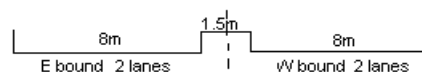
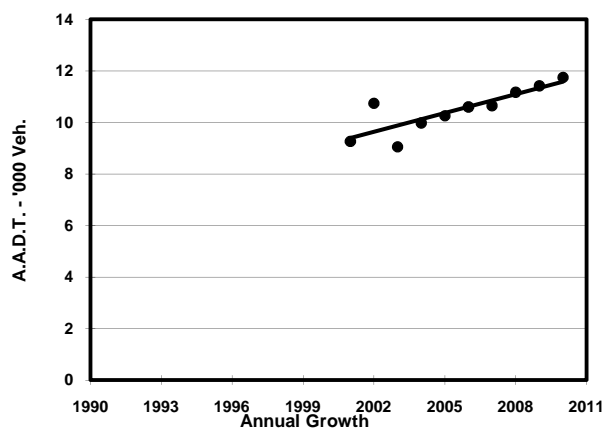
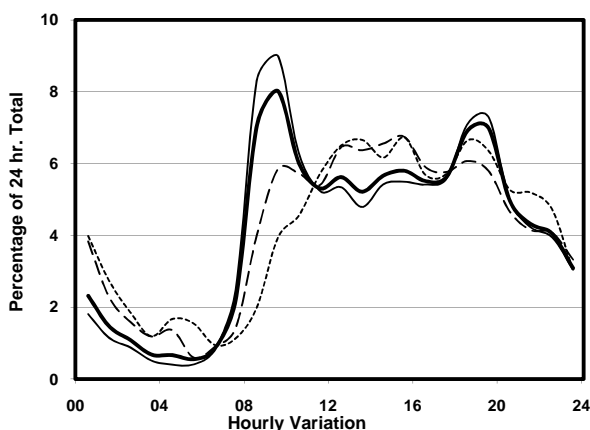
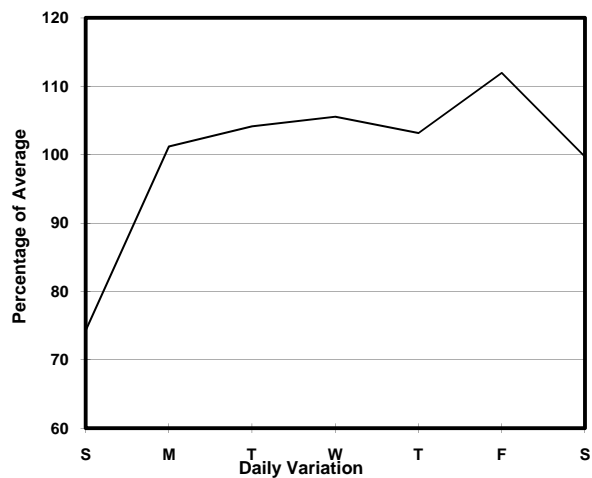
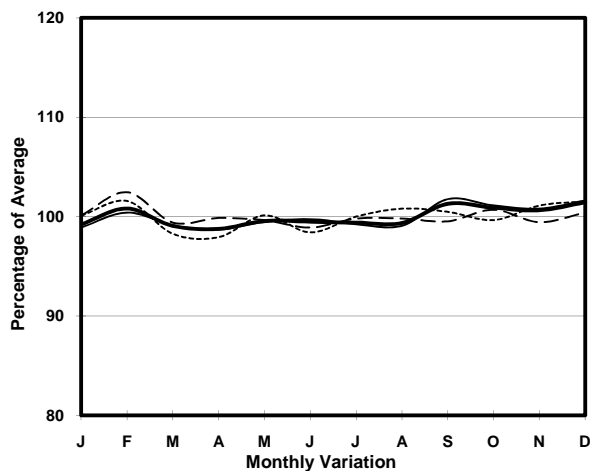


YEAR 2010  
 COVERAGE (B) STATION 4221  
 ROAD NETWORK MAJOR  
 ROAD TYPE EXPRESSWAY

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



Legend: — All day — Mon.- Fri. - - - - Sat. - - - - - Sun.

