

YEAR

2023

LINK

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

COVERAGE (B) STATION

4201

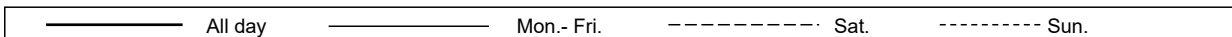
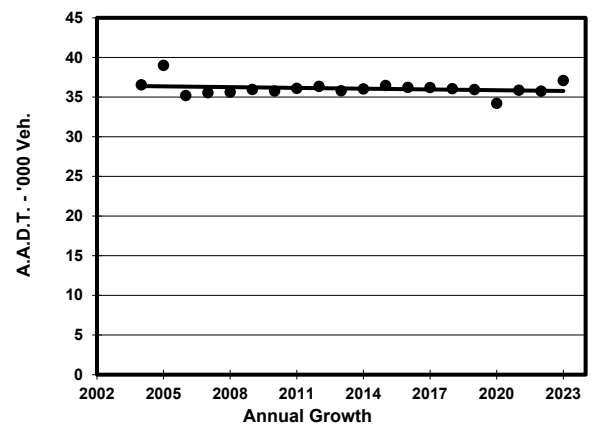
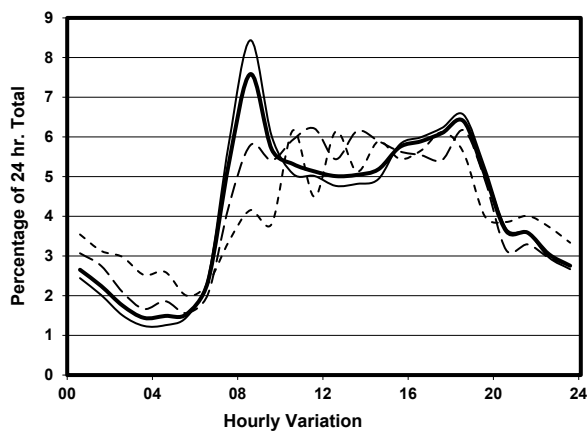
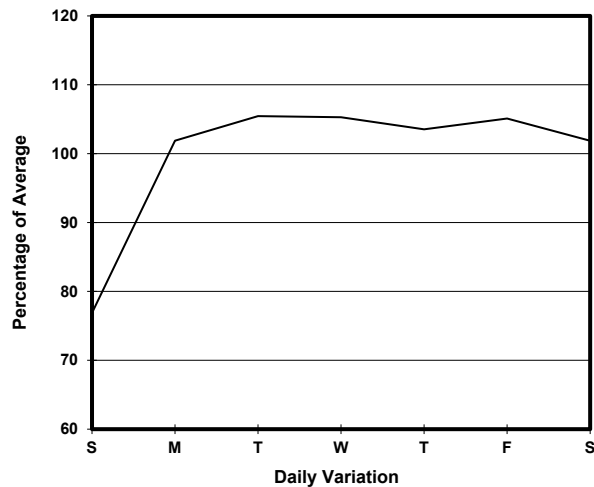
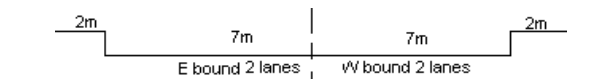
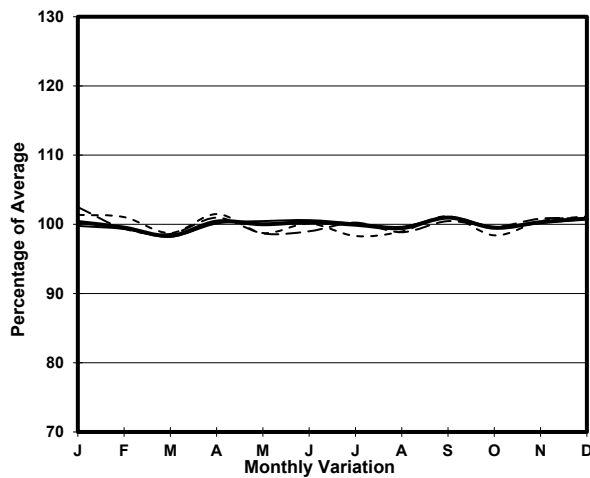
ROAD NETWORK

