

YEAR 2009

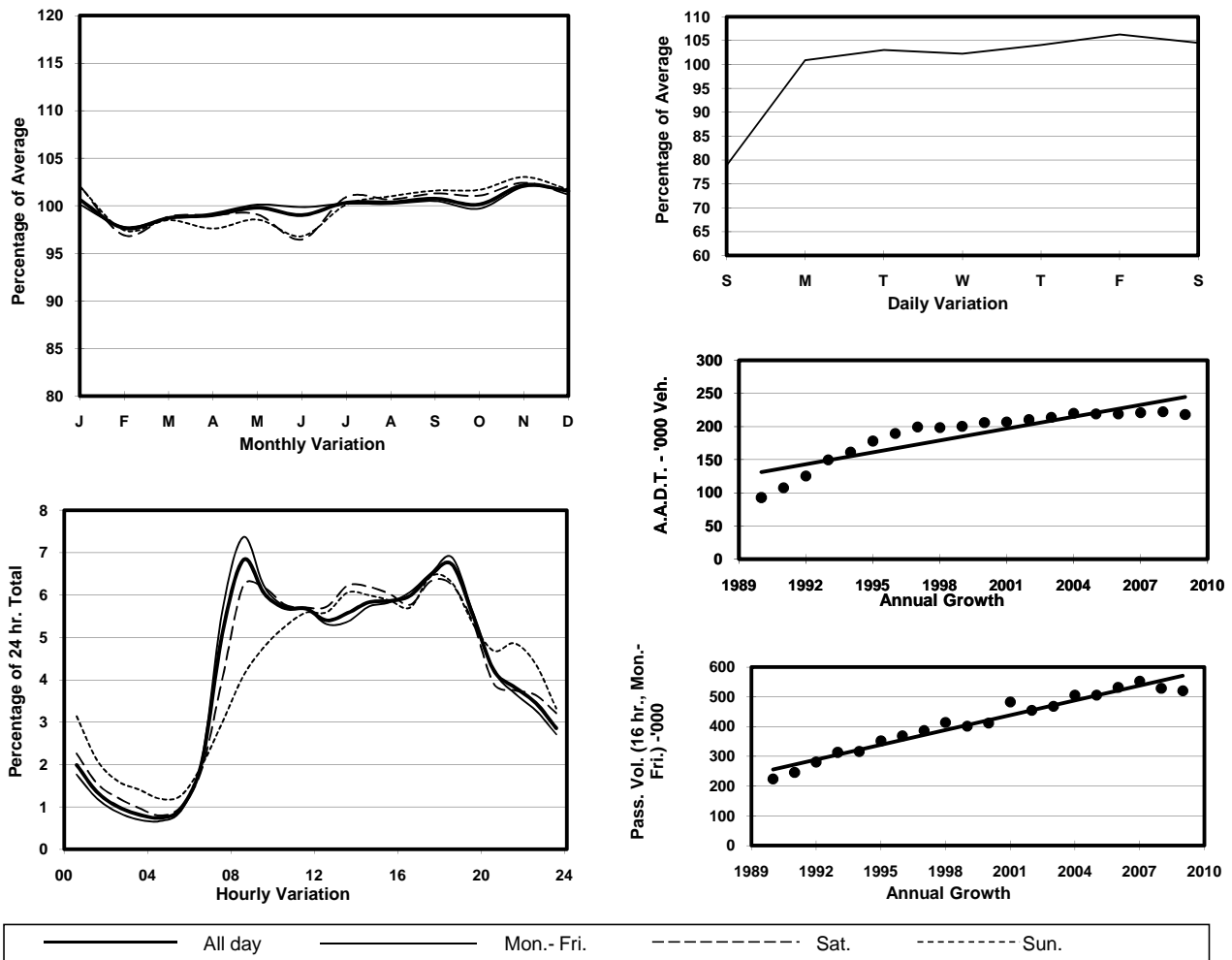
Location

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.	107900	112530	113780	87590
R 12 / 24 - %	71.6	72.7	70.9	65.3
R 16 / 24 - %	88	88.8	87	84.3
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	7600	8540	7500	4320
T - % (AM)	-	20.4	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	7240	7600	7310	5960
T - % (PM)	-	19	-	-
Prop.of commercial vehicles - 16 hr.	-	23.2	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	110030	115210	116750	86360
R 12 / 24 - %	70.8	71.9	70	64.2
R 16 / 24 - %	88.4	89.4	87.3	83.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	7280	8240	7120	4000
T - % (AM)	-	20.7	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	7410	8080	7440	5410
T - % (PM)	-	17	-	-
Prop.of commercial vehicles - 16 hr.	-	22.9	-	-

