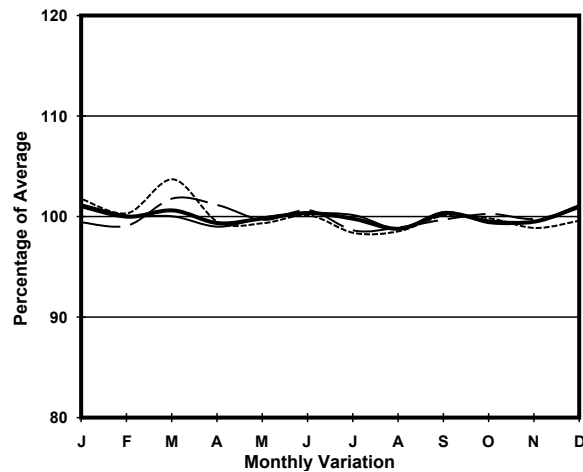
ROAD NETWORK MAJOR

ROAD TYPE EXPRESSWAY

LINK HUNG HOM BYPASS (from SLIP RDS TO/FROM PRINCESS MARGARET RD LINK to SLIP RD FROM CHEONG TUNG RD S)



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.	6970	7680	6810	4530
R 12 / 24 - %	76.5	78.1	73.5	67.9
R 16 / 24 - %	92.9	93.8	91.2	88.3
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	590	720	450	230
T - % (AM)	-	18.7	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	500	560	420	300
T - % (PM)	-	11	-	-
Prop.of commercial vehicles - 16 hr.	-	11.8	-	-
WEST BOUND				
A.A.D.T.	6470	7080	6650	4170
R 12 / 24 - %	74.3	75.7	71.2	67.5
R 16 / 24 - %	91	92.1	87.9	86.3
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	450	550	340	140
T - % (AM)	-	7.2	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	480	530	460	310
T - % (PM)	-	6.9	-	-
Prop.of commercial vehicles - 16 hr.	-	10.2	-	-

3. OTHER INFORMATION AND COMMENT

Coverage (B) Station 4221
Year 2018

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	1.8	11.7	44.1	1.8	2.7	18.9	2.7	11.7	0.0	4.5
	Ocp	1.0	1.3	1.5	1.5	3.3	1.2	1.3	8.2	0.0	7.2
0800-0900	Pro	1.0	34.7	32.7	0.7	2.4	12.9	3.1	9.5	0.0	3.0
	Ocp	1.0	1.3	1.8	1.0	5.3	1.4	1.0	5.1	0.0	14.0
0900-1000 Peak hour	Pro	0.8	35.7	36.8	0.6	1.4	12.7	1.7	8.3	0.0	2.1
	Ocp	1.0	1.2	1.8	2.0	8.6	1.4	1.3	5.7	0.0	6.4
1000-1100	Pro	0.4	30.8	45.4	0.0	1.3	14.5	0.9	4.8	0.0	1.8
	Ocp	1.0	1.3	1.7	0.0	9.7	1.2	2.0	9.4	0.0	7.1
1100-1200	Pro	1.3	33.3	35.9	0.4	1.3	16.2	0.9	8.8	0.1	1.8
	Ocp	1.0	1.2	1.8	3.0	2.3	1.5	1.0	21.8	1.0	9.6
1200-1300	Pro	2.0	24.7	44.5	2.0	1.2	13.0	1.6	9.3	0.0	1.6
	Ocp	1.0	1.3	1.7	3.0	6.7	1.2	1.5	24.4	0.0	7.4
1300-1400	Pro	2.2	29.6	39.3	0.0	1.6	17.8	1.1	6.5	0.0	2.0
	Ocp	1.0	1.1	1.6	0.0	4.3	1.3	1.0	9.4	0.0	6.5
1400-1500	Pro	1.8	26.7	37.7	0.5	1.4	23.5	0.5	6.4	0.0	1.5
	Ocp	1.0	1.3	2.2	2.0	6.0	1.5	1.0	14.9	0.0	6.8
1500-1600	Pro	0.5	33.8	32.8	0.0	1.5	19.7	3.5	6.1	0.0	2.0
	Ocp	1.0	1.4	1.8	0.0	7.7	1.5	1.1	12.8	0.0	7.7
1600-1700	Pro	1.4	33.1	29.8	2.4	0.9	17.0	3.3	9.9	0.0	2.2
	Ocp	1.0	1.2	2.0	4.0	4.0	1.5	1.3	18.6	0.0	10.3
1700-1800	Pro	0.9	40.5	27.0	0.0	1.9	17.7	1.4	8.8	0.0	1.7
	Ocp	1.0	1.5	2.1	0.0	9.3	1.5	1.0	12.4	0.0	12.5
1800-1900	Pro	2.5	39.9	39.0	0.4	2.1	7.1	2.1	4.6	0.0	2.2
	Ocp	1.0	1.2	1.6	1.0	10.8	1.4	1.6	3.3	0.0	24.0
1900-2000	Pro	0.9	49.6	34.2	0.9	1.3	5.7	0.0	5.3	0.0	2.2
	Ocp	1.0	1.3	1.8	1.0	12.3	1.2	0.0	2.8	0.0	24.8
2000-2100	Pro	2.2	46.9	37.5	0.0	2.2	3.6	0.0	4.3	0.0	3.3
	Ocp	1.0	1.2	1.9	0.0	7.7	1.0	0.0	1.2	0.0	13.2
2100-2200	Pro	0.9	34.9	53.3	0.0	0.0	2.8	1.8	2.8	0.0	3.4
	Ocp	1.0	1.4	1.6	0.0	0.0	1.3	1.0	3.0	0.0	11.6
2200-2300	Pro	1.7	37.4	49.6	0.0	0.9	4.3	0.0	2.6	0.0	3.5
	Ocp	1.0	1.6	1.7	0.0	7.0	1.2	0.0	3.3	0.0	12.3
16 hours	Pro	1.4	34.3	37.7	0.6	1.5	13.4	1.6	7.2	0.1	2.3
	Ocp	1.0	1.3	1.8	2.5	7.2	1.4	1.2	11.4	1.0	11.6

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 except for one way traffic