

YEAR

2021

LINK

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

COVERAGE (B) STATION

4201

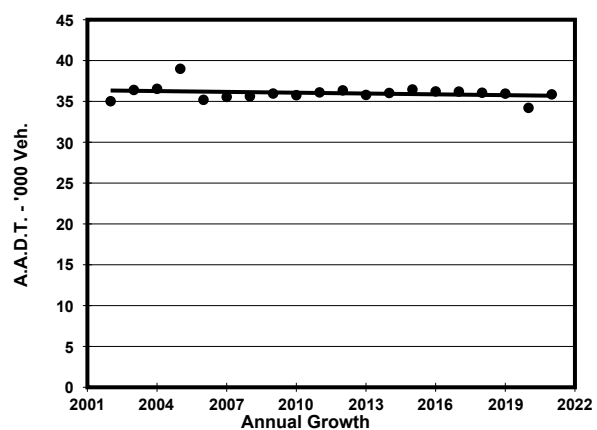
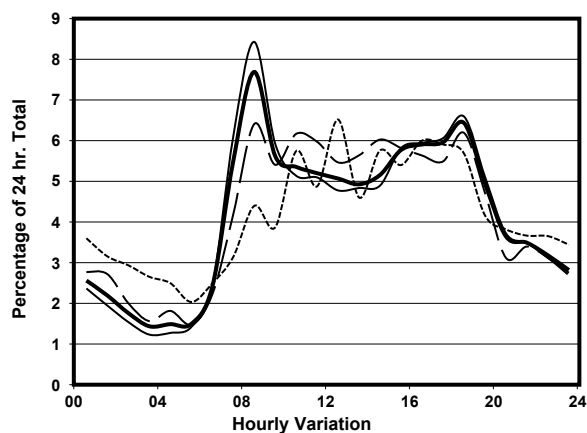
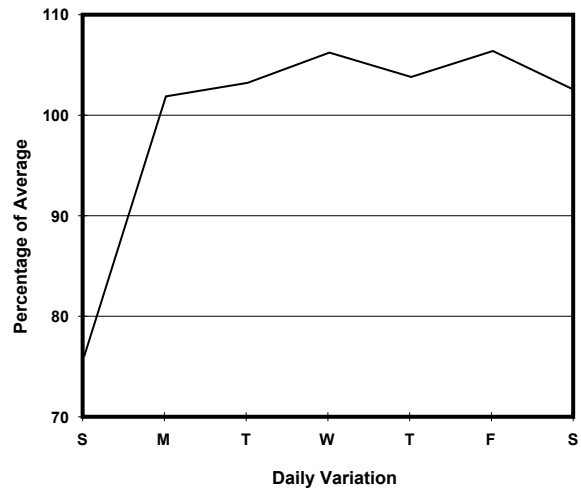
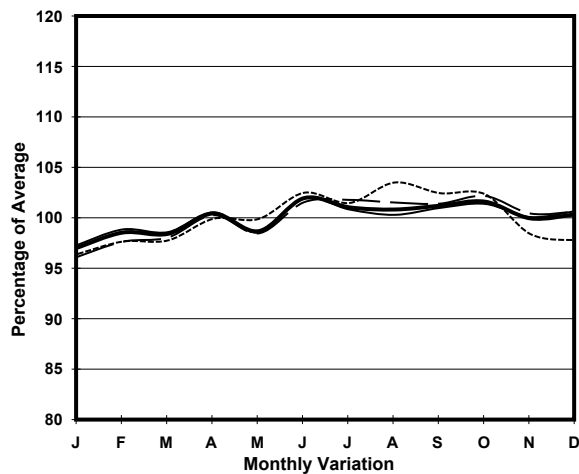
ROAD NETWORK

MAJOR

ROAD TYPE

PRIMARY DISTRIBUTOR

1. TRAFFIC FLOW VARIATION AND GROWTH



— All day - - - - - Mon.- Fri. Sat. - . - . - Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	20300	21510	20950	15470
R 12 / 24 - %	69.1	70.5	67.8	61.6
R 16 / 24 - %	82.5	83.8	81.4	75
AM Peak Hour	0800-0900	0800-0900	0800-0900	0800-0900
One-way flow at AM peak hour	1960	2300	1660	720
T - % (AM)	-	4.4	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	1180	1210	1360	950
T - % (PM)	-	1	-	-
Prop.of commercial vehicles - 16 hr.	-	3.6	-	-
WEST BOUND				
A.A.D.T.	15560	16380	16290	12120
R 12 / 24 - %	67.9	68.5	69.1	62.3
R 16 / 24 - %	85.6	86.6	84.5	80
AM Peak Hour	0800-0900	0800-0900	0900-1000	0800-0900
One-way flow at AM peak hour	800	900	950	490
T - % (AM)	-	6.6	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1600-1700
One-way flow at PM peak hour	1130	1290	950	760
T - % (PM)	-	2.2	-	-
Prop.of commercial vehicles - 16 hr.	-	4.5	-	-

