

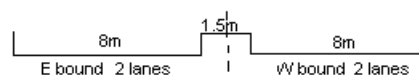
YEAR 2008

COVERAGE (B) STATION 4221

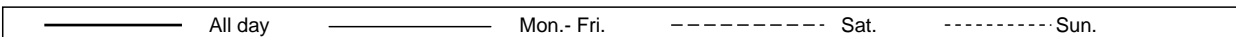
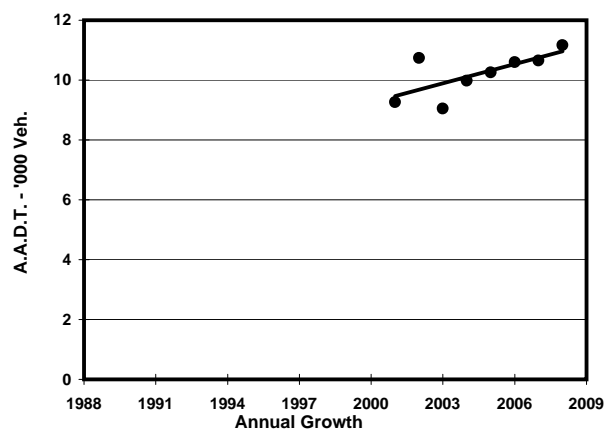
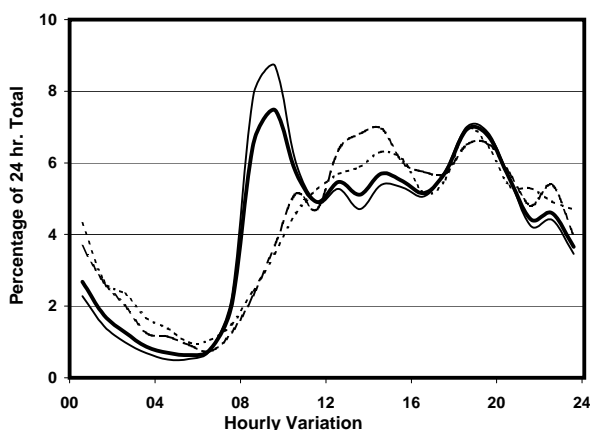
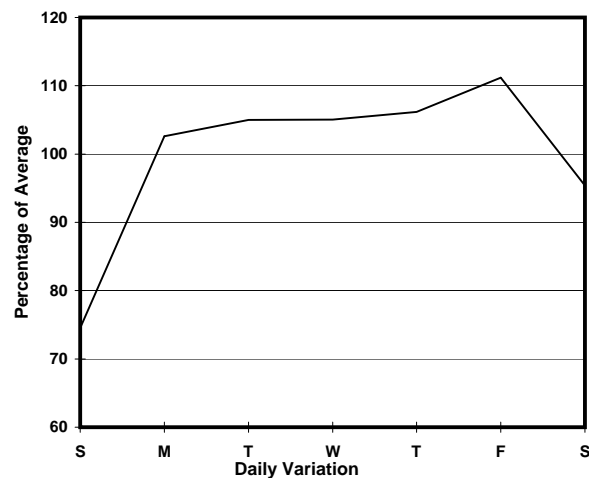
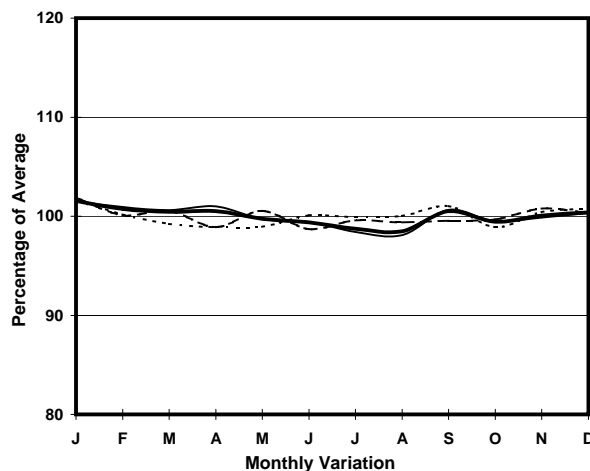
ROAD NETWORK MAJOR

