

YEAR

2004

LINK

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

COVERAGE (B) STATION

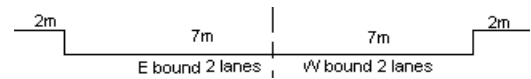
4201

ROAD NETWORK

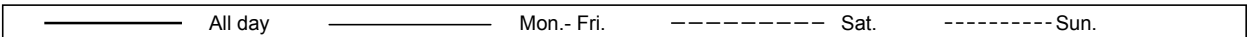
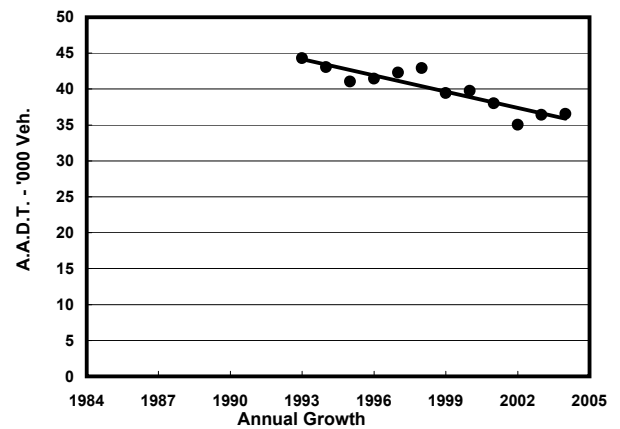
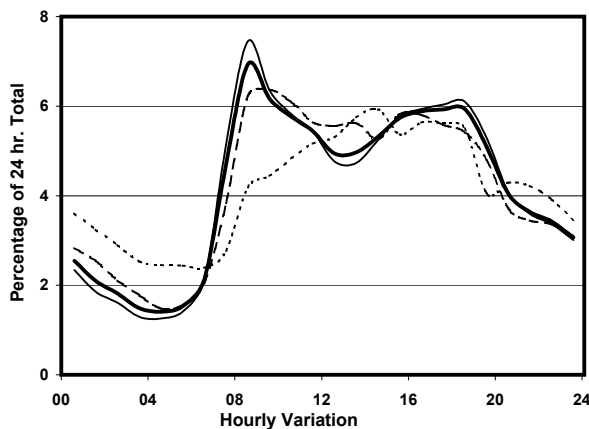
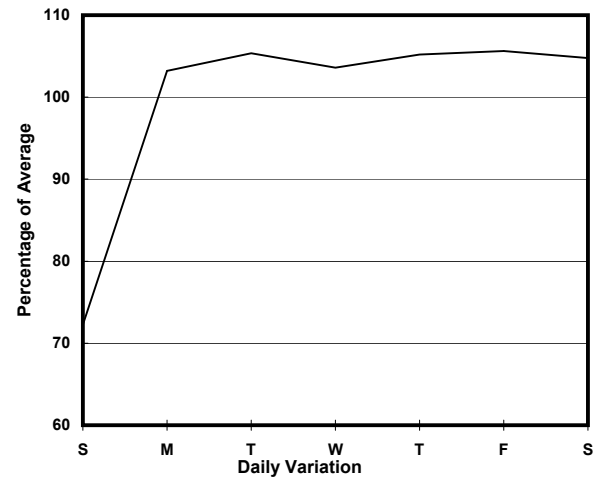
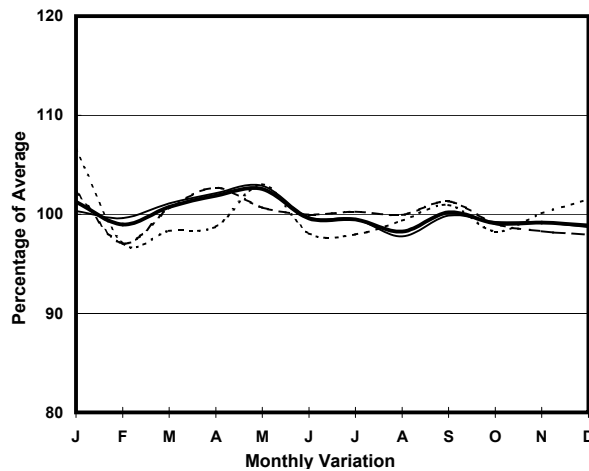
MAJOR