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.	21040	22380	21210	16160
R 12 / 24 - %	69.2	70.7	67.1	62.1
R 16 / 24 - %	82.5	83.8	80.8	75.6
AM Peak Hour	0800-0900	0800-0900	0800-0900	0800-0900
One-way flow at AM peak hour	2000	2390	1520	680
T - % (AM)	-	4	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	1220	1280	1300	1000
T - % (PM)	-	2.2	-	-
Prop.of commercial vehicles - 16 hr.	-	3.4	-	-
<b>WEST BOUND</b>				
A.A.D.T.	16050	16850	16970	12650
R 12 / 24 - %	67.5	68	68.9	61.8
R 16 / 24 - %	85.5	86.5	83.9	80.1
AM Peak Hour	0800-0900	0800-0900	0900-1000	0800-0900
One-way flow at AM peak hour	820	920	980	520
T - % (AM)	-	2.7	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	1150	1300	1060	840
T - % (PM)	-	3.3	-	-
Prop.of commercial vehicles - 16 hr.	-	4.1	-	-

## 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	9.6	48.5	18.2	2.0	0.0	15.9	1.8	3.3	0.0	0.8
	Ocp	1.0	1.4	2.0	7.1	0.0	1.2	1.1	27.2	0.0	55.8
0800-0900 Peak hour	Pro	6.5	62.9	10.2	2.4	0.2	14.3	1.7	1.4	0.0	0.5
	Ocp	1.0	1.3	1.9	6.7	1.0	1.4	1.5	8.9	0.0	52.7
0900-1000	Pro	5.5	52.6	13.4	1.5	0.0	22.6	2.8	0.6	0.0	1.0
	Ocp	1.0	1.3	1.5	1.6	0.0	1.4	1.2	1.0	0.0	42.1
1000-1100	Pro	5.7	45.7	16.9	0.6	0.0	25.9	3.5	0.6	0.0	1.0
	Ocp	1.0	1.4	1.4	5.5	0.0	1.3	1.5	6.0	0.0	37.5
1100-1200	Pro	4.8	44.7	14.1	0.6	0.0	29.4	4.8	0.6	0.0	1.0
	Ocp	1.1	1.4	1.3	4.0	0.0	1.3	1.3	2.5	0.0	43.8
1200-1300	Pro	7.3	47.2	14.9	0.9	0.0	25.3	3.3	0.0	0.0	1.1
	Ocp	1.0	1.4	1.6	1.7	0.0	1.3	1.4	0.0	0.0	44.0
1300-1400	Pro	8.5	46.4	15.0	0.9	0.0	25.4	2.5	0.3	0.0	0.9
	Ocp	1.0	1.3	1.4	1.3	0.0	1.3	1.1	28.0	0.0	51.2
1400-1500	Pro	6.6	49.7	12.1	2.1	0.0	23.5	3.1	1.7	0.0	1.2
	Ocp	1.2	1.3	1.1	1.2	0.0	1.2	1.3	7.8	0.0	48.4
1500-1600	Pro	7.3	50.0	12.8	1.2	0.0	25.0	1.5	1.5	0.0	0.8
	Ocp	1.0	1.3	1.5	2.5	0.0	1.3	1.2	10.0	0.0	46.5
1600-1700	Pro	5.7	56.4	15.3	0.4	0.0	18.2	1.0	2.0	0.0	0.8
	Ocp	1.0	1.5	1.5	11.0	0.0	1.3	1.0	29.6	0.0	55.9
1700-1800	Pro	14.5	53.7	13.6	0.6	0.2	15.7	0.4	0.4	0.0	0.9
	Ocp	1.1	1.4	1.5	2.3	15.0	1.2	1.0	9.5	0.0	50.5
1800-1900	Pro	8.7	69.3	9.4	0.0	0.0	9.9	1.6	0.2	0.0	0.9
	Ocp	1.0	1.3	1.6	0.0	0.0	1.2	1.3	1.0	0.0	63.3
1900-2000	Pro	9.8	62.9	17.7	0.0	0.0	7.3	1.1	0.3	0.0	1.0
	Ocp	1.1	1.3	1.3	0.0	0.0	1.3	1.0	1.0	0.0	56.7
2000-2100	Pro	9.7	49.0	30.9	0.0	0.0	7.7	1.2	0.4	0.0	1.2
	Ocp	1.0	1.4	1.3	0.0	0.0	1.3	1.7	1.0	0.0	32.3
2100-2200	Pro	10.2	53.8	26.9	0.0	0.0	7.2	0.4	0.4	0.0	1.0
	Ocp	1.2	1.4	1.3	0.0	0.0	1.4	2.0	1.0	0.0	26.1
2200-2300	Pro	12.0	48.8	28.3	0.0	0.0	8.5	1.2	0.0	0.0	1.2
	Ocp	1.1	1.4	1.2	0.0	0.0	1.2	1.3	0.0	0.0	22.7
16 hours	Pro	8.3	53.8	15.8	0.9	0.1	17.4	1.9	0.9	0.0	0.9
	Ocp	1.1	1.4	1.5	4.6	8.0	1.3	1.3	16.2	0.0	46.4

**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