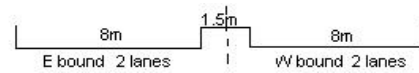
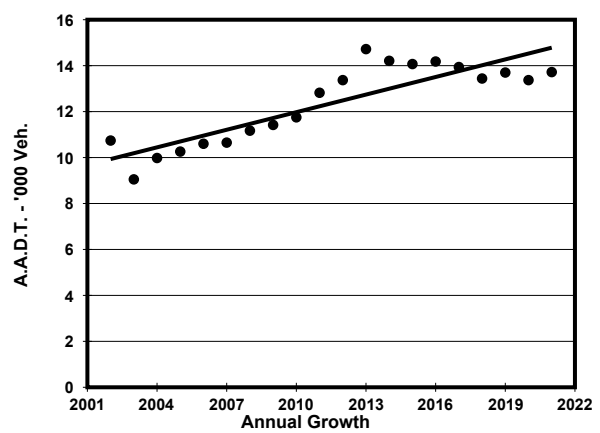
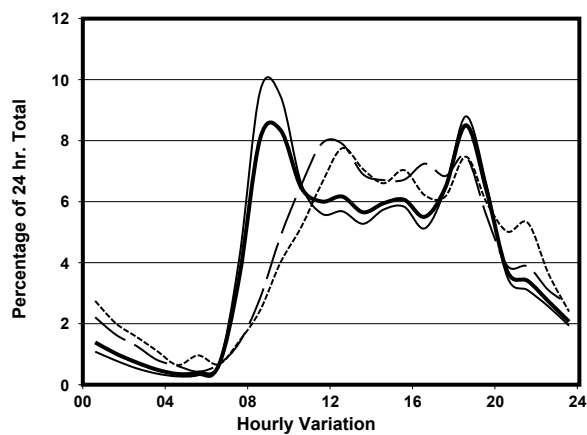
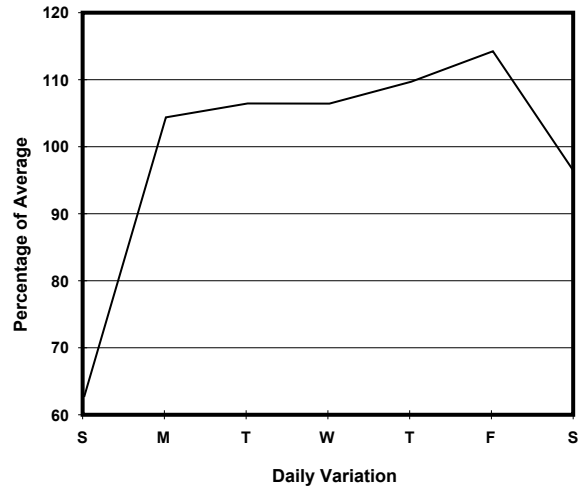
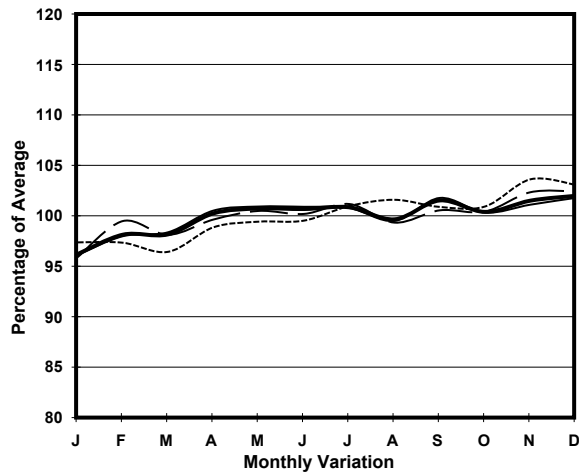


YEAR 2021
 COVERAGE (B) STATION 4221
 ROAD NETWORK MAJOR
 ROAD TYPE EXPRESSWAY

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.	6670	7380	6450	4300
R 12 / 24 - %	78.4	80.1	74.6	69.5
R 16 / 24 - %	94	94.9	91.5	90
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	610	790	360	220
T - % (AM)	-	8.1	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	530	600	460	340
T - % (PM)	-	6.5	-	-
Prop.of commercial vehicles - 16 hr.	-	6.2	-	-
WEST BOUND				
A.A.D.T.	7050	7770	6990	4460
R 12 / 24 - %	75.1	76.7	72.1	66.5
R 16 / 24 - %	91.9	93.2	88	85.8
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	530	670	300	140
T - % (AM)	-	3.1	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	640	740	560	320
T - % (PM)	-	2.8	-	-
Prop.of commercial vehicles - 16 hr.	-	4.7	-	-