3. OTHER INFORMATION AND COMMENT

Coverage (B) Station 4201
Year 2021

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	14.1	45.0	14.6	3.2	0.0	18.1	2.7	1.7	0.0	0.6
	Ocp	1.0	1.3	1.8	12.2	0.0	1.4	1.3	16.1	0.0	79.6
0800-0900 Peak hour	Pro	8.7	59.4	9.7	2.2	0.0	14.8	1.7	2.9	0.0	0.6
	Ocp	1.0	1.3	1.9	8.1	0.0	1.4	1.5	16.3	0.0	62.1
0900-1000	Pro	5.0	52.6	15.1	1.4	0.5	21.3	2.6	0.5	0.1	0.9
	Ocp	1.0	1.4	1.7	1.5	1.0	1.3	1.0	1.0	1.0	45.5
1000-1100	Pro	7.0	44.1	15.5	0.9	0.3	26.0	4.7	0.3	0.0	1.2
	Ocp	1.1	1.3	1.4	3.0	1.0	1.3	1.1	1.0	0.0	34.8
1100-1200	Pro	7.4	45.6	12.1	1.2	0.0	28.7	2.7	1.2	0.0	1.0
	Ocp	1.0	1.3	1.4	1.3	0.0	1.4	1.7	1.3	0.0	38.6
1200-1300	Pro	5.7	49.9	13.1	2.2	0.0	23.2	3.5	1.5	0.0	1.0
	Ocp	1.2	1.4	1.5	6.4	0.0	1.2	1.4	1.5	0.0	44.8
1300-1400	Pro	5.9	48.9	16.9	0.8	0.0	24.2	2.2	0.0	0.0	1.1
	Ocp	1.0	1.4	1.5	15.3	0.0	1.3	1.6	0.0	0.0	42.0
1400-1500	Pro	7.3	47.1	15.4	1.2	0.0	22.7	3.8	1.5	0.0	1.2
	Ocp	1.1	1.3	1.4	2.0	0.0	1.2	1.4	1.2	0.0	48.6
1500-1600	Pro	9.6	47.2	17.3	1.0	0.0	21.3	1.9	0.7	0.0	1.0
	Ocp	1.1	1.3	1.3	2.8	0.0	1.4	1.3	6.3	0.0	42.4
1600-1700	Pro	10.2	51.3	12.8	1.2	0.2	20.3	2.4	0.5	0.0	1.0
	Ocp	1.0	1.4	1.4	1.0	4.0	1.3	1.4	13.5	0.0	44.3
1700-1800	Pro	17.2	45.0	16.1	1.1	0.2	18.5	1.1	0.0	0.0	0.9
	Ocp	1.1	1.4	1.5	1.2	17.0	1.2	1.0	0.0	0.0	68.2
1800-1900	Pro	16.6	60.0	11.5	0.0	0.2	10.2	0.6	0.4	0.0	0.7
	Ocp	1.1	1.3	1.4	0.0	15.0	1.2	1.0	1.0	0.0	65.1
1900-2000	Pro	11.0	66.8	13.5	0.0	0.0	6.6	0.8	0.5	0.0	0.8
	Ocp	1.1	1.3	1.5	0.0	0.0	1.2	1.7	1.0	0.0	56.1
2000-2100	Pro	8.9	52.2	27.7	0.4	0.0	7.8	2.1	0.0	0.0	1.0
	Ocp	1.1	1.2	1.3	2.0	0.0	1.3	1.2	0.0	0.0	46.4
2100-2200	Pro	9.3	49.7	30.4	0.0	0.3	6.6	2.4	0.3	0.0	1.0
	Ocp	1.1	1.3	1.2	0.0	11.0	1.4	1.1	1.0	0.0	36.2
2200-2300	Pro	10.8	51.7	26.7	0.0	0.0	7.6	1.7	0.3	0.0	1.0
	Ocp	1.0	1.2	1.3	0.0	0.0	1.1	1.2	1.0	0.0	41.0
16 hours	Pro	9.9	51.7	15.8	1.1	0.1	17.4	2.2	0.9	0.1	0.9
	Ocp	1.1	1.3	1.5	6.1	7.1	1.3	1.3	9.2	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 including both driver and passengers*

M&H Medium and Heavy

* All traffic data are collected from combined bounds