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.	20280	21500	21670	14900
R 12 / 24 - %	68.6	70.2	66.7	59.6
R 16 / 24 - %	82.7	84.2	80.6	74.9
AM Peak Hour	0800-0900	0800-0900	0800-0900	0800-0900
One-way flow at AM peak hour	1620	1850	1560	690
T - % (AM)	-	19.4	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	1100	1190	1090	790
T - % (PM)	-	15.4	-	-
Prop.of commercial vehicles - 16 hr.	-	19.5	-	-
WEST BOUND				
A.A.D.T.	16260	17270	17160	11970
R 12 / 24 - %	66.6	67.1	68	61.6
R 16 / 24 - %	85.4	86.3	85.1	79.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	910	1030	920	520
T - % (AM)	-	15.4	-	-
PM Peak Hour	1700-1800	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	1070	1170	1180	740
T - % (PM)	-	13.6	-	-
Prop.of commercial vehicles - 16 hr.	-	19.2	-	-

3. OTHER INFORMATION AND COMMENT

Coverage (B) Station 4201
Year 2004

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	8.5	26.8	13.6	0.4	2.0	26.3	17.6	3.3	0.1	1.4
	Ocp	1.1	1.6	1.8	5.5	11.3	1.5	1.1	17.9	1.0	69.9
0800-0900 Peak hour	Pro	6.7	50.0	7.1	1.5	0.6	15.9	13.5	3.7	0.0	0.9
	Ocp	1.1	1.3	1.8	7.0	16.8	1.4	1.1	10.9	0.0	73.7
0900-1000	Pro	6.8	33.4	14.2	0.9	0.3	26.8	15.5	0.9	0.0	1.3
	Ocp	1.1	1.4	1.5	4.5	13.0	1.3	1.0	1.0	0.0	47.2
1000-1100	Pro	5.3	18.9	15.1	1.5	0.6	33.6	23.1	0.6	0.1	1.3
	Ocp	1.0	1.4	1.4	2.1	6.7	1.3	1.1	1.0	1.0	38.4
1100-1200	Pro	4.0	26.1	15.3	1.1	0.2	31.0	20.2	0.7	0.1	1.3
	Ocp	1.2	1.3	1.4	1.6	17.0	1.4	1.1	1.0	1.0	45.8
1200-1300	Pro	3.9	23.9	10.3	0.0	0.5	32.9	25.4	1.5	0.0	1.6
	Ocp	1.1	1.4	1.2	0.0	4.5	1.3	1.1	19.0	0.0	47.9
1300-1400	Pro	5.6	19.7	15.9	0.9	0.0	32.5	23.2	0.5	0.0	1.7
	Ocp	1.1	1.4	1.4	1.8	0.0	1.4	1.2	2.5	0.0	37.4
1400-1500	Pro	6.4	21.6	10.4	2.1	0.6	34.3	22.0	1.2	0.1	1.4
	Ocp	1.2	1.5	1.2	2.2	11.7	1.5	1.2	1.5	1.0	40.5
1500-1600	Pro	5.1	20.5	17.1	3.1	0.0	32.5	18.5	1.6	0.0	1.6
	Ocp	1.0	1.5	1.5	3.3	0.0	1.2	1.2	9.9	0.0	37.7
1600-1700	Pro	5.2	26.9	18.5	2.3	0.5	29.2	14.3	1.4	0.0	1.5
	Ocp	1.0	1.4	1.2	1.6	5.0	1.3	1.0	2.3	0.0	46.4
1700-1800	Pro	9.1	33.4	12.3	1.3	0.6	24.1	15.9	1.7	0.0	1.5
	Ocp	1.1	1.3	1.4	2.0	8.0	1.5	1.1	8.7	0.0	57.5
1800-1900	Pro	10.3	40.6	10.5	0.2	0.7	23.3	12.4	0.5	0.0	1.5
	Ocp	1.1	1.6	1.5	1.0	11.3	1.5	1.1	1.0	0.0	70.9
1900-2000	Pro	8.6	44.5	16.8	0.2	0.4	17.6	9.8	0.4	0.0	1.6
	Ocp	1.1	1.6	1.6	1.0	8.5	1.4	1.1	2.0	0.0	48.8
2000-2100	Pro	8.0	38.3	19.8	0.3	1.6	14.7	15.0	0.5	0.0	1.7
	Ocp	1.2	1.7	1.2	1.0	4.8	1.5	1.0	1.0	0.0	43.6
2100-2200	Pro	13.0	36.6	25.4	0.6	0.6	10.3	11.5	0.0	0.0	2.0
	Ocp	1.1	1.6	1.3	1.0	17.0	1.6	1.1	0.0	0.0	39.8
2200-2300	Pro	6.0	36.8	36.5	0.0	1.3	9.6	7.3	0.3	0.0	2.1
	Ocp	1.2	1.5	1.3	0.0	12.5	1.6	1.1	1.0	0.0	36.1
16 hours	Pro	7.0	31.8	15.1	1.1	0.6	25.0	16.6	1.3	0.1	1.5
	Ocp	1.1	1.5	1.4	3.0	10.3	1.4	1.1	8.9	1.0	49.2

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