

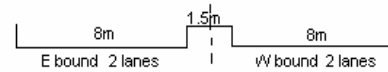
YEAR 2007

COVERAGE (B) STATION 4221

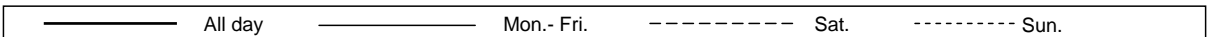
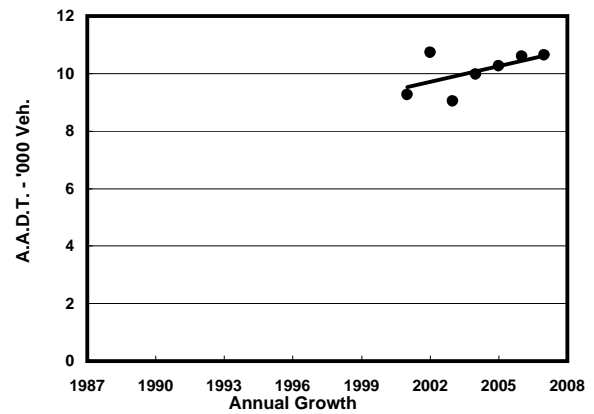
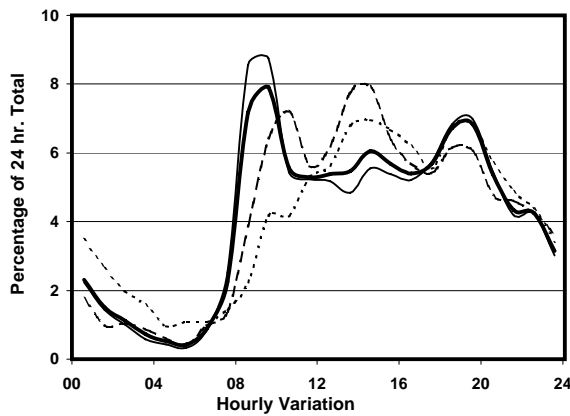
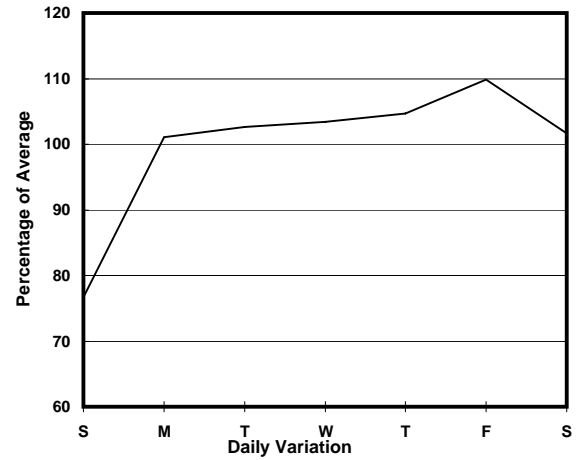
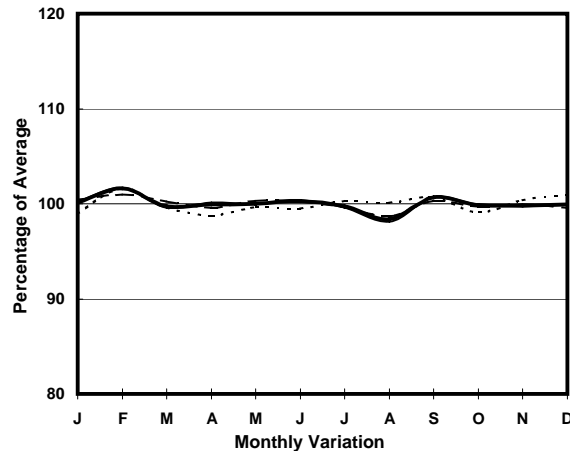
ROAD NETWORK MAJOR

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.
EAST BOUND				
A.A.D.T.	4670	4910	4850	3710
R 12 / 24 - %	66.5	67.5	65.3	61.7
R 16 / 24 - %	89.4	90.5	86.8	85.8
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	390	460	290	170
T - % (AM)	-	7.8	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	320	340	290	260
T - % (PM)	-	7.6	-	-
Prop.of commercial vehicles - 16 hr.	-	8.6	-	-
WEST BOUND				
A.A.D.T.	5980	6350	6120	4560
R 12 / 24 - %	70.2	70.6	73.8	62.2
R 16 / 24 - %	89.4	89.8	92.1	82.1
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	460	550	410	170
T - % (AM)	-	6.7	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	400	430	400	300
T - % (PM)	-	4.6	-	-
Prop.of commercial vehicles - 16 hr.	-	6.2	-	-

