

YEAR 2015

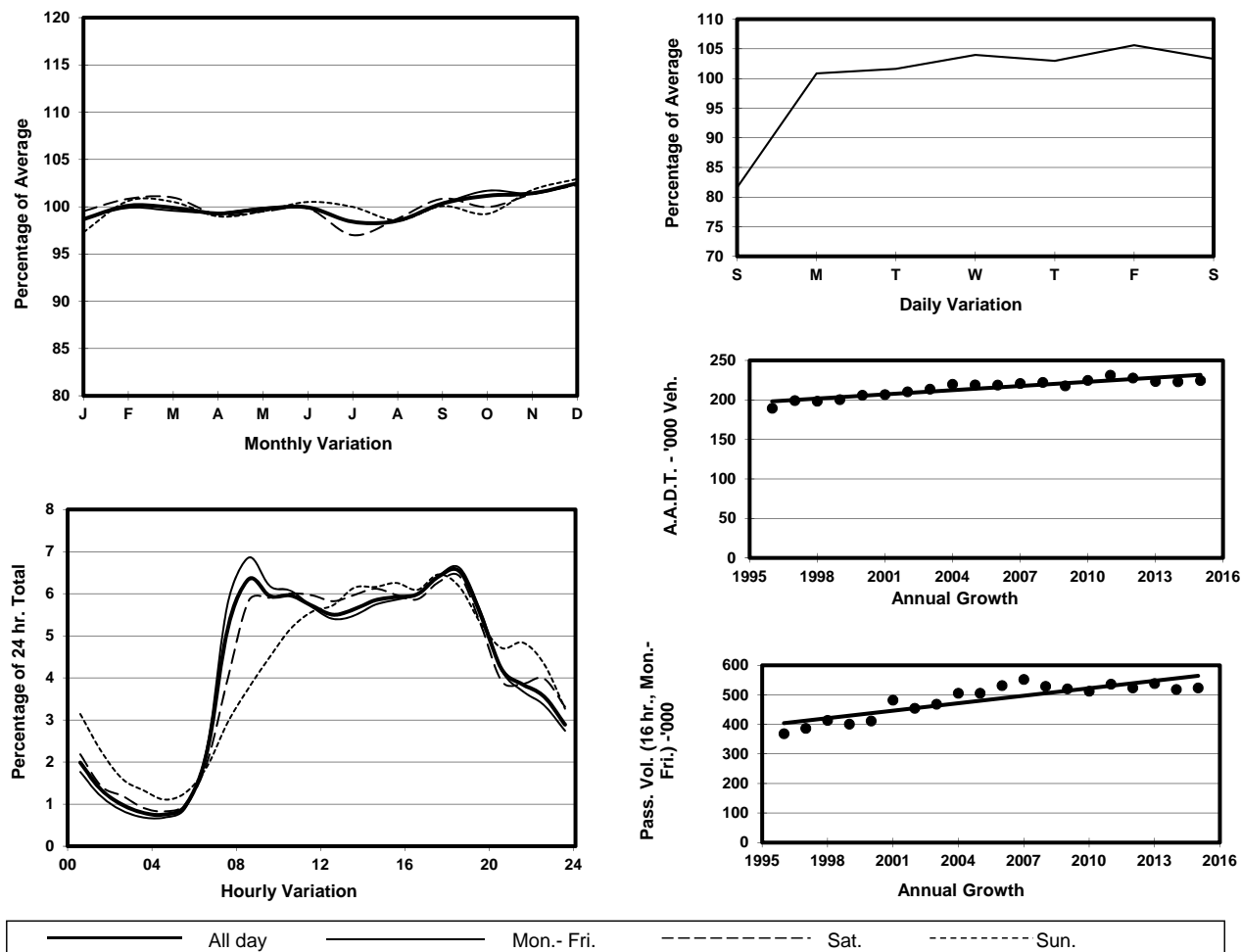
Location

Screenline T-T(North end of Tai Po & Yuen Long)

Stations on Cordon/Screenline

5003, 5016, 6206, 6211 and 6212

## 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.	113190	117960	117130	93280
R 12 / 24 - %	72	73.1	71.4	65.8
R 16 / 24 - %	88.1	88.8	87.5	84.9
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	7360	8260	7250	4220
T - % (AM)	-	17.9	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	7400	7690	7660	6290
T - % (PM)	-	16.1	-	-
Prop.of commercial vehicles - 16 hr.	-	20.5	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	111490	115830	117180	91980
R 12 / 24 - %	69.9	71	68.9	64.2
R 16 / 24 - %	88	89	86.8	83.4
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	6910	7780	6730	4130
T - % (AM)	-	17.5	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	7280	7770	7480	5920
T - % (PM)	-	13.6	-	-
Prop.of commercial vehicles - 16 hr.	-	19.6	-	-

