YEAR 2011

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.
SOUTH BOUND				
A.A.D.T.	113490	117240	122240	93810
R 12 / 24 - %	71.5	72.8	70.3	65.3
R 16 / 24 - %	87.9	88.7	86.7	84.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	7650	8520	8080	4570
T - % (AM)	-	20.2	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	7560	7830	7750	6520
T - % (PM)	-	17.1	-	-
Prop.of commercial vehicles - 16 hr.	-	22.2	-	-
NORTH BOUND				
A.A.D.T.	117890	122640	125460	94580
R 12 / 24 - %	70.3	71.5	69.2	64.1
R 16 / 24 - %	88.2	89.2	86.8	83.4
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	7520	8520	7500	4350
T - % (AM)	-	19.9	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	7990	8590	8060	6150
T - % (PM)	-	15.3	-	-
Prop.of commercial vehicles - 16 hr.	-	21.6	-	-

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	2.4	40.2	8.3	1.1	4.1	21.7	16.7	4.0	0.1	1.4
	Ocp	1.1	1.5	2.0	7.0	12.9	1.6	1.1	19.3	26.1	50.9
0800-0900	Pro	0.9	48.6	8.0	0.8	3.1	18.4	15.6	3.5	0.1	1.0
Peak Hour	Ocp	1.0	1.4	1.8	5.6	12.8	1.5	1.2	20.1	21.0	44.0
0900-1000	Pro	0.7	43.0	7.0	1.3	3.3	23.2	17.6	2.8	0.1	1.0
	Ocp	1.1	1.4	1.8	2.4	10.4	1.4	1.2	11.9	20.3	28.4
1000-1100	Pro	1.1	36.3	6.7	0.7	3.2	25.5	22.8	2.5	0.1	1.2
	Ocp	1.1	1.4	2.0	2.1	8.3	1.5	1.2	16.2	20.4	23.8
1100-1200	Pro	0.8	34.1	6.1	1.2	3.3	26.1	24.3	2.9	0.1	1.2
	Ocp	1.0	1.4	1.8	2.8	9.0	1.4	1.2	14.6	14.8	22.3
1200-1300	Pro	1.7	37.4	6.6	1.7	2.8	24.4	21.8	2.4	0.1	1.2
	Ocp	1.0	1.5	1.8	3.7	10.1	1.4	1.2	15.7	16.3	21.7
1300-1400	Pro	0.8	37.3	6.9	1.1	3.0	24.3	23.1	2.1	0.1	1.2
	Ocp	1.2	1.5	1.9	2.3	9.8	1.5	1.2	12.6	15.1	22.0
1400-1500	Pro	0.8	37.4	7.4	0.6	2.3	26.8	22.0	1.5	0.1	1.1
	Ocp	1.0	1.5	1.8	2.5	10.2	1.5	1.2	11.3	15.0	20.6
1500-1600	Pro	1.0	37.2	6.6	1.1	2.3	27.3	20.7	2.5	0.1	1.2
	Ocp	1.0	1.5	1.9	3.2	10.2	1.5	1.2	15.2	12.6	22.0
1600-1700	Pro	1.2	38.5	7.1	1.2	2.6	26.2	19.1	2.9	0.1	1.2
	Ocp	1.1	1.5	1.8	3.6	9.9	1.5	1.2	12.4	17.7	25.9
1700-1800	Pro	1.8	42.0	6.5	1.2	2.6	24.6	16.9	3.2	0.1	1.1
	Ocp	1.1	1.5	1.9	3.2	12.9	1.6	1.1	11.0	28.8	34.1
1800-1900	Pro	1.4	55.7	8.8	0.3	2.8	14.8	12.3	2.8	0.1	1.2
	Ocp	1.1	1.5	2.1	2.2	15.4	1.5	1.1	19.3	29.7	45.3
1900-2000	Pro	1.5	57.7	7.9	0.3	3.3	13.9	11.2	2.9	0.1	1.1
	Ocp	1.1	1.5	2.0	1.6	12.8	1.4	1.1	19.7	26.7	42.9
2000-2100	Pro	1.5	55.5	10.8	0.2	4.2	10.3	13.2	2.8	0.1	1.5
	Ocp	1.1	1.5	1.8	1.3	11.0	1.5	1.1	13.8	22.4	28.2
2100-2200	Pro	1.6	53.2	11.6	0.3	4.1	11.3	13.9	2.3	0.1	1.8
	Ocp	1.1	1.5	1.8	1.5	9.2	1.4	1.1	16.7	23.1	18.0
2200-2300	Pro	1.5	57.1	13.9	0.5	4.5	8.3	10.3	2.1	0.1	1.8
	Ocp	1.2	1.5	1.8	2.4	9.3	1.4	1.1	14.5	17.5	15.4
16 hours	Pro	1.3	43.9	7.9	0.9	3.1	21.1	17.8	2.7	0.1	1.2
	Ocp	1.1	1.5	1.9	3.4	11.0	1.5	1.2	15.7	20.8	29.7

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