

YEAR

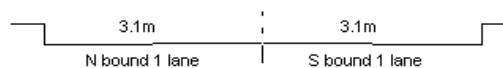
2013

LINK

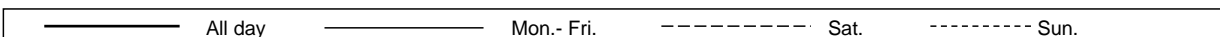
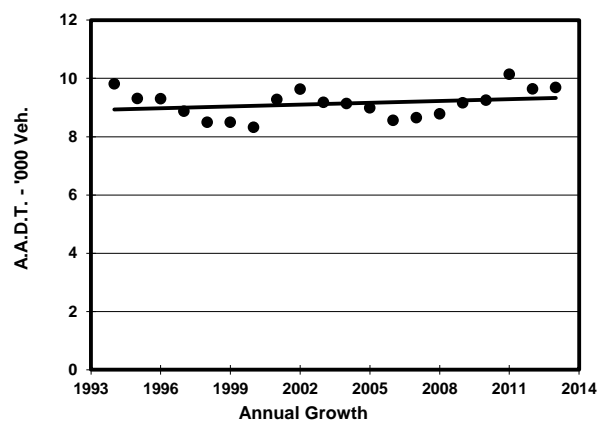
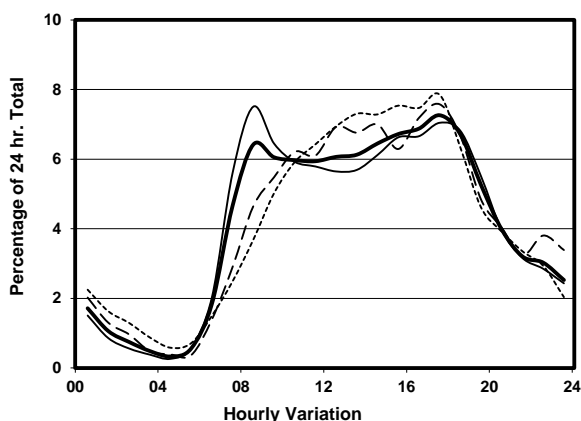
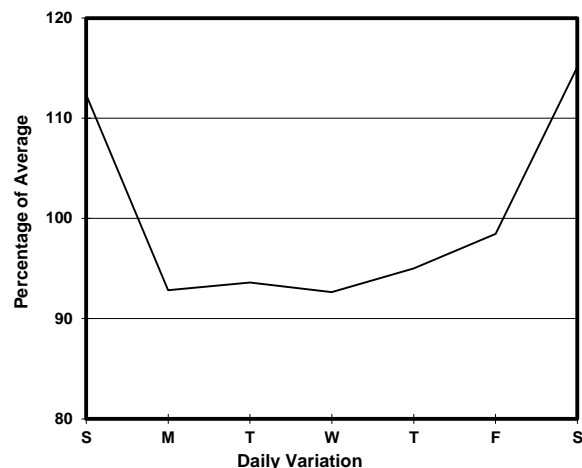
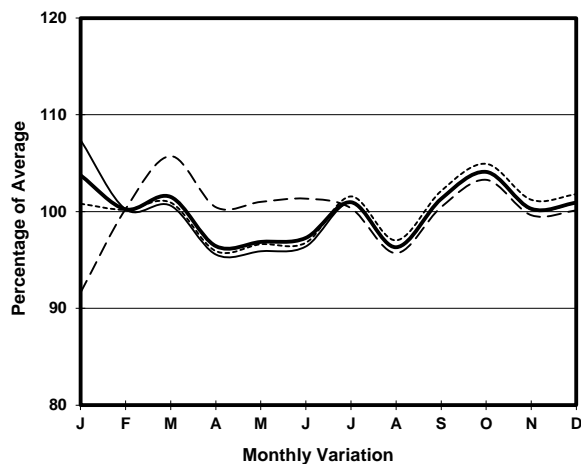
TAI TAM RD (from CHAI WAN RD to SHEK O RD)

CORE STATION
ROAD NETWORK
ROAD TYPE

1021
MAJOR
PRIMARY DISTRIBUTOR



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	4270	4070	4780	4540
R 12 / 24 - %	74	72.9	75.2	77.5
R 16 / 24 - %	91.3	91.5	90.6	91
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	290	280	290	290
T - % (AM)	-	3.8	-	-
PM Peak Hour	1600-1700	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	270	280	370	340
T - % (PM)	-	3.2	-	-
Prop.of commercial vehicles - 16 hr.	-	6.3	-	-
NORTH BOUND				
A.A.D.T.	5420	5020	6270	6260
R 12 / 24 - %	76.3	78.3	72.7	71.9
R 16 / 24 - %	90.3	91.3	88.9	87.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	390	460	320	260
T - % (AM)	-	8.6	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	460	410	510	600
T - % (PM)	-	8.1	-	-
Prop.of commercial vehicles - 16 hr.	-	7.1	-	-