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.	4800	5180	4450	3690
R 12 / 24 - %	64.1	65.5	60.5	58.3
R 16 / 24 - %	88.2	89.5	84.4	83.5
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	370	470	180	130
T - % (AM)	-	7.7	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	320	350	270	250
T - % (PM)	-	5.3	-	-
Prop.of commercial vehicles - 16 hr.	-	6.5	-	-
WEST BOUND				
A.A.D.T.	6370	6830	6360	4750
R 12 / 24 - %	68	70.4	61.7	59.3
R 16 / 24 - %	87.2	89.2	83.2	78.8
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	460	580	220	160
T - % (AM)	-	1.5	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	460	490	440	340
T - % (PM)	-	2.7	-	-
Prop.of commercial vehicles - 16 hr.	-	4.9	-	-

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	0.0	19.4	57.0	0.0	0.0	9.7	2.4	7.3	0.0	4.2
	Ocp	0.0	1.1	1.7	0.0	0.0	1.4	1.0	2.8	0.0	12.5
0800-0900	Pro	0.0	12.6	73.2	0.4	0.0	5.7	1.5	4.6	0.0	1.9
	Ocp	0.0	1.3	1.7	2.0	0.0	1.5	1.0	3.6	0.0	28.7
0900-1000 Peak hour	Pro	2.4	12.9	69.2	0.3	0.0	10.8	2.1	1.4	0.0	1.0
	Ocp	1.0	1.3	1.8	1.0	0.0	1.7	1.7	8.3	0.0	17.6
1000-1100	Pro	0.5	18.8	49.9	1.1	0.0	25.2	1.1	2.1	0.0	1.2
	Ocp	1.0	1.6	1.9	2.0	0.0	1.7	2.0	4.0	0.0	10.7
1100-1200	Pro	0.6	18.7	47.1	0.0	0.0	22.3	2.4	7.2	0.0	1.7
	Ocp	1.0	1.4	1.8	0.0	0.0	1.7	2.0	7.8	0.0	6.1
1200-1300	Pro	2.0	16.9	54.7	0.0	0.0	17.4	3.5	4.5	0.0	1.1
	Ocp	1.0	1.4	2.0	0.0	0.0	1.8	1.4	15.8	0.0	9.3
1300-1400	Pro	0.0	24.3	50.6	0.0	0.0	17.5	2.0	4.0	0.0	1.5
	Ocp	0.0	1.5	2.1	0.0	0.0	1.8	1.3	7.2	0.0	8.7
1400-1500	Pro	1.6	36.2	37.3	0.0	0.0	19.7	1.1	2.7	0.0	1.4
	Ocp	1.3	1.7	2.0	0.0	0.0	1.6	1.0	5.8	0.0	10.7
1500-1600	Pro	2.7	24.5	45.8	0.0	1.1	19.7	2.1	3.2	0.0	0.9
	Ocp	1.0	1.7	2.0	0.0	1.0	1.6	1.8	9.5	0.0	9.7
1600-1700	Pro	2.1	33.3	40.6	0.0	1.6	15.1	3.1	3.1	0.0	1.0
	Ocp	1.0	1.6	2.1	0.0	1.0	1.7	1.8	8.2	0.0	8.8
1700-1800	Pro	1.4	30.9	45.4	2.8	2.1	13.1	1.4	1.4	0.0	1.7
	Ocp	1.0	1.4	2.2	2.8	1.0	1.8	1.5	14.5	0.0	12.6
1800-1900	Pro	0.6	51.5	37.4	0.0	2.5	4.6	0.3	2.1	0.0	0.9
	Ocp	1.5	1.7	2.2	0.0	5.4	1.7	2.0	10.1	0.0	27.1
1900-2000	Pro	0.9	35.1	55.1	0.0	1.8	2.3	0.5	3.2	0.0	1.1
	Ocp	1.0	1.7	2.4	0.0	13.0	1.2	1.0	13.7	0.0	34.1
2000-2100	Pro	0.0	20.9	73.4	0.0	0.6	1.9	0.6	1.3	0.0	1.3
	Ocp	0.0	1.8	2.1	0.0	1.0	1.7	3.0	19.5	0.0	25.0
2100-2200	Pro	1.8	16.6	76.5	0.0	0.0	1.8	0.5	1.8	0.0	0.9
	Ocp	1.3	1.8	1.9	0.0	0.0	1.3	2.0	1.5	0.0	10.5
2200-2300	Pro	0.0	39.1	57.7	0.0	0.0	1.0	0.3	1.0	0.0	0.8
	Ocp	0.0	1.9	2.1	0.0	0.0	1.3	2.0	1.0	0.0	9.0
16 hours	Pro	1.1	26.8	54.9	0.2	0.6	10.8	1.4	2.9	0.0	1.3
	Ocp	1.1	1.6	2.0	2.3	5.0	1.7	1.6	8.1	0.0	16.1

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