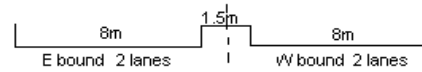
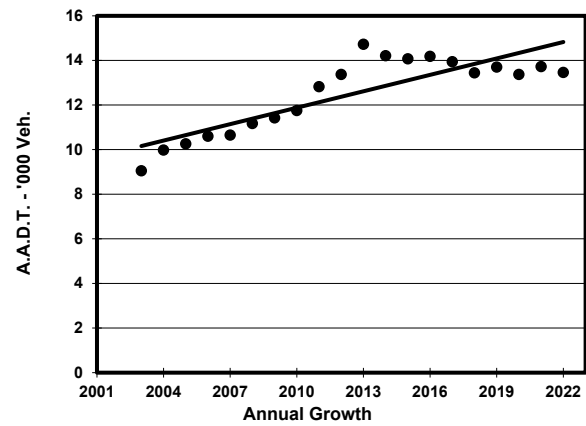
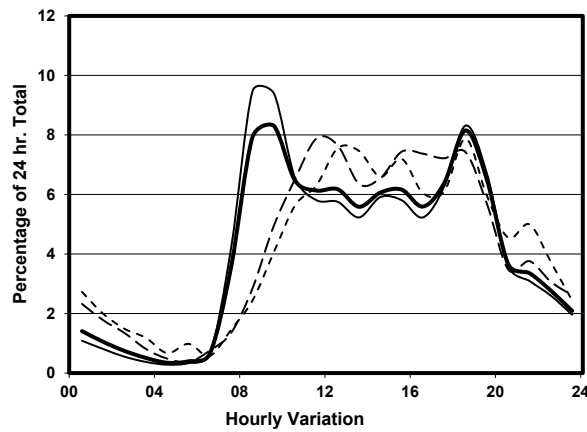
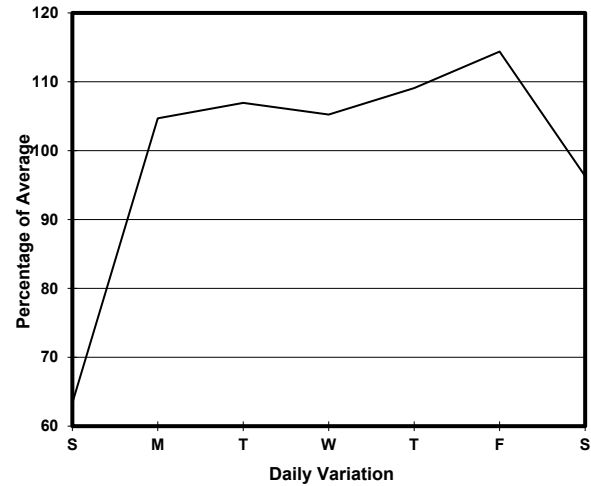
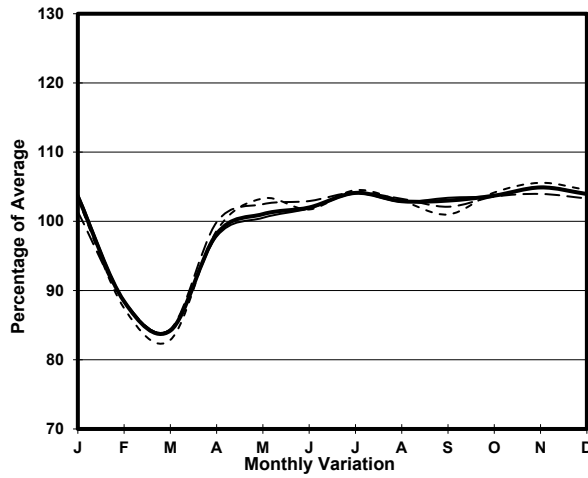


YEAR 2022
 COVERAGE (B) STATION 4221
 ROAD NETWORK MAJOR
 ROAD TYPE EXPRESSWAY

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.	6520	7180	6320	4340
R 12 / 24 - %	78.2	79.8	74.5	69.7
R 16 / 24 - %	94	95	91.2	90
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	580	750	330	210
T - % (AM)	-	9.5	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	510	570	490	370
T - % (PM)	-	2.4	-	-
Prop.of commercial vehicles - 16 hr.	-	6.8	-	-
WEST BOUND				
A.A.D.T.	6940	7590	7010	4530
R 12 / 24 - %	75	76.2	72.7	67.7
R 16 / 24 - %	91.7	93	88	86
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	530	670	330	150
T - % (AM)	-	3.3	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	590	660	590	330
T - % (PM)	-	5.4	-	-
Prop.of commercial vehicles - 16 hr.	-	5	-	-

