

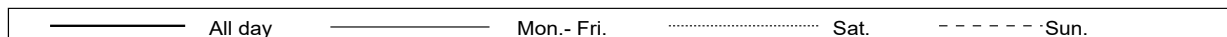
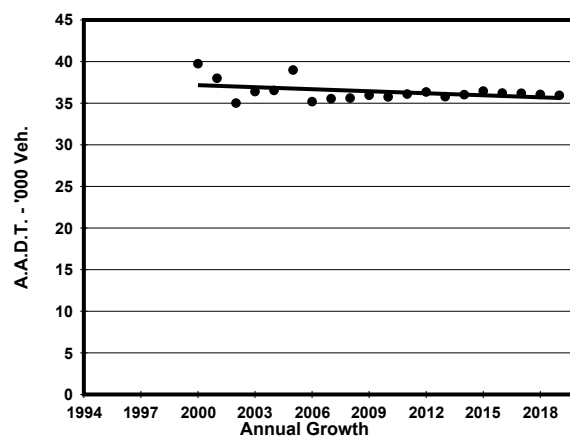
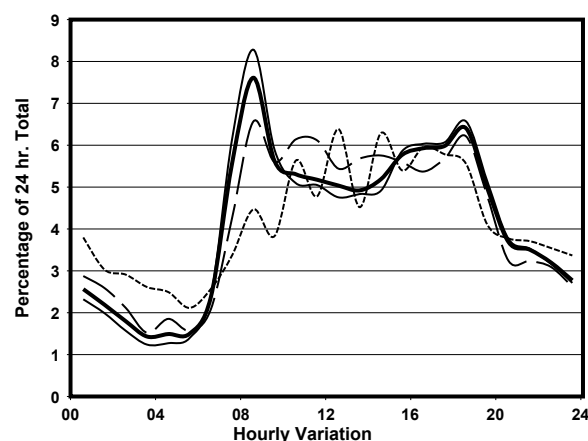
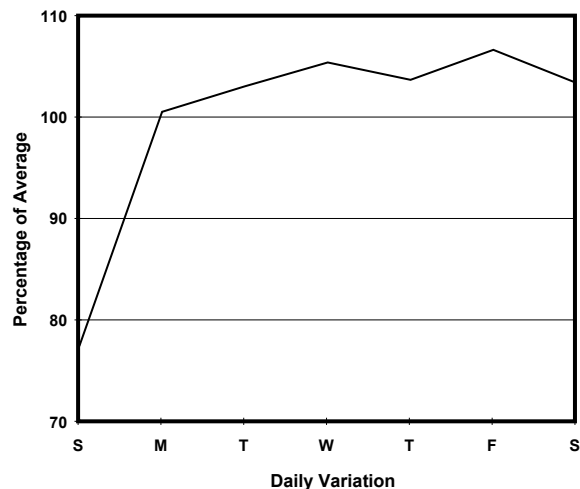
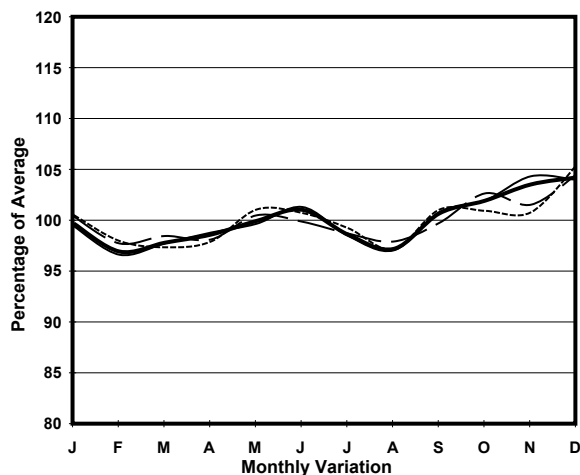
YEAR 2019

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.	20360	21490	21140	15670
R 12 / 24 - %	69.1	70.5	67.7	61.7
R 16 / 24 - %	82.6	83.9	81.3	75
AM Peak Hour	0800-0900	0800-0900	0800-0900	0800-0900
One-way flow at AM peak hour	1940	2240	1760	770
T - % (AM)	-	3.4	-	-
PM Peak Hour	1800-1900	1600-1700	1800-1900	1800-1900
One-way flow at PM peak hour	1160	1200	1380	910
T - % (PM)	-	6.3	-	-
Prop.of commercial vehicles - 16 hr.	-	4.6	-	-
WEST BOUND				
A.A.D.T.	15590	16290	16470	12520
R 12 / 24 - %	67.7	68.2	69.4	62.3
R 16 / 24 - %	85.6	86.6	84.7	79.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0800-0900
One-way flow at AM peak hour	790	890	970	490
T - % (AM)	-	2.7	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1600-1700
One-way flow at PM peak hour	1140	1290	960	820
T - % (PM)	-	3.6	-	-
Prop.of commercial vehicles - 16 hr.	-	5.1	-	-