## 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	1.6	39.1	8.2	0.8	5.0	21.8	17.6	4.2	0.2	1.6
	Ocp	1.1	1.5	1.9	5.7	12.0	1.6	1.2	20.1	27.4	46.4
0800-0900 Peak Hour	Pro	0.9	50.5	6.2	0.9	3.2	17.7	15.8	3.5	0.1	1.1
	Ocp	1.0	1.4	1.8	4.3	12.4	1.6	1.2	19.8	29.4	42.5
0900-1000	Pro	0.8	44.0	6.0	1.1	3.2	21.5	19.3	2.9	0.1	1.1
	Ocp	1.1	1.3	1.7	2.1	10.5	1.5	1.2	13.4	20.9	23.7
1000-1100	Pro	0.8	33.3	6.2	1.0	3.6	26.7	24.6	2.5	0.1	1.3
	Ocp	1.0	1.4	1.7	2.0	9.0	1.4	1.2	13.2	14.6	20.4
1100-1200	Pro	0.8	36.9	5.3	0.8	3.8	25.0	23.7	2.3	0.1	1.3
	Ocp	1.1	1.4	1.8	1.8	8.8	1.5	1.2	14.6	17.3	20.6
1200-1300	Pro	0.9	37.3	7.1	1.4	3.1	22.3	23.9	2.4	0.1	1.4
	Ocp	1.1	1.5	1.7	4.3	9.6	1.5	1.2	14.4	17.7	20.4
1300-1400	Pro	1.4	35.2	5.3	0.6	3.2	25.4	25.3	2.3	0.1	1.2
	Ocp	1.0	1.5	1.7	2.3	9.8	1.5	1.2	13.4	13.1	21.3
1400-1500	Pro	0.9	36.9	5.2	1.1	3.1	25.1	23.8	2.5	0.1	1.1
	Ocp	1.0	1.5	1.8	2.3	9.9	1.5	1.2	11.4	19.3	20.9
1500-1600	Pro	1.5	37.8	4.9	1.6	2.8	25.7	21.0	3.4	0.1	1.2
	Ocp	1.0	1.4	1.7	3.5	10.1	1.5	1.2	15.5	13.0	21.1
1600-1700	Pro	1.2	38.4	5.6	1.6	2.8	26.0	20.1	3.1	0.1	1.2
	Ocp	1.2	1.5	1.7	3.9	11.1	1.5	1.2	16.1	17.6	27.2
1700-1800	Pro	2.1	41.4	6.6	1.4	3.1	23.8	16.9	3.4	0.2	1.2
	Ocp	1.0	1.4	1.8	2.9	12.5	1.6	1.1	13.4	22.2	34.0
1800-1900	Pro	1.8	52.8	7.1	0.6	3.3	16.5	13.1	3.7	0.1	1.1
	Ocp	1.1	1.4	1.9	2.7	14.3	1.5	1.1	22.0	28.7	43.0
1900-2000	Pro	2.1	58.4	5.9	0.3	3.6	12.9	12.3	3.3	0.1	1.1
	Ocp	1.1	1.5	1.8	1.8	11.7	1.4	1.1	14.9	24.8	34.4
2000-2100	Pro	1.3	56.8	8.9	0.1	4.7	9.5	13.9	3.0	0.1	1.5
	Ocp	1.0	1.4	1.8	1.3	9.8	1.4	1.1	15.1	19.8	23.9
2100-2200	Pro	1.9	54.2	9.7	0.5	4.5	10.6	13.6	3.1	0.2	1.7
	Ocp	1.1	1.5	1.7	2.3	9.6	1.5	1.1	15.8	14.6	16.1
2200-2300	Pro	1.3	59.4	11.2	0.4	4.9	9.0	9.6	2.1	0.2	1.8
	Ocp	1.0	1.4	1.7	2.2	9.4	1.4	1.1	14.0	9.4	15.0
16 hours	Pro	1.3	43.9	6.6	0.9	3.5	20.6	18.7	3.0	0.1	1.3
	Ocp	1.1	1.4	1.8	3.2	10.8	1.5	1.2	16.0	20.2	27.7

**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