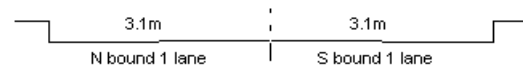


YEAR

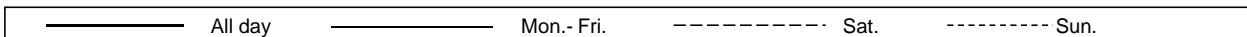
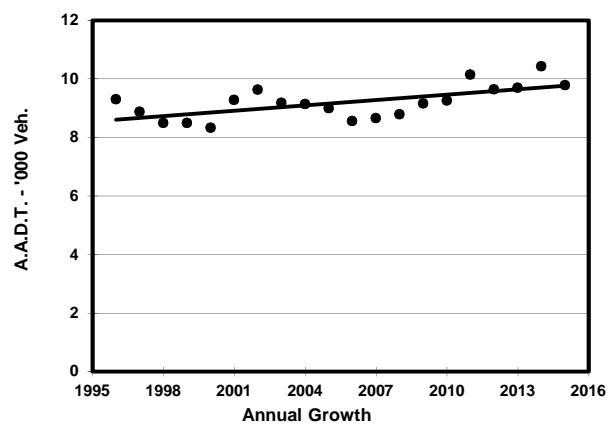
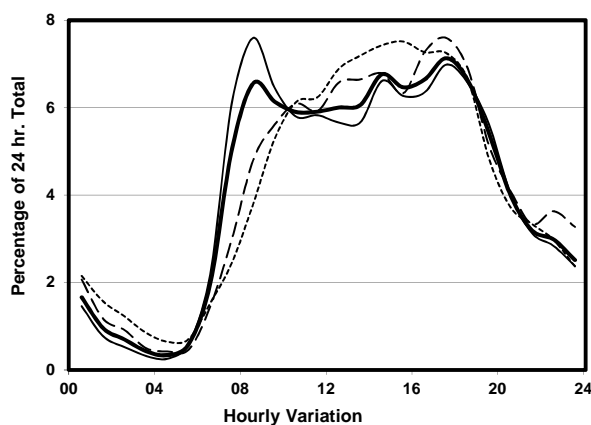
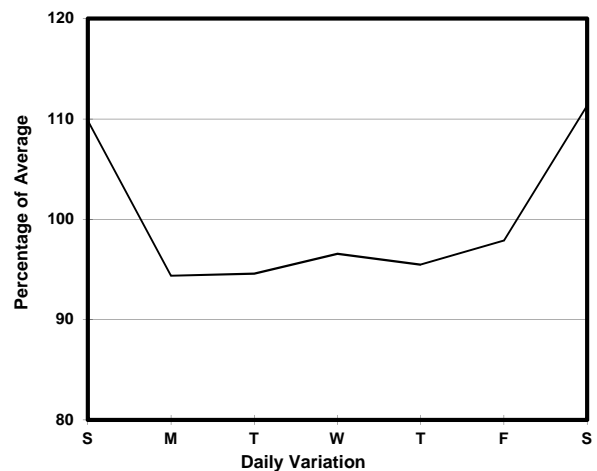
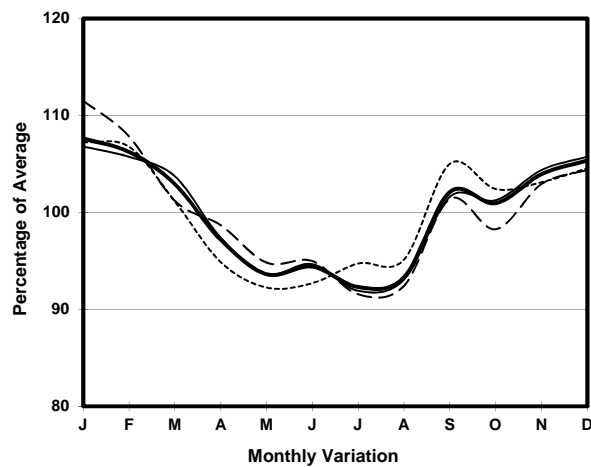
2015

LINK

TAI TAM RD (from CHAI WAN RD to SHEK O RD)