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	11.2	43.8	17.8	2.2	0.3	18.3	4.1	1.4	0.0	0.9
	Ocp	1.0	1.2	2.0	11.9	17.0	1.5	1.1	24.0	0.0	53.8
0800-0900 Peak hour	Pro	6.8	68.7	7.5	1.9	0.0	12.0	0.7	1.7	0.0	0.7
	Ocp	1.1	1.3	1.9	10.6	0.0	1.4	1.3	18.8	0.0	54.7
0900-1000	Pro	4.6	51.0	17.5	1.1	0.0	20.2	4.0	0.5	0.0	0.9
	Ocp	1.1	1.2	1.8	1.8	0.0	1.4	1.3	1.0	0.0	34.5
1000-1100	Pro	3.1	45.2	15.0	1.2	0.0	30.6	3.7	0.3	0.0	1.0
	Ocp	1.0	1.3	1.4	1.3	0.0	1.4	1.2	1.0	0.0	38.8
1100-1200	Pro	3.4	42.0	15.2	1.0	0.0	30.5	5.8	0.7	0.0	1.4
	Ocp	1.0	1.3	1.5	1.0	0.0	1.5	1.2	1.0	0.0	29.9
1200-1300	Pro	2.8	45.2	20.1	1.3	0.0	25.7	3.5	0.3	0.0	1.2
	Ocp	1.0	1.3	1.5	4.0	0.0	1.2	1.5	1.0	0.0	40.9
1300-1400	Pro	4.2	56.4	14.0	0.0	0.0	18.7	4.8	0.9	0.0	1.1
	Ocp	1.1	1.3	1.7	0.0	0.0	1.3	1.2	10.7	0.0	38.9
1400-1500	Pro	4.0	49.1	15.1	0.6	0.3	26.2	3.1	0.3	0.0	1.2
	Ocp	1.0	1.3	1.4	1.0	6.0	1.4	1.1	1.0	0.0	46.7
1500-1600	Pro	4.8	46.9	16.0	1.9	0.0	26.1	2.7	0.8	0.0	0.9
	Ocp	1.1	1.3	1.4	6.4	0.0	1.3	1.0	2.0	0.0	40.7
1600-1700	Pro	4.5	56.2	14.5	1.4	0.2	18.1	1.8	2.3	0.0	0.9
	Ocp	1.1	1.4	1.3	2.8	16.0	1.4	1.1	28.0	0.0	59.1
1700-1800	Pro	4.7	59.0	11.1	2.3	0.9	18.1	2.0	0.9	0.0	1.0
	Ocp	1.0	1.2	1.6	4.0	18.0	1.3	1.0	1.0	0.0	64.6
1800-1900	Pro	7.1	64.3	9.3	0.0	0.7	14.4	2.9	0.2	0.0	0.9
	Ocp	1.0	1.1	1.8	0.0	18.0	1.3	1.0	1.0	0.0	76.2
1900-2000	Pro	4.9	62.5	15.9	0.0	1.0	12.3	1.6	0.6	0.0	1.3
	Ocp	1.0	1.3	1.8	0.0	6.0	1.2	1.0	1.0	0.0	38.8
2000-2100	Pro	2.6	63.7	23.0	0.0	0.7	5.9	2.0	1.0	0.0	1.2
	Ocp	1.0	1.1	1.3	0.0	1.0	1.1	1.2	1.0	0.0	34.4
2100-2200	Pro	1.6	44.8	38.8	0.4	0.0	8.4	4.4	0.4	0.0	1.3
	Ocp	1.0	1.1	1.2	1.0	0.0	1.2	1.1	1.0	0.0	29.0
2200-2300	Pro	4.1	46.0	40.5	0.4	0.4	5.5	1.8	0.0	0.0	1.3
	Ocp	1.0	1.1	1.2	1.0	17.0	1.5	1.0	0.0	0.0	33.7
16 hours	Pro	4.9	53.8	17.0	1.1	0.3	18.2	2.9	0.9	0.0	1.1
	Ocp	1.0	1.3	1.5	5.8	12.3	1.3	1.2	13.4	0.0	44.8

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