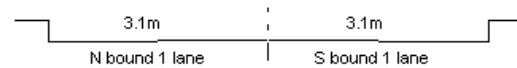


YEAR

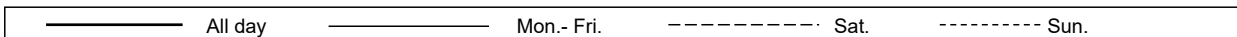
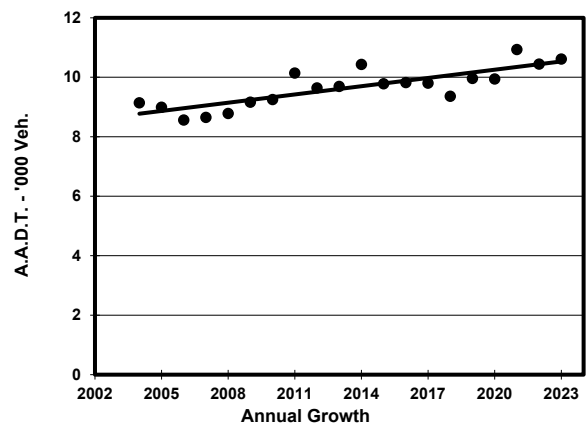
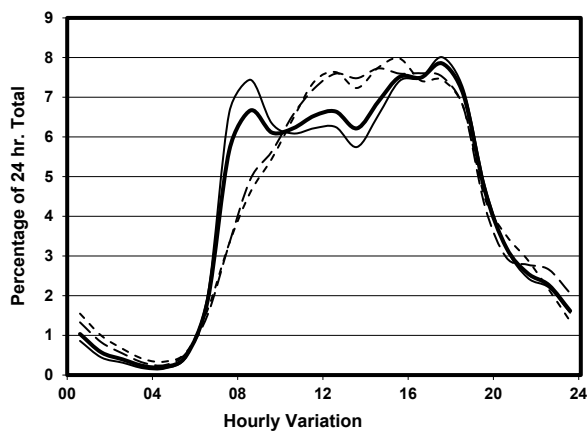
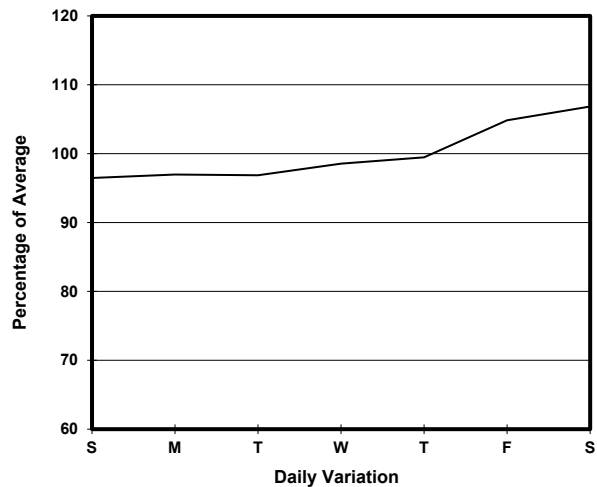
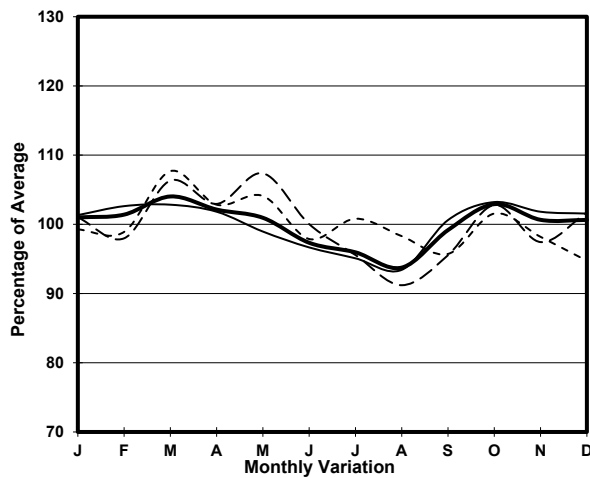
2023

LINK

TAI TAM RD (from CHAI WAN RD to SHEK O RD)