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	6.1	58.1	16.1	0.8	2.3	7.6	0.8	5.4	0.0	2.9
	Ocp	1.0	1.8	1.7	6.0	13.3	2.2	2.0	21.3	0.0	32.5
0800-0900 Peak hour	Pro	4.4	67.5	9.6	0.9	1.3	9.2	0.9	4.4	0.0	1.9
	Ocp	1.0	1.5	1.9	2.0	8.3	2.8	1.5	5.1	0.0	30.4
0900-1000	Pro	3.4	60.3	8.0	2.7	3.4	15.4	3.4	1.3	0.0	2.2
	Ocp	1.2	1.4	1.6	3.3	9.0	1.8	1.8	11.5	0.0	22.3
1000-1100	Pro	2.8	53.1	12.7	2.1	3.5	17.7	2.8	2.8	0.0	2.3
	Ocp	1.3	1.6	1.9	2.0	12.6	2.1	2.3	8.0	0.0	17.7
1100-1200	Pro	1.7	56.7	5.0	3.3	3.3	25.8	1.7	0.0	0.0	2.5
	Ocp	1.0	1.4	1.8	3.8	13.8	1.7	2.0	0.0	0.0	19.3
1200-1300	Pro	6.5	52.8	10.1	1.4	2.9	18.8	3.6	1.4	0.0	2.4
	Ocp	1.1	1.4	1.6	3.5	14.8	1.7	2.0	1.0	0.0	20.5
1300-1400	Pro	4.3	57.9	13.9	1.1	4.3	10.7	2.1	2.1	0.0	3.5
	Ocp	1.0	1.6	2.2	3.0	15.8	2.2	2.5	9.5	0.0	16.8
1400-1500	Pro	6.8	61.5	7.5	0.7	2.7	15.7	2.1	0.7	0.0	2.2
	Ocp	1.1	1.8	2.4	5.0	16.5	1.8	1.3	7.0	0.0	17.2
1500-1600	Pro	1.8	51.5	14.7	3.7	3.1	19.6	0.6	3.1	0.0	1.8
	Ocp	1.7	1.7	2.3	3.5	16.4	1.9	2.0	8.6	0.0	18.3
1600-1700	Pro	3.6	53.3	8.1	3.0	2.0	16.8	2.5	9.1	0.0	1.5
	Ocp	1.0	1.7	2.4	4.0	16.3	1.8	2.4	14.9	0.0	25.8
1700-1800	Pro	8.4	60.8	8.4	0.6	1.8	12.6	0.0	5.4	0.0	2.0
	Ocp	1.1	1.9	2.8	2.0	17.0	1.9	0.0	6.7	0.0	34.8
1800-1900	Pro	7.0	67.3	15.1	0.0	3.5	2.5	0.5	2.5	0.0	1.6
	Ocp	1.1	1.6	2.4	0.0	12.4	1.8	2.0	12.6	0.0	39.5
1900-2000	Pro	3.4	69.7	16.1	0.0	2.7	3.4	0.0	2.7	0.0	2.2
	Ocp	1.0	1.5	1.8	0.0	12.0	1.2	0.0	8.8	0.0	26.1
2000-2100	Pro	3.9	60.0	23.2	0.0	4.8	2.9	0.0	1.9	0.0	3.1
	Ocp	1.3	1.6	2.1	0.0	11.6	1.0	0.0	12.5	0.0	14.0
2100-2200	Pro	2.7	62.7	25.3	0.0	5.3	0.0	0.0	0.0	0.0	4.0
	Ocp	1.0	1.5	1.8	0.0	10.5	0.0	0.0	0.0	0.0	9.0
2200-2300	Pro	1.6	64.8	22.7	0.0	4.9	1.6	0.0	0.0	0.0	4.5
	Ocp	1.0	1.5	1.9	0.0	8.0	1.0	0.0	0.0	0.0	8.6
16 hours	Pro	4.5	60.0	12.5	1.4	3.0	11.9	1.4	3.1	0.0	2.3
	Ocp	1.1	1.6	2.1	3.4	13.0	1.9	2.0	10.9	0.0	22.5

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