

YEAR 2005

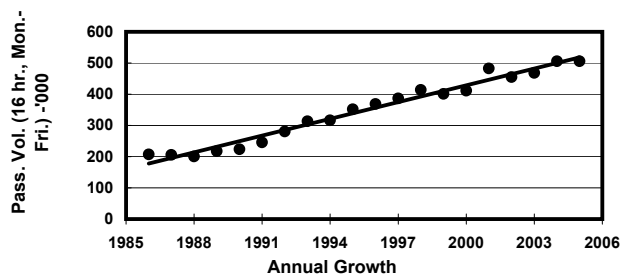
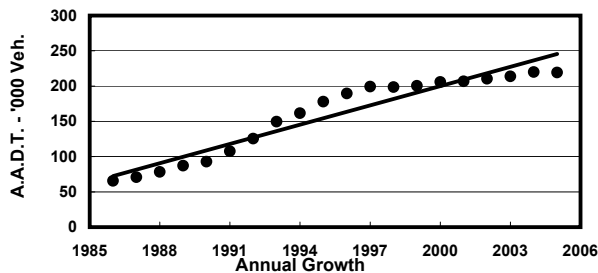
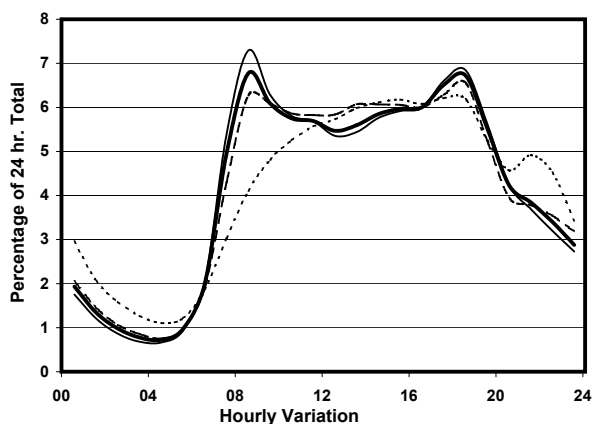
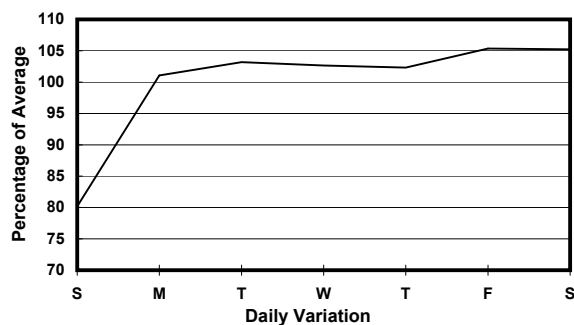
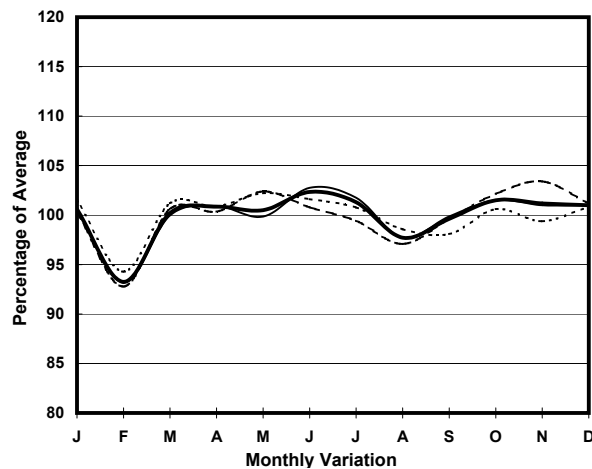
Location

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



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

## 2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

### Parameter

#### SOUTH BOUND

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
A.A.D.T.	108920	112830	115800	89860
R 12 / 24 - %	71.7	72.8	71.5	65.7
R 16 / 24 - %	88.3	88.9	87.8	85
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	7670	8570	7740	4300
T - % (AM)	-	25.4	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	7350	7650	7710	5990
T - % (PM)	-	22	-	-
Prop.of commercial vehicles - 16 hr.	-	27.3	-	-

