

YEAR

2015

LINK

TAI PO RD (from CALDECOTT RD to TAI PO RD INT)

COVERAGE (B) STATION

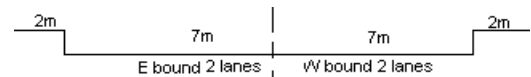
4201

ROAD NETWORK

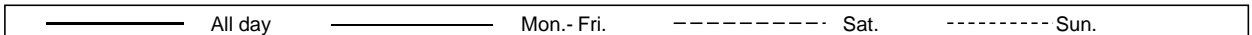
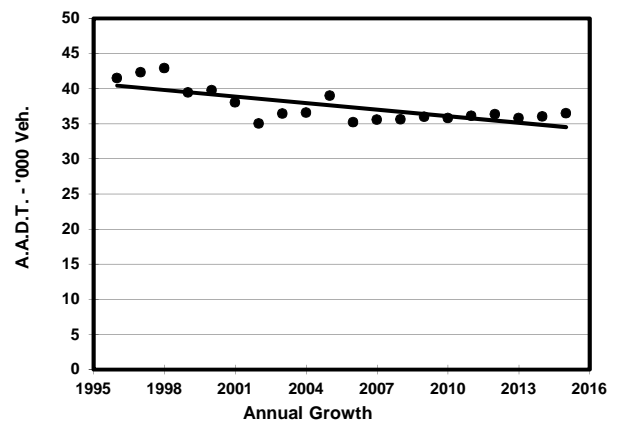
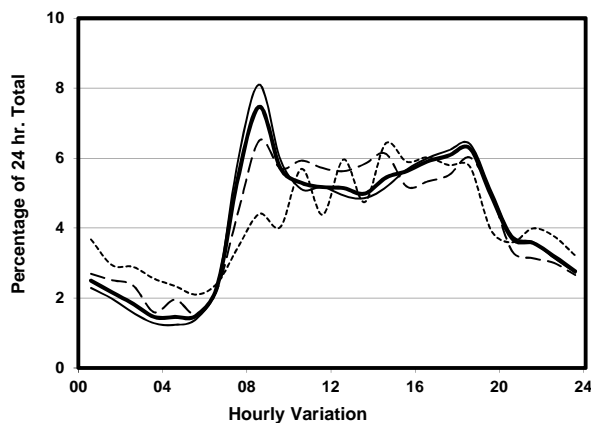
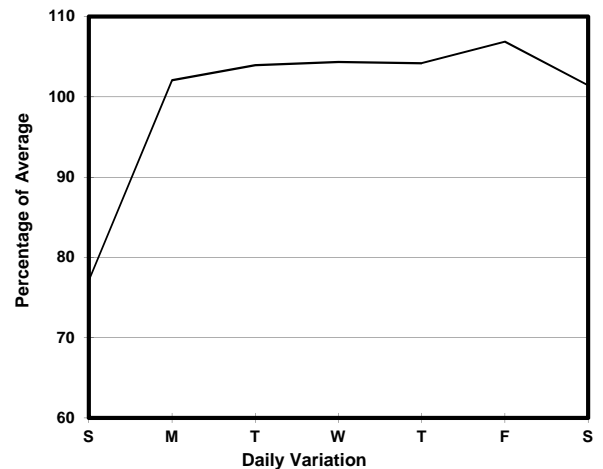
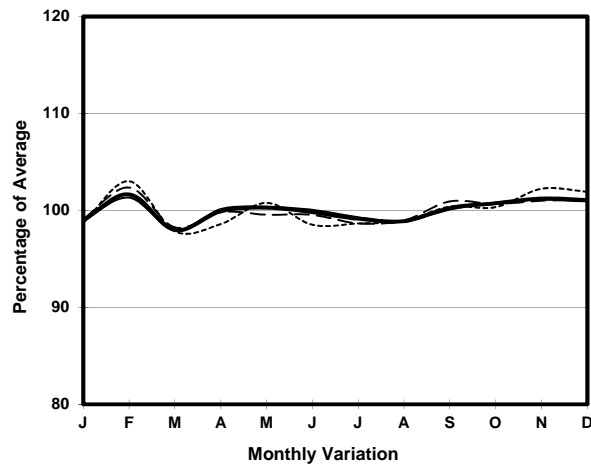
MAJOR

