

YEAR

2016

LINK

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

COVERAGE (B) STATION

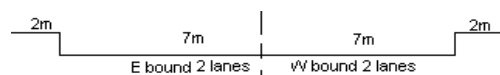
4201

ROAD NETWORK

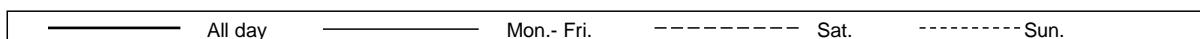
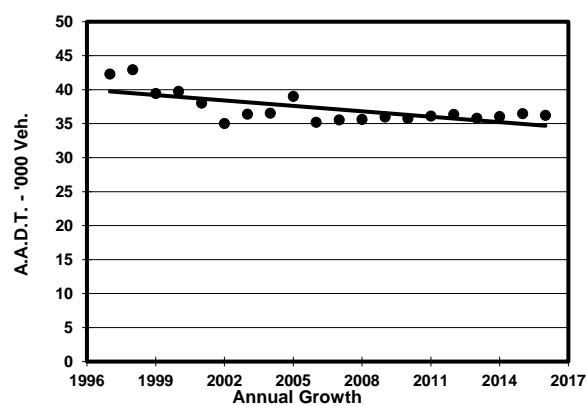
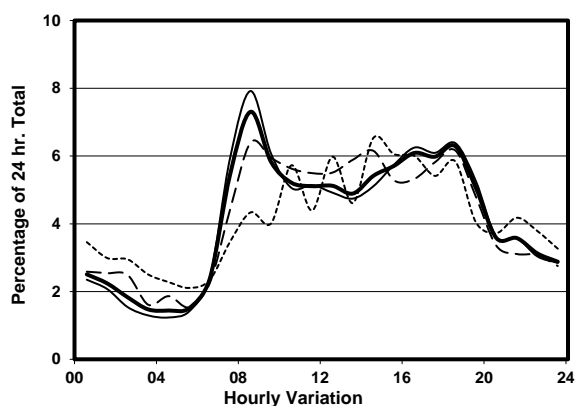
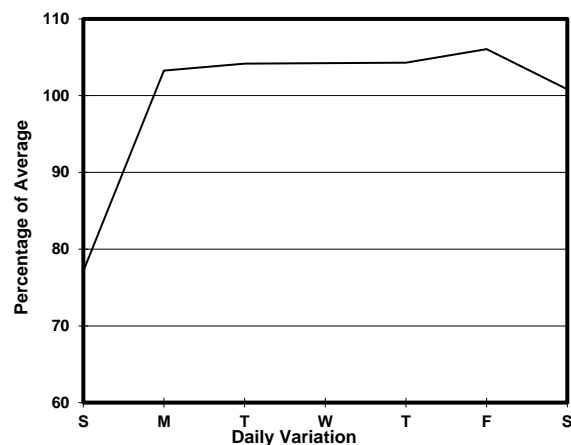
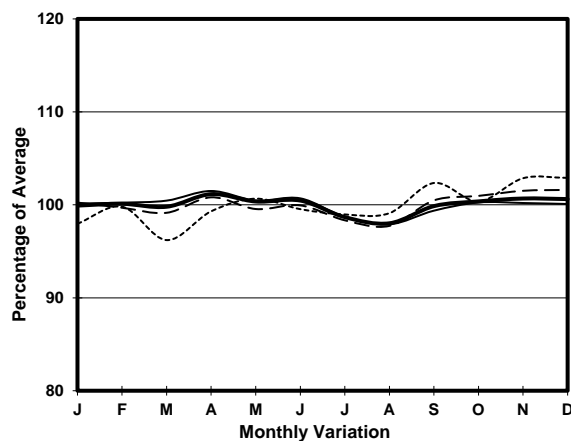
MAJOR

ROAD TYPE

PRIMARY DISTRIBUTOR



## 1. TRAFFIC FLOW VARIATION AND GROWTH



## 2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
<b>EAST BOUND</b>				
A.A.D.T.	20520	21770	20870	15720
R 12 / 24 - %	69	70.4	66.4	62.4
R 16 / 24 - %	82.5	83.8	80.2	76.1
AM Peak Hour	0800-0900	0800-0900	0800-0900	0800-0900
One-way flow at AM peak hour	1870	2170	1680	750
T - % (AM)	-	5.8	-	-
PM Peak Hour	1600-1700	1600-1700	1800-1900	1800-1900
One-way flow at PM peak hour	1220	1320	1240	970
T - % (PM)	-	8.6	-	-
Prop.of commercial vehicles - 16 hr.	-	5.6	-	-
<b>WEST BOUND</b>				
A.A.D.T.	15700	16520	16130	12540
R 12 / 24 - %	67.7	68	70.2	62.4
R 16 / 24 - %	85.4	86.2	85.2	80.6
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	850	910	990	510
T - % (AM)	-	7	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	1150	1280	1040	770
T - % (PM)	-	3.2	-	-
Prop.of commercial vehicles - 16 hr.	-	6.4	-	-