CORE STATION  
ROAD NETWORK  
ROAD TYPE1021  
MAJOR  
PRIMARY DISTRIBUTOR

## 1. TRAFFIC FLOW VARIATION AND GROWTH



## 2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
<b>SOUTH BOUND</b>				
A.A.D.T.	4430	4370	4810	4380
R 12 / 24 - %	78.1	77.8	78.7	78.6
R 16 / 24 - %	92.8	93.2	91.8	91.6
AM Peak Hour	0900-1000	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	300	330	290	240
T - % (AM)	-	9.6	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	290	310	350	310
T - % (PM)	-	3.4	-	-
Prop.of commercial vehicles - 16 hr.	-	5.7	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	6180	6190	6550	5880
R 12 / 24 - %	82.8	83.8	80.8	80
R 16 / 24 - %	94.1	94.6	93.1	93.1
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	440	500	350	320
T - % (AM)	-	4	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	560	580	550	500
T - % (PM)	-	5.4	-	-
Prop.of commercial vehicles - 16 hr.	-	7.1	-	-

## 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	8.3	54.5	9.6	5.1	3.8	8.3	0.0	8.3	0.0	1.9
	Ocp	1.0	1.4	1.9	12.3	14.2	1.8	0.0	21.2	0.0	43.6
0800-0900	Pro	3.3	70.8	12.5	0.5	3.8	4.9	0.5	1.6	0.0	1.9
	Ocp	1.0	1.5	2.3	2.0	13.1	1.2	1.0	15.0	0.0	37.1
0900-1000	Pro	3.1	58.5	11.7	0.8	3.9	14.8	2.3	2.3	0.0	2.5
	Ocp	1.5	1.4	2.1	2.0	13.8	1.6	1.3	7.7	0.0	21.2
1000-1100	Pro	1.7	51.2	16.5	2.6	1.7	19.1	2.6	1.7	0.0	2.8
	Ocp	1.0	1.5	1.7	2.3	13.5	1.3	1.0	37.0	0.0	20.4
1100-1200	Pro	4.2	51.0	11.9	1.4	2.1	18.2	4.9	4.2	0.0	2.1
	Ocp	1.0	1.5	2.2	3.5	15.7	1.3	1.3	18.2	0.0	20.3
1200-1300	Pro	5.2	50.3	13.1	1.3	3.3	19.6	0.7	4.6	0.0	2.0
	Ocp	1.1	1.4	1.9	5.5	11.4	1.6	1.0	30.3	0.0	22.6
1300-1400	Pro	2.1	54.5	14.2	2.1	3.5	17.0	2.1	2.1	0.0	2.3
	Ocp	1.0	1.7	2.3	2.3	12.2	1.7	1.0	14.3	0.0	27.8
1400-1500	Pro	3.0	61.2	11.5	0.0	3.0	12.7	3.0	3.6	0.0	1.8
	Ocp	1.0	1.7	2.5	0.0	9.0	1.4	1.2	3.7	0.0	32.0
1500-1600	Pro	2.5	60.0	14.1	1.8	1.2	13.5	0.6	4.3	0.0	2.0
	Ocp	1.0	1.5	2.0	5.3	16.5	2.0	1.0	24.0	0.0	36.0
1600-1700	Pro	6.3	64.2	10.7	0.6	1.9	9.4	0.0	4.4	0.0	2.5
	Ocp	1.1	1.6	2.2	14.0	19.0	2.1	0.0	13.3	0.0	35.4
1700-1800 Peak hour	Pro	7.9	66.0	12.6	0.0	1.4	6.5	0.5	3.3	0.0	1.9
	Ocp	1.2	1.6	2.5	0.0	18.0	1.5	1.0	8.7	0.0	47.9
1800-1900	Pro	2.2	73.0	15.4	0.0	2.6	4.0	0.0	1.3	0.0	1.4
	Ocp	1.2	1.5	2.0	0.0	17.8	1.0	0.0	16.3	0.0	28.4
1900-2000	Pro	4.0	67.9	14.5	0.0	3.2	4.0	0.8	3.2	0.0	2.2
	Ocp	1.4	1.4	1.6	0.0	10.8	1.6	1.0	13.3	0.0	15.6
2000-2100	Pro	4.7	65.9	15.3	0.0	4.7	4.7	0.0	2.4	0.0	2.4
	Ocp	1.3	1.5	2.1	0.0	8.8	1.0	0.0	21.5	0.0	9.8
2100-2200	Pro	14.6	55.5	19.0	0.0	1.5	4.4	0.0	1.5	0.0	3.7
	Ocp	1.1	1.4	1.8	0.0	20.0	1.0	0.0	9.0	0.0	7.7
2200-2300	Pro	5.3	64.9	17.5	0.0	5.3	3.5	0.0	0.0	0.0	3.5
	Ocp	1.3	1.5	2.1	0.0	10.0	1.0	0.0	0.0	0.0	9.8
16 hours	Pro	4.6	61.3	13.3	1.1	2.8	10.4	1.1	3.2	0.0	2.1
	Ocp	1.1	1.5	2.1	6.8	13.5	1.6	1.2	17.3	0.0	27.6

**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