

YEAR

2003

LINK

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

COVERAGE (B) STATION

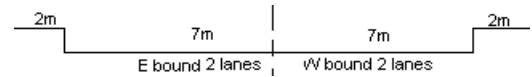
4201

ROAD NETWORK

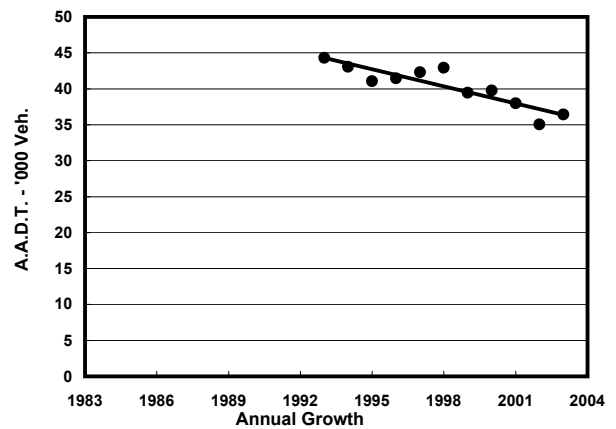
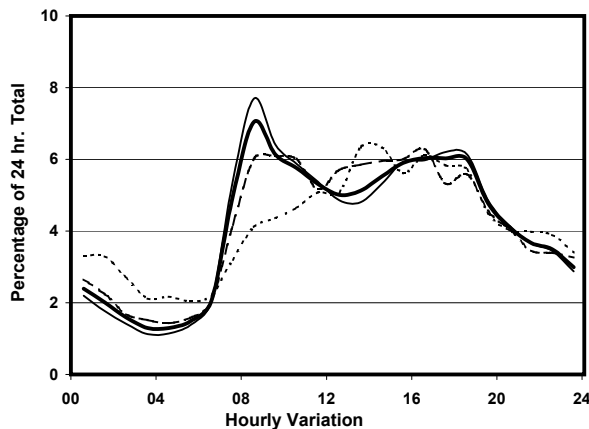
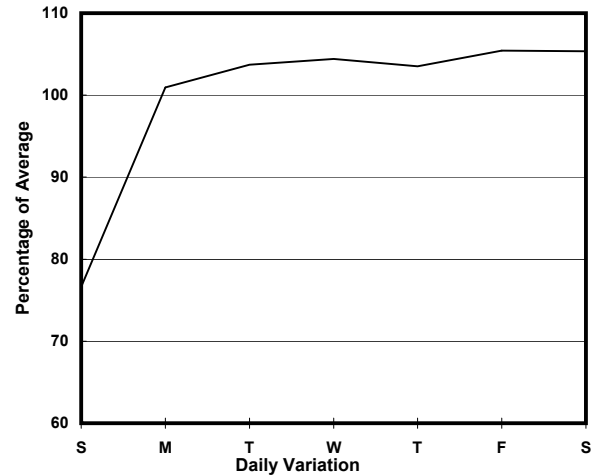
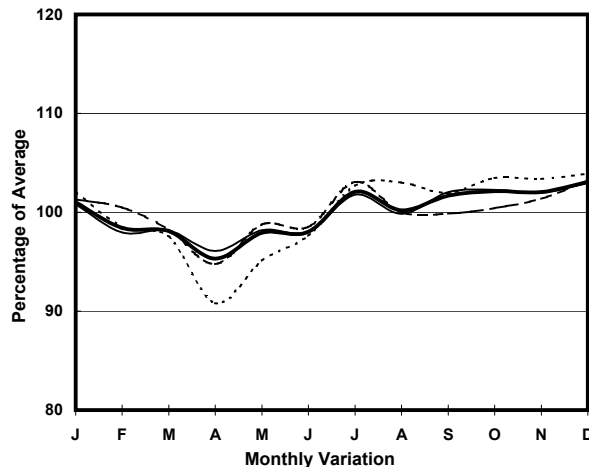
MAJOR

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.	19970	20960	21270	15510
R 12 / 24 - %	70	71.4	68.6	62.2
R 16 / 24 - %	84.1	85.5	82.6	77
AM Peak Hour	0800-0900	0800-0900	0800-0900	0800-0900
One-way flow at AM peak hour	1740	2020	1580	700
T - % (AM)	-	9.5	-	-
PM Peak Hour	1600-1700	1700-1800	1600-1700	1600-1700
One-way flow at PM peak hour	1130	1180	1280	900
T - % (PM)	-	15.8	-	-
Prop.of commercial vehicles - 16 hr.	-	19.3	-	-
<b>WEST BOUND</b>				
A.A.D.T.	16430	17250	17640	12640
R 12 / 24 - %	67.5	68.2	67.6	62.6
R 16 / 24 - %	85.8	86.8	84.8	81
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	840	920	880	560
T - % (AM)	-	18	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	1120	1240	1170	820
T - % (PM)	-	13.8	-	-
Prop.of commercial vehicles - 16 hr.	-	19.1	-	-

