

YEAR

2013

LINK

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

COVERAGE (B) STATION

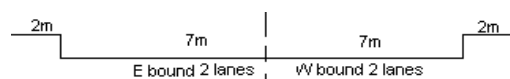
4201

ROAD NETWORK

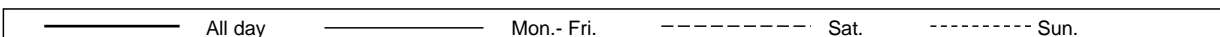
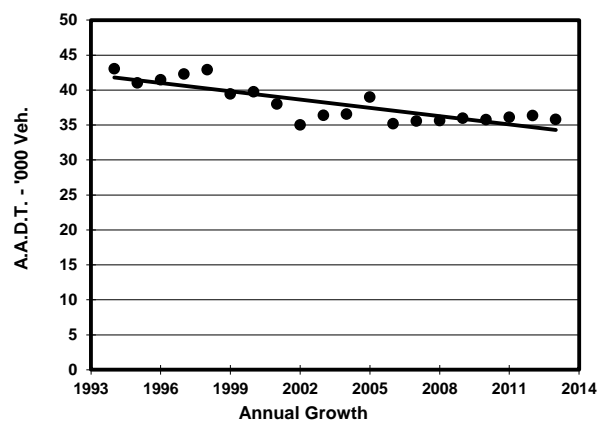
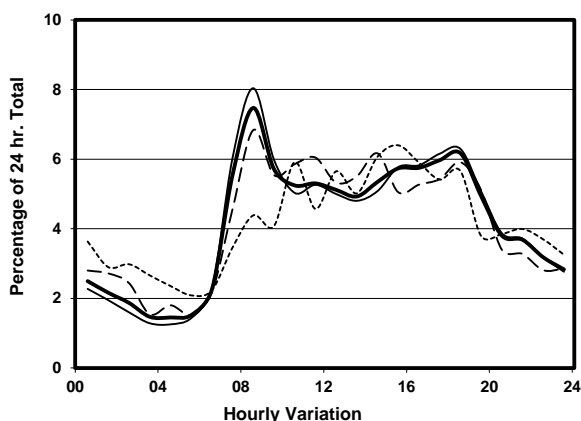
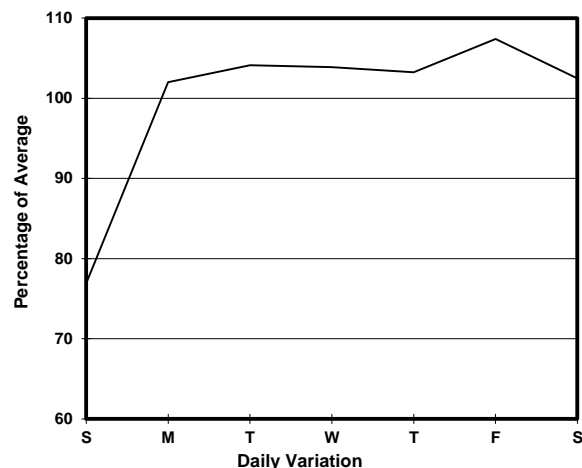
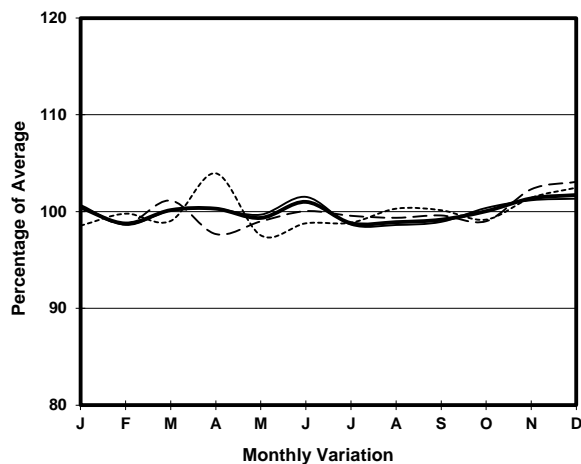
MAJOR

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.	20380	21540	21250	15500
R 12 / 24 - %	69	70.4	66.5	62.4
R 16 / 24 - %	82.8	84.2	80.5	75.6
AM Peak Hour	0800-0900	0800-0900	0800-0900	0800-0900
One-way flow at AM peak hour	1880	2150	1790	750
T - % (AM)	-	3.4	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	1150	1200	1180	960
T - % (PM)	-	4	-	-
Prop.of commercial vehicles - 16 hr.	-	5.8	-	-
WEST BOUND				
A.A.D.T.	15410	16200	15900	12370
R 12 / 24 - %	67.4	67.9	68.9	62.7
R 16 / 24 - %	85.5	86.5	84.3	80.7
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	800	880	860	490
T - % (AM)	-	7.1	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1600-1700
One-way flow at PM peak hour	1060	1180	1020	770
T - % (PM)	-	5.7	-	-
Prop.of commercial vehicles - 16 hr.	-	6.9	-	-