## 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	16.5	39.5	17.5	2.6	0.0	18.1	3.9	1.0	0.0	1.0
	Ocp	1.0	1.4	1.8	10.2	0.0	1.4	1.2	16.3	0.0	60.7
0800-0900	Pro	9.3	59.2	9.1	1.7	0.1	13.6	3.9	2.4	0.0	0.6
	Ocp	1.1	1.3	1.7	7.6	14.0	1.5	1.3	16.6	0.0	51.6
0900-1000	Pro	5.5	51.2	18.0	0.2	0.0	19.8	4.0	0.4	0.0	0.9
	Ocp	1.0	1.3	1.5	1.0	0.0	1.3	1.2	1.5	0.0	42.0
1000-1100	Pro	3.9	40.0	19.2	0.5	0.0	29.1	6.2	0.2	0.0	0.9
	Ocp	1.0	1.2	1.4	2.0	0.0	1.3	1.2	1.0	0.0	47.4
1100-1200	Pro	4.8	39.1	13.2	0.0	0.0	33.5	6.8	1.7	0.0	1.0
	Ocp	1.1	1.4	1.6	0.0	0.0	1.2	1.4	13.5	0.0	57.3
1200-1300	Pro	4.8	41.3	15.9	0.6	0.3	30.2	5.4	0.3	0.0	1.2
	Ocp	1.0	1.3	1.5	1.5	6.0	1.2	1.2	26.0	0.0	49.5
1300-1400	Pro	6.7	43.9	14.5	0.6	0.6	25.7	5.0	2.0	0.0	1.0
	Ocp	1.0	1.2	1.6	9.0	4.5	1.2	1.2	15.6	0.0	44.5
1400-1500	Pro	4.7	42.3	18.8	0.6	0.0	26.5	5.3	0.8	0.0	1.0
	Ocp	1.0	1.5	1.4	2.0	0.0	1.4	1.3	1.3	0.0	51.1
1500-1600	Pro	5.1	39.8	15.1	4.3	1.3	24.7	5.6	3.1	0.0	1.0
	Ocp	1.1	1.5	1.6	4.7	4.6	1.3	1.1	1.4	0.0	57.2
1600-1700	Pro	8.2	47.2	10.0	0.7	0.5	25.5	3.9	3.0	0.0	1.1
	Ocp	1.0	1.5	1.3	13.7	17.0	1.3	1.1	27.7	0.0	59.4
1700-1800	Pro	12.7	41.7	17.3	2.4	0.4	20.6	2.7	1.1	0.0	1.0
	Ocp	1.1	1.5	1.8	6.2	13.0	1.3	1.1	1.0	0.0	64.4
1800-1900	Pro	11.4	54.8	14.0	0.0	0.6	16.4	1.8	0.2	0.0	0.8
	Ocp	1.1	1.4	1.5	0.0	15.3	1.3	1.3	1.0	0.0	81.8
1900-2000	Pro	9.6	54.6	20.7	0.2	0.8	10.3	2.7	0.2	0.0	0.9
	Ocp	1.1	1.6	1.5	2.0	8.8	1.3	1.1	1.0	0.0	63.3
2000-2100	Pro	8.7	50.2	27.3	0.6	0.6	9.9	0.9	0.6	0.0	1.1
	Ocp	1.1	1.5	1.2	1.5	11.5	1.3	1.0	1.0	0.0	56.2
2100-2200	Pro	12.2	42.4	32.9	0.3	0.7	6.4	3.4	0.7	0.0	1.0
	Ocp	1.1	1.5	1.4	1.0	7.0	1.1	1.1	1.0	0.0	49.8
2200-2300	Pro	9.9	42.6	38.2	0.0	0.6	6.0	1.3	0.3	0.0	1.0
	Ocp	1.1	1.6	1.3	0.0	17.0	1.5	1.0	1.0	0.0	53.4
16 hours	Pro	8.5	46.8	17.8	1.0	0.4	19.6	3.9	1.2	0.0	0.9
	Ocp	1.1	1.4	1.5	6.3	10.2	1.3	1.2	12.3	0.0	55.9

**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