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	1.0	25.2	27.2	5.0	0.0	27.2	8.1	2.0	0.0	4.3
	Ocp	1.0	1.1	1.4	7.0	0.0	1.4	1.5	6.5	0.0	5.2
0800-0900 Peak hour	Pro	1.9	43.7	34.1	0.6	0.0	12.8	1.9	2.9	0.0	2.1
	Ocp	1.0	1.2	1.7	1.5	0.0	1.4	1.7	4.0	0.0	5.9
0900-1000	Pro	2.1	44.8	28.2	1.2	0.0	18.1	3.0	1.2	0.0	1.5
	Ocp	1.0	1.3	1.8	1.5	0.0	1.4	1.5	1.3	0.0	8.6
1000-1100	Pro	1.2	29.3	32.9	2.0	0.0	26.9	5.6	0.8	0.0	1.4
	Ocp	1.0	1.2	1.7	2.8	0.0	1.3	1.4	1.0	0.0	9.1
1100-1200	Pro	3.7	37.9	29.4	0.5	0.0	21.0	4.7	1.4	0.0	1.4
	Ocp	1.1	1.3	1.7	1.0	0.0	1.3	1.5	1.0	0.0	7.0
1200-1300	Pro	1.2	41.7	32.8	0.8	0.0	19.7	1.9	0.8	0.1	1.2
	Ocp	1.0	1.2	1.8	2.0	0.0	1.4	1.6	1.0	1.0	5.3
1300-1400	Pro	0.9	46.7	23.4	1.7	0.0	19.5	5.5	0.9	0.1	1.4
	Ocp	1.0	1.3	1.9	4.3	0.0	1.5	1.2	8.0	1.0	7.7
1400-1500	Pro	2.3	42.8	25.7	0.0	0.0	22.2	3.9	1.9	0.0	1.3
	Ocp	1.0	1.3	1.6	0.0	0.0	1.3	1.1	3.0	0.0	7.3
1500-1600	Pro	2.0	40.2	26.0	1.0	0.0	24.0	3.9	1.5	0.0	1.5
	Ocp	1.3	1.3	1.8	5.0	0.0	1.4	1.1	7.7	0.0	7.7
1600-1700	Pro	3.0	52.5	23.7	1.0	0.0	14.6	1.0	1.5	0.4	2.3
	Ocp	1.2	1.3	1.9	3.5	0.0	1.3	1.0	9.3	1.7	8.9
1700-1800	Pro	3.7	48.6	29.9	0.0	0.0	13.1	1.4	1.4	0.1	1.8
	Ocp	1.0	1.3	1.9	0.0	0.0	1.3	1.7	1.0	2.0	13.3
1800-1900	Pro	3.7	61.6	24.2	0.0	0.0	6.8	2.0	0.3	0.0	1.4
	Ocp	1.2	1.3	1.9	0.0	0.0	1.4	1.3	1.0	0.0	20.8
1900-2000	Pro	4.3	55.9	32.8	0.4	0.0	2.6	0.0	2.1	0.0	1.9
	Ocp	1.1	1.3	1.7	1.0	0.0	1.5	0.0	1.0	0.0	14.5
2000-2100	Pro	3.7	44.2	43.5	0.0	0.0	4.4	1.5	0.7	0.0	2.0
	Ocp	1.2	1.4	1.6	0.0	0.0	1.0	1.0	1.0	0.0	9.4
2100-2200	Pro	2.6	47.2	41.2	0.0	0.0	4.3	0.0	1.7	0.0	3.0
	Ocp	1.3	1.4	1.6	0.0	0.0	1.4	0.0	1.0	0.0	8.4
2200-2300	Pro	1.0	54.5	36.0	0.0	0.0	3.9	1.0	0.0	0.0	3.7
	Ocp	1.0	1.3	1.9	0.0	0.0	1.0	1.0	0.0	0.0	4.6
16 hours	Pro	2.4	45.3	29.9	0.8	0.0	15.6	2.8	1.4	0.1	1.8
	Ocp	1.1	1.3	1.7	3.5	0.0	1.3	1.4	3.3	1.5	9.0

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