3. OTHER INFORMATION AND COMMENT

Coverage (B) Station 4221
Year 2021

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	1.4	26.9	26.9	3.4	0.0	31.0	3.4	3.4	0.0	3.6
	Ocp	1.0	1.3	1.8	5.0	0.0	1.2	1.4	4.4	0.0	7.8
0800-0900 Peak hour	Pro	2.1	50.1	25.2	1.3	0.3	13.9	2.9	1.9	0.0	2.3
	Ocp	1.1	1.2	1.8	1.4	1.0	1.4	1.3	1.9	0.0	9.0
0900-1000	Pro	0.8	42.3	33.9	0.3	0.3	15.8	2.0	2.5	0.0	2.2
	Ocp	1.0	1.2	1.8	1.0	1.0	1.5	1.4	1.5	0.0	4.3
1000-1100	Pro	1.0	40.6	34.3	0.7	0.0	19.2	1.4	1.0	0.0	1.7
	Ocp	1.0	1.3	1.8	1.5	0.0	1.3	1.8	1.0	0.0	7.3
1100-1200	Pro	1.3	31.7	33.4	0.8	0.0	27.5	3.4	0.0	0.0	1.8
	Ocp	1.0	1.3	1.8	3.0	0.0	1.4	1.4	0.0	0.0	6.8
1200-1300	Pro	2.3	41.9	35.6	0.0	0.0	16.4	0.8	1.6	0.0	1.4
	Ocp	1.2	1.4	1.9	0.0	0.0	1.6	2.0	1.8	0.0	8.3
1300-1400	Pro	2.0	42.4	25.1	0.4	1.2	23.9	1.6	2.0	0.0	1.6
	Ocp	1.0	1.3	1.8	12.0	1.0	1.3	1.5	3.4	0.0	9.6
1400-1500	Pro	2.9	43.9	25.8	2.4	0.0	16.7	1.9	4.8	0.0	1.7
	Ocp	1.0	1.2	1.9	2.2	0.0	1.2	1.5	2.0	0.0	11.5
1500-1600	Pro	2.6	43.5	28.4	0.4	0.0	19.8	2.2	1.3	0.0	1.8
	Ocp	1.0	1.3	1.7	3.0	0.0	1.5	1.4	2.0	0.0	7.4
1600-1700	Pro	1.4	51.2	28.2	1.9	0.0	12.7	1.4	0.9	0.0	2.3
	Ocp	1.0	1.3	1.6	5.3	0.0	1.2	1.0	1.0	0.0	9.0
1700-1800	Pro	3.5	51.4	26.4	0.9	0.0	13.6	1.3	0.9	0.0	2.0
	Ocp	1.0	1.3	2.1	3.0	0.0	1.4	1.3	1.0	0.0	12.7
1800-1900	Pro	3.1	61.5	21.0	0.0	0.0	9.9	0.9	2.5	0.0	1.1
	Ocp	1.3	1.4	2.2	0.0	0.0	1.6	1.3	17.1	0.0	24.5
1900-2000	Pro	1.9	60.0	29.2	0.0	0.3	4.9	0.6	1.3	0.0	1.8
	Ocp	1.0	1.5	2.0	0.0	1.0	1.1	1.0	1.0	0.0	23.8
2000-2100	Pro	2.4	43.3	48.0	0.0	0.0	2.4	0.8	0.0	0.0	3.2
	Ocp	1.3	1.7	1.6	0.0	0.0	1.0	1.0	0.0	0.0	8.9
2100-2200	Pro	2.2	47.9	40.1	0.0	1.1	2.2	1.1	1.1	0.0	4.2
	Ocp	1.0	1.5	1.8	0.0	1.0	1.0	2.0	1.0	0.0	11.1
2200-2300	Pro	1.0	53.6	34.7	0.0	0.0	5.0	0.0	2.0	0.0	3.7
	Ocp	1.0	1.6	1.6	0.0	0.0	1.4	0.0	1.0	0.0	8.2
16 hours	Pro	2.0	46.4	29.9	0.7	0.2	15.3	1.7	1.7	0.0	2.0
	Ocp	1.1	1.3	1.8	3.4	1.0	1.4	1.4	3.8	0.0	10.2

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