## 3. OTHER INFORMATION AND COMMENT

**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	2.3	48.3	9.9	1.2	3.4	17.0	12.8	3.7	0.1	1.3
	Ocp	1.1	1.5	2.0	9.8	13.3	1.5	1.1	21.5	20.2	50.7
0800-0900 Peak Hour	Pro	1.1	51.2	8.6	0.9	2.7	17.7	13.8	2.9	0.1	0.9
	Ocp	1.1	1.4	1.9	6.2	13.1	1.5	1.2	22.8	29.2	51.5
0900-1000	Pro	1.0	45.2	8.2	0.9	2.4	20.2	17.9	2.9	0.1	1.1
	Ocp	1.1	1.3	1.9	2.5	11.3	1.5	1.2	12.5	14.5	30.4
1000-1100	Pro	0.8	38.9	7.7	0.7	2.3	25.0	21.0	2.5	0.1	1.1
	Ocp	1.0	1.4	1.8	2.1	10.6	1.4	1.2	13.8	9.2	29.4
1100-1200	Pro	1.0	39.7	6.8	0.7	2.7	23.7	20.9	3.2	0.1	1.1
	Ocp	1.1	1.4	1.9	4.3	10.6	1.4	1.2	15.1	17.0	30.5
1200-1300	Pro	1.1	41.3	9.0	1.1	2.5	20.1	21.6	2.0	0.1	1.1
	Ocp	1.1	1.5	1.8	3.3	9.9	1.4	1.2	17.0	15.2	33.5
1300-1400	Pro	1.1	37.0	8.6	0.7	2.2	23.9	22.8	2.4	0.1	1.1
	Ocp	1.2	1.5	2.0	3.4	10.1	1.5	1.2	13.4	11.8	34.3
1400-1500	Pro	1.0	39.4	8.2	1.0	2.0	24.8	20.4	2.2	0.1	1.0
	Ocp	1.1	1.5	1.9	2.4	10.2	1.4	1.2	17.1	13.6	28.0
1500-1600	Pro	1.4	38.8	8.2	1.1	2.0	24.2	21.0	2.0	0.1	1.2
	Ocp	1.1	1.4	1.9	4.2	11.5	1.4	1.2	14.1	24.9	27.5
1600-1700	Pro	1.0	42.5	7.4	1.4	2.1	23.7	17.7	2.8	0.1	1.2
	Ocp	1.1	1.5	2.0	4.0	10.9	1.5	1.2	15.2	18.0	32.8
1700-1800	Pro	2.2	47.3	7.5	1.4	2.5	21.5	13.8	2.4	0.1	1.3
	Ocp	1.0	1.5	2.0	2.7	14.4	1.5	1.1	14.5	20.1	42.6
1800-1900	Pro	2.1	57.0	8.2	0.5	2.4	15.0	11.5	2.3	0.1	1.0
	Ocp	1.1	1.5	2.1	3.7	15.0	1.4	1.1	22.5	31.5	51.7
1900-2000	Pro	2.2	61.2	9.1	0.1	2.7	11.8	9.5	2.1	0.1	1.3
	Ocp	1.1	1.3	2.0	1.5	12.7	1.4	1.1	17.9	20.7	41.9
2000-2100	Pro	1.6	58.6	11.1	0.2	3.6	10.2	10.7	2.4	0.1	1.6
	Ocp	1.1	1.4	1.8	2.3	9.7	1.3	1.1	11.9	10.8	28.8
2100-2200	Pro	2.2	54.3	13.5	0.2	3.4	10.7	11.2	2.7	0.1	1.6
	Ocp	1.1	1.3	1.9	2.1	9.6	1.3	1.1	13.6	9.8	27.5
2200-2300	Pro	2.1	58.5	17.6	0.3	3.6	7.1	7.0	1.9	0.2	1.7
	Ocp	1.1	1.4	1.8	1.3	10.2	1.4	1.1	14.6	10.8	23.0
16 hours	Pro	1.5	46.9	9.0	0.8	2.6	19.2	16.2	2.6	0.1	1.2
	Ocp	1.1	1.4	1.9	4.1	11.6	1.5	1.2	16.5	16.9	35.6

**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 except for one way traffic