## 3. OTHER INFORMATION AND COMMENT

**Coverage (B) Station 4201**  
**Year 2003**

**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	6.8	30.9	15.8	2.0	1.6	23.9	15.5	2.3	0.0	1.4
	Ocp	1.0	1.5	1.7	9.0	14.7	1.4	1.0	12.8	0.0	68.7
0800-0900 Peak hour	Pro	9.8	51.0	6.6	2.2	0.7	17.0	10.5	1.3	0.0	0.9
	Ocp	1.1	1.4	1.6	4.2	13.4	1.4	1.2	11.0	0.0	68.3
0900-1000	Pro	4.8	31.0	13.4	0.9	0.6	27.4	19.6	0.9	0.0	1.2
	Ocp	1.2	1.4	1.5	1.2	8.8	1.4	1.1	13.7	0.0	45.1
1000-1100	Pro	6.8	27.2	20.4	1.2	0.4	25.8	15.5	1.4	0.0	1.3
	Ocp	1.0	1.3	1.3	2.7	9.5	1.3	1.2	1.0	0.0	38.1
1100-1200	Pro	8.5	22.5	14.9	0.7	0.7	33.9	16.7	0.7	0.0	1.6
	Ocp	1.1	1.4	1.4	1.7	10.3	1.4	1.2	1.0	0.0	40.5
1200-1300	Pro	3.4	23.7	14.2	2.0	0.9	28.9	24.0	1.1	0.0	1.7
	Ocp	1.0	1.6	1.4	3.3	10.5	1.3	1.1	12.0	0.0	32.6
1300-1400	Pro	5.3	22.1	7.5	1.5	0.2	33.3	27.7	0.7	0.1	1.6
	Ocp	1.1	1.6	1.3	1.7	15.0	1.3	1.2	19.7	1.0	39.9
1400-1500	Pro	5.0	25.6	11.7	1.2	0.6	31.2	22.2	1.2	0.0	1.4
	Ocp	1.1	1.6	1.6	1.5	14.3	1.5	1.2	3.3	0.0	41.4
1500-1600	Pro	2.3	25.4	10.8	1.3	0.8	36.9	19.0	2.3	0.0	1.1
	Ocp	1.1	1.6	1.3	4.6	9.8	1.3	1.2	4.5	0.0	52.7
1600-1700	Pro	4.2	29.0	13.2	1.6	0.2	28.0	20.4	1.8	0.0	1.7
	Ocp	1.0	1.4	1.3	2.9	17.0	1.3	1.1	5.1	0.0	55.6
1700-1800	Pro	8.2	34.8	11.8	2.0	0.7	26.6	14.1	0.5	0.0	1.4
	Ocp	1.1	1.5	1.3	4.5	10.3	1.5	1.1	14.3	0.0	56.8
1800-1900	Pro	13.6	41.5	10.6	1.1	0.5	19.0	12.2	0.0	0.1	1.4
	Ocp	1.1	1.3	1.3	2.3	11.7	1.3	1.1	0.0	1.0	67.1
1900-2000	Pro	7.5	42.7	16.7	0.2	1.3	14.5	15.4	0.2	0.0	1.4
	Ocp	1.1	1.3	1.1	2.0	9.2	1.4	1.1	1.0	0.0	61.8
2000-2100	Pro	4.4	35.2	25.1	0.0	1.2	17.0	15.3	0.2	0.0	1.5
	Ocp	1.2	1.4	1.2	0.0	8.6	1.5	1.0	1.0	0.0	52.8
2100-2200	Pro	9.0	32.3	31.8	0.0	1.6	11.8	11.2	0.5	0.0	1.7
	Ocp	1.0	1.6	1.3	0.0	9.7	1.3	1.0	1.0	0.0	48.4
2200-2300	Pro	8.6	40.8	29.6	0.0	0.9	8.0	10.1	0.3	0.0	1.8
	Ocp	1.2	1.5	1.2	0.0	14.3	1.4	1.0	18.0	0.0	36.5
16 hours	Pro	6.8	32.7	15.0	1.2	0.8	24.3	16.8	1.0	0.1	1.4
	Ocp	1.1	1.5	1.3	3.7	11.2	1.4	1.1	8.0	1.0	50.3

**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