CORE STATION  
ROAD NETWORK  
ROAD TYPE1021  
MAJOR  
PRIMARY DISTRIBUTOR

## 1. TRAFFIC FLOW VARIATION AND GROWTH



## 2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
<b>SOUTH BOUND</b>				
A.A.D.T.	4200	4030	4610	4520
R 12 / 24 - %	73.6	72.8	73.9	76.4
R 16 / 24 - %	90.8	91.1	90.2	89.9
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	280	270	280	280
T - % (AM)	-	3.2	-	-
PM Peak Hour	1600-1700	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	270	260	340	320
T - % (PM)	-	1.9	-	-
Prop.of commercial vehicles - 16 hr.	-	5.7	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	5580	5300	6220	6170
R 12 / 24 - %	76.5	78.2	73.3	72.4
R 16 / 24 - %	90.8	91.8	89.4	88.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	400	470	330	290
T - % (AM)	-	9.5	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1700-1800
One-way flow at PM peak hour	450	420	490	520
T - % (PM)	-	7.8	-	-
Prop.of commercial vehicles - 16 hr.	-	8	-	-

## 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	5.7	62.6	11.5	2.3	1.7	7.5	0.0	6.3	0.0	2.3
	Ocp	1.2	1.6	2.2	12.0	14.0	2.6	0.0	21.9	0.0	43.8
0800-0900 Peak hour	Pro	3.4	64.8	8.7	1.5	2.4	11.1	1.5	4.8	0.0	1.8
	Ocp	1.1	1.4	2.2	6.0	15.2	1.8	1.3	6.7	0.0	43.3
0900-1000	Pro	4.2	60.2	10.6	1.1	5.3	13.7	2.1	1.1	0.0	1.8
	Ocp	1.1	1.5	2.0	2.5	6.4	1.7	1.0	19.0	0.0	31.0
1000-1100	Pro	4.7	48.6	16.2	2.0	2.0	19.6	1.4	3.4	0.0	2.2
	Ocp	1.0	1.7	1.9	1.3	9.7	1.3	1.0	12.6	0.0	25.9
1100-1200	Pro	3.5	53.9	14.2	3.5	1.4	17.0	1.4	2.8	0.0	2.1
	Ocp	1.4	1.6	2.4	2.6	17.0	1.7	2.0	25.3	0.0	24.9
1200-1300	Pro	2.5	64.1	7.5	1.9	2.5	11.9	5.7	1.9	0.0	2.0
	Ocp	1.0	1.8	2.1	2.7	12.3	1.5	1.6	3.7	0.0	23.2
1300-1400	Pro	6.9	47.6	9.2	0.0	3.8	21.5	6.1	2.3	0.0	2.5
	Ocp	1.0	1.5	1.7	0.0	13.4	1.6	1.4	7.3	0.0	24.5
1400-1500	Pro	6.3	52.4	9.8	2.8	4.2	18.2	1.4	2.8	0.0	2.3
	Ocp	1.3	1.5	2.9	3.8	11.2	1.8	1.0	2.0	0.0	22.8
1500-1600	Pro	4.3	56.2	20.9	2.9	2.2	8.6	1.4	1.4	0.0	2.0
	Ocp	1.0	1.4	2.5	3.8	10.7	2.5	1.5	29.0	0.0	22.5
1600-1700	Pro	3.3	53.0	10.5	3.8	1.9	17.2	1.9	6.7	0.0	1.7
	Ocp	1.0	1.6	2.0	4.9	12.8	2.0	1.5	9.9	0.0	43.4
1700-1800	Pro	8.6	57.0	10.2	1.1	2.7	14.0	0.0	4.8	0.0	1.6
	Ocp	1.0	1.8	3.2	6.5	17.0	1.7	0.0	7.0	0.0	45.3
1800-1900	Pro	8.1	61.8	11.9	1.0	4.3	6.7	1.4	3.3	0.0	1.5
	Ocp	1.1	1.8	2.2	11.5	16.0	1.6	1.3	8.6	0.0	41.2
1900-2000	Pro	5.5	64.7	17.9	0.0	4.7	0.8	0.8	3.1	0.0	2.5
	Ocp	1.1	1.4	1.7	0.0	16.8	1.0	2.0	15.8	0.0	25.9
2000-2100	Pro	11.9	58.8	12.7	0.0	4.5	8.2	0.0	1.5	0.0	2.4
	Ocp	1.1	1.5	1.5	0.0	8.2	1.3	0.0	17.5	0.0	13.7
2100-2200	Pro	7.4	65.4	16.1	0.0	3.7	3.7	0.0	0.0	0.0	3.7
	Ocp	1.2	1.5	1.8	0.0	8.7	1.3	0.0	0.0	0.0	9.6
2200-2300	Pro	4.6	65.9	15.3	0.0	4.6	3.1	0.0	1.5	0.0	5.0
	Ocp	1.0	1.4	1.6	0.0	8.7	1.0	0.0	4.0	0.0	14.0
16 hours	Pro	5.6	58.4	12.2	1.6	3.1	12.0	1.6	3.3	0.0	2.1
	Ocp	1.1	1.6	2.1	5.0	12.2	1.7	1.4	12.0	0.0	29.0

**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