## 2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
<b>EAST BOUND</b>				
A.A.D.T.	5950	6320	6100	4530
R 12 / 24 - %	69.2	70.9	66.4	61.3
R 16 / 24 - %	88.7	90.6	83.8	81.4
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	440	520	320	180
T - % (AM)	-	7.8	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	430	470	400	310
T - % (PM)	-	15.3	-	-
Prop.of commercial vehicles - 16 hr.	-	9.1	-	-
<b>WEST BOUND</b>				
A.A.D.T.	5800	6210	5770	4320
R 12 / 24 - %	68.7	70.2	66.1	61.7
R 16 / 24 - %	89.9	91.4	86.1	84.8
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	500	610	370	170
T - % (AM)	-	7.3	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	380	420	330	280
T - % (PM)	-	7.6	-	-
Prop.of commercial vehicles - 16 hr.	-	8.4	-	-

## 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	8.5	58.4	0.0	2.4	12.2	3.6	9.7	0.0	5.2
	Ocp	0.0	1.1	1.8	0.0	5.5	1.2	1.3	4.4	0.0	10.2
0800-0900	Pro	1.5	21.9	56.4	0.4	2.3	8.4	0.8	6.5	0.0	1.7
	Ocp	1.0	1.8	1.6	1.0	11.7	1.6	1.0	20.5	0.0	27.2
0900-1000 Peak hour	Pro	1.3	24.7	54.2	1.3	1.3	9.8	1.9	4.4	0.0	1.2
	Ocp	1.0	1.5	1.7	8.0	10.8	1.6	1.8	8.9	0.0	16.0
1000-1100	Pro	2.1	26.1	45.2	0.5	1.6	14.4	4.8	4.3	0.0	1.1
	Ocp	1.3	1.4	1.3	2.0	3.7	1.6	1.8	4.4	0.0	5.8
1100-1200	Pro	1.8	24.4	41.7	0.0	2.4	20.8	4.2	3.6	0.0	1.2
	Ocp	1.0	1.4	1.6	0.0	6.8	1.5	1.4	7.8	0.0	9.8
1200-1300	Pro	1.5	20.5	54.0	0.0	1.5	15.5	1.5	4.0	0.0	1.5
	Ocp	1.0	1.5	1.6	0.0	7.3	1.5	2.0	7.4	0.0	8.1
1300-1400	Pro	0.6	27.8	47.4	0.0	1.9	13.9	2.5	4.4	0.0	1.4
	Ocp	2.0	1.6	1.8	0.0	4.0	1.6	1.8	9.1	0.0	7.7
1400-1500	Pro	1.4	26.0	43.5	0.0	2.8	14.7	4.3	6.1	0.0	1.2
	Ocp	1.3	1.5	1.8	0.0	4.8	1.3	1.4	14.3	0.0	11.1
1500-1600	Pro	0.6	24.3	44.4	0.0	1.2	20.7	1.8	5.3	0.0	1.8
	Ocp	1.0	1.7	1.7	0.0	4.5	1.4	1.7	8.6	0.0	11.8
1600-1700	Pro	3.8	25.7	36.7	0.0	1.6	21.9	3.3	5.5	0.0	1.5
	Ocp	1.0	1.7	1.6	0.0	6.7	1.7	1.5	5.0	0.0	9.7
1700-1800	Pro	1.7	24.8	43.3	0.0	4.0	13.9	1.2	9.2	0.0	1.9
	Ocp	1.0	1.7	1.6	0.0	3.9	1.6	1.5	10.8	0.0	8.3
1800-1900	Pro	2.7	28.9	45.5	0.0	3.6	8.1	1.4	8.6	0.0	1.2
	Ocp	1.2	1.8	2.1	0.0	10.5	1.4	1.7	15.6	0.0	37.1
1900-2000	Pro	2.4	24.4	62.5	0.0	2.4	3.4	1.0	2.4	0.0	1.3
	Ocp	1.0	1.6	2.1	0.0	13.6	1.7	1.0	4.8	0.0	34.6
2000-2100	Pro	0.0	29.3	59.8	0.7	2.6	3.9	0.0	2.6	0.0	1.1
	Ocp	0.0	1.6	1.8	1.0	4.8	1.8	0.0	1.0	0.0	19.0
2100-2200	Pro	2.7	24.9	62.4	0.0	0.0	3.6	0.0	4.5	0.0	2.0
	Ocp	1.0	1.5	1.6	0.0	0.0	1.0	0.0	18.4	0.0	13.9
2200-2300	Pro	0.8	20.0	72.9	0.0	0.8	2.3	0.0	1.5	0.0	1.7
	Ocp	1.0	1.9	1.7	0.0	1.0	1.3	0.0	1.0	0.0	12.4
16 hours	Pro	1.6	24.4	51.1	0.2	2.1	11.8	2.0	5.2	0.0	1.5
	Ocp	1.1	1.6	1.7	5.1	7.4	1.5	1.6	10.7	0.0	15.7

**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