YEAR 2011 **LINK** HUNG HOM BYPASS (from SLIP RD TO CHEONG TUNG RD S to SLIP RD FROM CHEONG TUNG RD S)

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

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.	6140	6610	6060	4470
R 12 / 24 - %	70.7	71.9	70	63.5
R 16 / 24 - %	91	92.1	88.3	86.7
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	540	640	400	200
T - % (AM)	-	6.5	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	400	430	360	300
T - % (PM)	-	5.6	-	-
Prop.of commercial vehicles - 16 hr.	-	7	-	-
WEST BOUND				
A.A.D.T.	6680	7140	6830	4950
R 12 / 24 - %	69.7	70.8	67.9	63.9
R 16 / 24 - %	88.9	90.2	85.7	83.9
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	470	580	430	190
T - % (AM)	-	7.9	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1700-1800
One-way flow at PM peak hour	480	540	400	370
T - % (PM)	-	7	-	-
Prop.of commercial vehicles - 16 hr.	-	6.6	-	-

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	3.7	65.4	0.0	2.5	8.6	2.5	9.9	0.3	7.1
	Ocp	0.0	1.7	1.9	0.0	2.5	2.3	1.0	2.6	2.0	12.0
0800-0900	Pro	0.7	20.3	63.9	0.0	3.0	5.0	0.7	3.7	0.0	2.8
	Ocp	1.0	1.6	1.6	0.0	12.8	1.3	1.5	8.4	0.0	31.3
0900-1000	Pro	0.6	22.0	55.9	0.0	2.5	12.7	0.8	3.7	0.0	1.7
Peak hour	Ocp	1.0	1.6	1.9	0.0	13.1	1.7	1.3	12.6	0.0	13.3
1000-1100	Pro	0.0	14.0	52.5	0.5	2.4	22.6	1.9	3.9	0.0	2.3
	Ocp	0.0	1.6	1.9	2.0	4.8	1.8	1.5	3.9	0.0	8.9
1100-1200	Pro	2.4	22.4	42.3	0.5	2.4	21.4	2.9	3.9	0.0	1.7
	Ocp	1.0	1.8	1.9	1.0	5.8	1.6	1.5	11.0	0.0	7.9
1200-1300	Pro	0.5	19.1	51.9	1.1	2.1	15.4	2.1	5.3	0.0	2.5
	Ocp	1.0	1.6	1.8	1.0	7.0	1.9	2.0	16.0	0.0	6.8
1300-1400	Pro	0.5	30.0	45.5	0.0	2.1	14.5	1.6	3.7	0.0	2.0
	Ocp	1.0	1.5	1.9	0.0	6.5	1.7	1.3	5.4	0.0	6.9
1400-1500	Pro	1.4	28.2	42.6	1.0	2.9	17.7	1.0	3.4	0.0	1.9
	Ocp	1.0	1.3	2.2	1.5	8.8	1.6	1.5	12.3	0.0	8.1
1500-1600	Pro	2.3	20.3	51.3	0.0	2.3	15.8	1.1	4.0	0.0	3.0
	Ocp	1.3	1.3	2.0	0.0	6.0	1.8	1.0	4.7	0.0	9.8
1600-1700	Pro	1.6	26.6	44.3	0.5	2.6	18.8	1.0	2.6	0.3	1.8
	Ocp	1.0	1.6	2.0	1.0	11.0	1.7	2.0	3.8	9.0	9.7
1700-1800	Pro	2.0	30.2	43.0	0.0	2.0	16.9	0.5	2.6	0.3	2.4
	Ocp	1.0	1.6	2.1	0.0	6.5	1.7	1.0	11.2	26.5	15.0
1800-1900	Pro	2.8	31.3	50.5	0.3	3.8	4.9	0.7	3.5	0.2	2.0
	Ocp	1.1	1.7	2.3	4.0	13.5	1.8	1.5	3.0	22.5	20.3
1900-2000	Pro	0.8	32.1	55.8	0.0	4.2	4.2	0.0	0.8	0.2	1.8
	Ocp	1.0	1.8	2.3	0.0	14.1	1.3	0.0	3.5	29.0	30.1
2000-2100	Pro	1.6	21.9	64.7	0.0	3.8	3.3	0.0	2.2	0.0	2.5
	Ocp	1.0	1.5	2.0	0.0	13.6	2.0	0.0	9.8	0.0	17.7
2100-2200	Pro	0.7	21.2	70.7	0.0	0.7	0.7	0.7	2.6	0.0	2.8
	Ocp	1.0	2.0	1.7	0.0	1.0	1.0	2.0	10.8	0.0	11.6
2200-2300	Pro	0.0	22.2	71.2	0.0	1.3	1.3	0.7	0.0	0.0	3.3
	Ocp	0.0	2.0	1.9	0.0	1.0	1.5	1.0	0.0	0.0	10.1
16 hours	Pro	1.2	23.8	53.9	0.2	2.7	11.5	1.1	3.3	0.1	2.4
	Ocp	1.1	1.6	2.0	1.6	10.1	1.7	1.5	8.3	19.6	14.8

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