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	3.4	72.2	0.0	0.0	10.3	4.6	4.6	0.0	4.9
	Ocp	0.0	1.3	1.6	0.0	0.0	1.6	1.5	5.0	0.0	11.5
0800-0900	Pro	1.2	14.8	68.3	1.2	0.0	6.6	1.2	5.1	0.0	1.7
	Ocp	1.7	1.5	1.8	2.7	0.0	1.6	1.3	13.2	0.0	32.3
0900-1000 Peak hour	Pro	1.0	18.7	57.6	0.0	0.3	14.3	2.0	4.7	0.0	1.4
	Ocp	1.0	1.4	1.8	0.0	1.0	1.7	1.3	5.5	0.0	9.5
1000-1100	Pro	0.5	17.1	49.7	0.0	0.0	20.7	2.1	8.3	0.0	1.6
	Ocp	1.0	1.3	1.9	0.0	0.0	1.6	1.5	6.3	0.0	7.0
1100-1200	Pro	2.5	15.7	46.5	2.5	0.0	26.4	2.5	1.9	0.0	1.9
	Ocp	1.0	1.2	2.1	2.0	0.0	1.4	1.5	10.3	0.0	7.3
1200-1300	Pro	0.6	21.9	53.8	0.6	0.0	16.0	3.0	3.0	0.0	1.3
	Ocp	1.0	1.5	2.1	3.0	0.0	1.7	2.0	17.8	0.0	10.0
1300-1400	Pro	0.0	22.6	48.9	0.5	0.0	19.5	3.2	4.2	0.0	1.1
	Ocp	0.0	1.3	1.9	1.0	0.0	1.5	1.0	7.5	0.0	8.6
1400-1500	Pro	1.5	20.8	51.1	0.0	0.5	20.3	1.0	3.5	0.0	1.3
	Ocp	1.3	1.3	2.5	0.0	1.0	1.8	1.0	22.7	0.0	11.5
1500-1600	Pro	3.3	23.5	45.4	1.1	2.2	17.5	2.2	3.3	0.0	1.5
	Ocp	1.0	1.6	2.2	2.5	1.0	1.7	1.5	11.8	0.0	6.5
1600-1700	Pro	0.6	28.0	39.4	0.6	0.6	20.0	1.7	8.0	0.0	1.3
	Ocp	1.0	1.4	2.2	8.0	1.0	1.7	1.7	9.4	0.0	8.9
1700-1800	Pro	1.2	27.6	46.2	0.6	1.8	15.0	1.2	4.8	0.0	1.7
	Ocp	1.0	1.7	2.2	2.0	1.3	1.6	2.0	2.8	0.0	10.0
1800-1900	Pro	2.2	25.5	50.6	0.0	3.6	12.1	1.3	3.1	0.0	1.5
	Ocp	1.0	1.7	2.2	0.0	8.6	2.0	1.7	12.4	0.0	25.8
1900-2000	Pro	0.9	35.2	54.1	0.0	2.1	3.4	0.4	2.6	0.0	1.2
	Ocp	1.0	1.9	2.3	0.0	9.8	1.9	1.0	7.0	0.0	25.3
2000-2100	Pro	0.0	22.6	67.9	0.0	1.3	3.8	0.6	2.5	0.0	1.3
	Ocp	0.0	1.6	1.8	0.0	9.0	1.2	1.0	3.3	0.0	19.0
2100-2200	Pro	0.8	25.3	63.3	0.0	0.0	4.2	1.7	2.5	0.0	2.1
	Ocp	1.0	1.9	2.1	0.0	0.0	1.8	1.5	2.0	0.0	10.6
2200-2300	Pro	0.0	31.3	65.8	0.0	0.0	1.6	0.0	0.0	0.0	1.4
	Ocp	0.0	1.9	1.7	0.0	0.0	1.0	0.0	0.0	0.0	7.0
16 hours	Pro	1.1	22.4	54.5	0.4	0.9	13.4	1.7	4.0	0.0	1.5
	Ocp	1.1	1.6	2.0	2.7	5.9	1.7	1.5	9.2	0.0	13.9

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