ROAD TYPE

PRIMARY DISTRIBUTOR



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	20700	21920	21260	15810
R 12 / 24 - %	69.3	70.7	66.9	62.3
R 16 / 24 - %	82.8	84.2	80.6	75.8
AM Peak Hour	0800-0900	0800-0900	0800-0900	0800-0900
One-way flow at AM peak hour	1920	2200	1760	770
T - % (AM)	-	5.7	-	-
PM Peak Hour	1800-1900	1600-1700	1800-1900	1800-1900
One-way flow at PM peak hour	1180	1250	1280	950
T - % (PM)	-	7.6	-	-
Prop.of commercial vehicles - 16 hr.	-	6.1	-	-
WEST BOUND				
A.A.D.T.	15760	16570	16160	12700
R 12 / 24 - %	67.7	68.1	69.4	62.9
R 16 / 24 - %	85.6	86.5	84.9	80.5
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	840	910	950	500
T - % (AM)	-	10.9	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	1110	1250	980	830
T - % (PM)	-	5.4	-	-
Prop.of commercial vehicles - 16 hr.	-	6.6	-	-

3. OTHER INFORMATION AND COMMENT

Coverage (B) Station 4201
Year 2015

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	10.8	35.0	23.4	2.9	0.3	20.8	3.7	2.1	0.0	1.1
	Ocp	1.0	1.5	1.7	8.3	17.0	1.3	1.3	14.8	0.0	49.9
0800-0900 Peak hour	Pro	7.2	57.0	10.4	1.0	0.0	16.7	4.5	2.6	0.0	0.7
	Ocp	1.1	1.4	1.7	4.8	0.0	1.4	1.4	18.5	0.0	50.6
0900-1000	Pro	4.7	47.6	18.9	0.7	0.2	22.7	3.1	1.1	0.0	0.9
	Ocp	1.0	1.7	1.6	5.3	14.0	1.3	1.4	5.6	0.0	45.2
1000-1100	Pro	6.6	32.0	25.7	0.5	0.0	32.0	2.2	0.0	0.0	1.1
	Ocp	1.1	1.4	1.4	1.0	0.0	1.4	1.3	0.0	0.0	34.6
1100-1200	Pro	6.4	37.6	20.3	0.6	0.3	27.0	5.6	1.4	0.0	1.0
	Ocp	1.0	1.3	1.4	1.0	3.0	1.5	1.2	1.2	0.0	43.5
1200-1300	Pro	4.6	38.3	17.3	0.9	0.9	28.4	6.8	1.2	0.0	1.4
	Ocp	1.0	1.4	1.4	3.7	6.0	1.5	1.2	14.3	0.0	34.1
1300-1400	Pro	5.8	37.6	20.1	3.8	0.5	19.0	5.6	6.6	0.0	1.0
	Ocp	1.1	1.6	1.5	10.8	4.5	1.3	1.3	14.8	0.0	45.8
1400-1500	Pro	7.3	34.2	20.2	0.8	0.0	29.4	6.2	0.8	0.0	1.1
	Ocp	1.1	1.5	1.5	1.3	0.0	1.5	1.2	1.3	0.0	46.2
1500-1600	Pro	6.4	42.1	18.3	2.2	0.8	24.1	4.2	0.8	0.0	1.0
	Ocp	1.0	1.4	1.3	8.4	5.3	1.4	1.5	10.3	0.0	44.3
1600-1700	Pro	9.4	39.0	17.2	2.0	0.3	25.8	4.6	0.5	0.0	1.3
	Ocp	1.0	1.6	1.3	1.3	8.0	1.3	1.2	15.0	0.0	40.7
1700-1800	Pro	8.4	39.6	18.9	1.1	1.1	25.9	3.4	0.2	0.0	1.3
	Ocp	1.1	1.5	1.4	3.8	7.0	1.6	1.0	2.0	0.0	47.0
1800-1900	Pro	13.7	47.6	13.5	0.0	0.8	19.8	2.9	0.8	0.0	0.9
	Ocp	1.1	1.5	1.4	0.0	6.5	1.3	1.2	1.0	0.0	73.2
1900-2000	Pro	9.3	52.5	22.9	0.2	1.1	10.4	2.8	0.0	0.0	0.8
	Ocp	1.0	1.4	1.4	2.0	12.6	1.3	1.0	0.0	0.0	49.9
2000-2100	Pro	7.6	44.3	31.6	1.0	1.0	10.8	2.5	0.0	0.0	1.3
	Ocp	1.3	1.4	1.3	2.7	3.0	1.4	1.1	0.0	0.0	43.8
2100-2200	Pro	9.5	35.9	38.8	0.0	0.4	9.5	4.2	0.4	0.0	1.3
	Ocp	1.0	1.5	1.3	0.0	17.0	1.2	1.1	1.0	0.0	38.9
2200-2300	Pro	11.2	40.6	40.2	0.0	0.7	4.3	1.8	0.0	0.0	1.1
	Ocp	1.1	1.5	1.2	0.0	8.5	1.4	1.4	0.0	0.0	40.5
16 hours	Pro	8.1	42.3	21.1	1.1	0.5	20.6	4.0	1.2	0.0	1.1
	Ocp	1.1	1.5	1.4	6.0	7.9	1.4	1.2	12.3	0.0	45.7

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 except for one way traffic