#### NORTH BOUND

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
A.A.D.T.	110270	114920	117290	87450
R 12 / 24 - %	71	72	70.9	64.8
R 16 / 24 - %	88.5	89.3	87.6	84
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	7180	8040	6890	4240
T - % (AM)	-	24.8	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	7390	7940	7580	5220
T - % (PM)	-	25.6	-	-
Prop.of commercial vehicles - 16 hr.	-	27.6	-	-

## 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	1.7	35.8	7.2	1.4	4.7	20.4	22.6	4.5	0.2	1.5
	Ocp	1.2	1.4	1.9	4.1	12.1	1.7	1.1	21.9	23.0	37.3
0800-0900 Peak Hour	Pro	1.3	45.7	6.5	1.1	3.1	17.2	20.0	3.9	0.1	1.0
	Ocp	1.0	1.4	1.7	5.0	12.0	1.6	1.2	17.5	23.9	33.0
0900-1000	Pro	1.4	42.2	5.4	1.0	2.7	20.1	23.1	2.7	0.1	1.2
	Ocp	1.0	1.4	1.8	3.0	10.0	1.5	1.1	15.1	15.7	19.0
1000-1100	Pro	0.8	33.6	4.9	1.0	2.8	23.9	29.6	2.2	0.1	1.1
	Ocp	1.0	1.4	1.7	3.4	9.1	1.5	1.1	14.7	11.2	15.1
1100-1200	Pro	0.8	35.1	4.8	1.1	3.3	24.3	26.7	2.6	0.1	1.3
	Ocp	1.0	1.5	1.8	3.2	9.1	1.5	1.2	14.1	19.3	18.8
1200-1300	Pro	0.8	33.6	5.4	1.6	3.0	22.7	29.1	2.3	0.1	1.3
	Ocp	1.0	1.5	1.7	4.7	9.3	1.5	1.1	14.8	16.6	16.0
1300-1400	Pro	0.9	34.5	5.0	1.0	2.9	23.4	28.4	2.5	0.1	1.3
	Ocp	1.0	1.5	1.8	3.6	9.5	1.6	1.1	13.0	20.0	16.9
1400-1500	Pro	1.1	34.1	4.8	1.5	3.0	25.1	26.7	2.4	0.1	1.2
	Ocp	1.1	1.5	1.7	2.9	8.9	1.5	1.2	15.3	18.1	17.3
1500-1600	Pro	1.0	35.1	4.7	1.3	2.6	23.3	27.5	3.2	0.2	1.2
	Ocp	1.0	1.5	1.9	4.2	9.6	1.5	1.2	16.7	12.9	18.8
1600-1700	Pro	1.0	36.1	4.9	1.4	2.6	23.6	25.8	3.0	0.1	1.4
	Ocp	1.2	1.5	1.7	2.9	10.4	1.5	1.1	14.3	20.1	20.7
1700-1800	Pro	1.7	39.8	4.8	1.3	3.0	23.5	21.4	3.2	0.2	1.3
	Ocp	1.1	1.4	1.9	4.8	12.6	1.6	1.1	16.4	23.5	29.1
1800-1900	Pro	1.8	48.9	4.6	1.1	2.7	17.0	18.8	3.7	0.1	1.2
	Ocp	1.1	1.5	1.9	4.8	12.6	1.5	1.2	18.8	32.0	33.6
1900-2000	Pro	1.2	55.8	5.5	0.7	3.8	13.5	14.2	3.9	0.1	1.3
	Ocp	1.0	1.5	2.0	2.5	12.5	1.5	1.1	15.4	18.1	27.3
2000-2100	Pro	1.4	53.5	7.8	0.5	4.1	9.8	18.2	3.0	0.2	1.6
	Ocp	1.1	1.5	1.8	1.6	9.7	1.5	1.1	17.7	16.4	17.2
2100-2200	Pro	1.7	51.8	9.3	0.5	4.2	11.1	17.0	2.4	0.2	1.9
	Ocp	1.1	1.5	1.9	2.7	9.0	1.5	1.2	19.0	12.1	15.4
2200-2300	Pro	1.6	60.4	10.5	0.6	3.9	7.0	11.8	1.8	0.2	2.2
	Ocp	1.1	1.5	1.7	2.9	8.5	1.4	1.1	19.5	13.4	11.3
16 hours	Pro	1.3	41.5	5.7	1.1	3.2	19.8	22.9	3.0	0.1	1.3
	Ocp	1.1	1.5	1.8	3.8	10.5	1.5	1.1	16.7	18.9	22.2

**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