3. OTHER INFORMATION AND COMMENT

Coverage (B) Station 4201
Year 2013

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	11.8	30.6	26.3	1.9	0.3	20.7	4.8	2.4	0.0	1.1
	Ocp	1.0	1.4	1.7	7.7	17.0	1.3	1.1	12.6	0.0	46.4
0800-0900 Peak hour	Pro	8.9	55.5	11.9	1.5	0.2	17.5	2.3	1.6	0.0	0.7
	Ocp	1.1	1.3	1.6	5.9	9.0	1.4	1.1	18.1	0.0	65.5
0900-1000	Pro	4.2	45.4	21.1	0.8	0.2	22.9	3.2	1.2	0.0	1.1
	Ocp	1.1	1.4	1.4	4.5	17.0	1.6	1.3	1.0	0.0	36.8
1000-1100	Pro	5.0	36.6	20.4	1.1	0.3	29.7	5.0	0.8	0.0	1.1
	Ocp	1.1	1.5	1.4	1.0	1.0	1.3	1.4	1.3	0.0	36.6
1100-1200	Pro	4.9	36.7	15.0	1.4	0.0	32.9	7.2	0.9	0.0	1.0
	Ocp	1.0	1.5	1.6	2.0	0.0	1.5	1.2	1.0	0.0	51.8
1200-1300	Pro	3.8	38.8	17.3	1.0	0.0	29.8	7.1	1.0	0.0	1.3
	Ocp	1.0	1.5	1.6	1.3	0.0	1.3	1.2	22.7	0.0	51.8
1300-1400	Pro	7.3	33.4	17.0	1.0	0.3	34.1	4.7	0.7	0.0	1.5
	Ocp	1.0	1.5	1.3	1.3	14.0	1.4	1.2	15.0	0.0	35.7
1400-1500	Pro	5.8	39.1	16.0	0.3	1.0	29.2	6.1	1.0	0.0	1.6
	Ocp	1.1	1.5	1.2	7.0	10.7	1.4	1.5	1.0	0.0	46.6
1500-1600	Pro	3.8	38.6	16.5	1.5	0.3	31.0	5.0	2.1	0.0	1.3
	Ocp	1.1	1.4	1.4	6.8	2.0	1.5	1.3	13.4	0.0	50.4
1600-1700	Pro	6.3	39.7	17.6	2.3	0.0	26.2	4.2	2.3	0.0	1.4
	Ocp	1.0	1.6	1.3	6.2	0.0	1.4	1.3	14.9	0.0	44.9
1700-1800	Pro	9.5	40.1	17.8	1.6	0.2	26.1	3.0	0.2	0.0	1.5
	Ocp	1.0	1.4	1.5	3.4	17.0	1.4	1.2	1.0	0.0	49.2
1800-1900	Pro	10.6	52.9	15.2	0.2	0.5	15.7	3.1	0.5	0.0	1.2
	Ocp	1.1	1.6	1.3	4.0	15.5	1.4	1.2	1.0	0.0	69.8
1900-2000	Pro	7.3	54.9	18.3	0.0	0.0	16.0	1.7	0.8	0.0	1.0
	Ocp	1.0	1.5	1.5	0.0	0.0	1.4	1.5	1.0	0.0	59.9
2000-2100	Pro	4.7	51.5	28.1	0.3	1.3	9.8	2.5	0.6	0.0	1.1
	Ocp	1.1	1.5	1.2	1.0	6.3	1.6	1.0	1.0	0.0	52.1
2100-2200	Pro	4.1	47.9	33.4	0.0	0.9	8.6	3.2	0.5	0.0	1.6
	Ocp	1.1	1.7	1.1	0.0	17.0	1.3	1.3	1.0	0.0	34.1
2200-2300	Pro	5.1	40.9	47.6	0.0	1.6	1.2	1.2	0.8	0.0	1.8
	Ocp	1.1	1.6	1.2	0.0	6.0	1.3	1.0	1.0	0.0	37.5
16 hours	Pro	6.7	43.3	20.0	1.0	0.4	22.3	3.9	1.1	0.0	1.2
	Ocp	1.1	1.5	1.4	4.7	10.1	1.4	1.2	9.9	0.0	47.9

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