

YEAR 2012

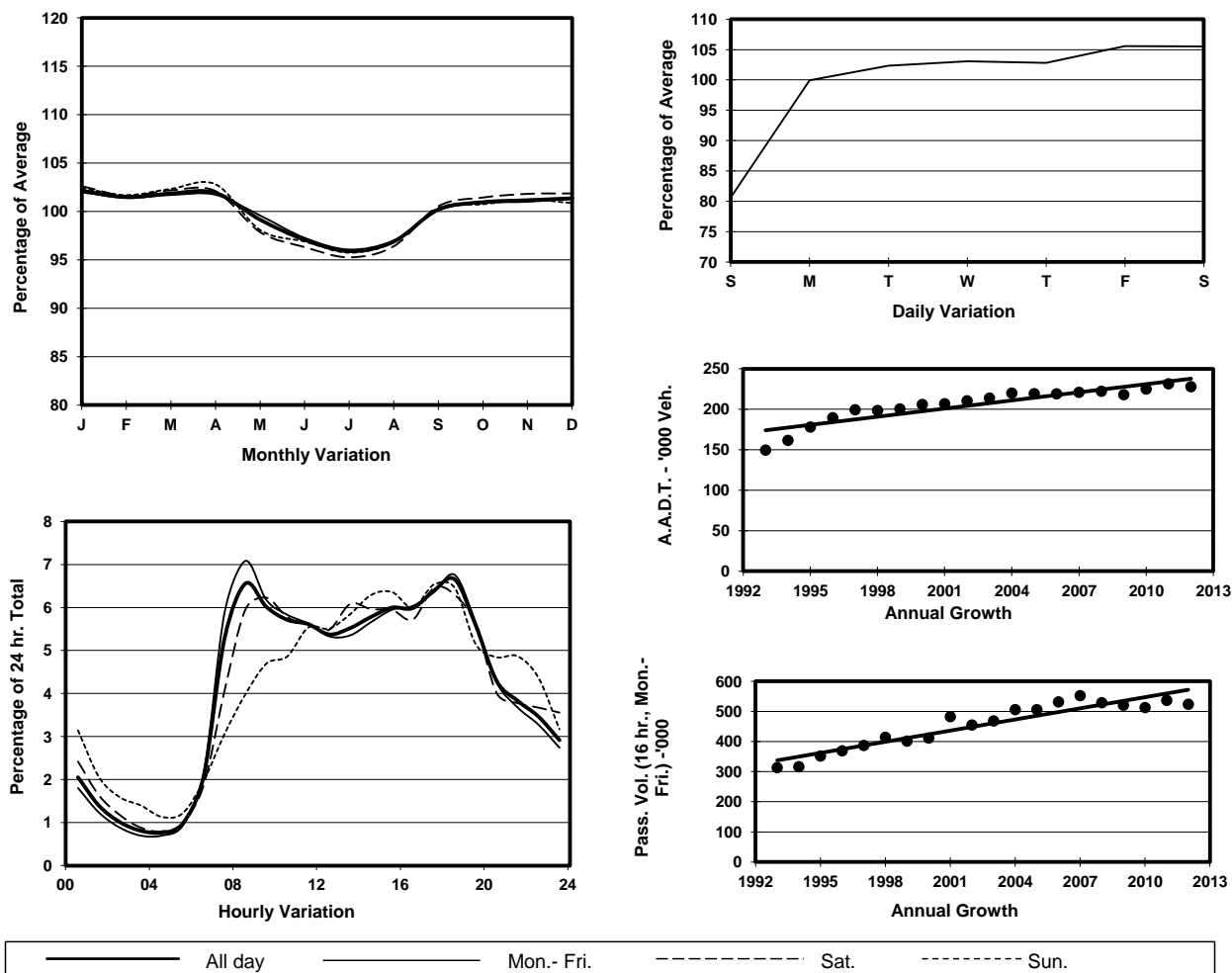
Location

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.	113100	116910	122050	93200
R 12 / 24 - %	71.5	72.7	70.1	65.8
R 16 / 24 - %	87.8	88.6	86.4	84.9
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	7630	8470	8050	4520
T - % (AM)	-	18.9	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	7520	7810	7810	6640
T - % (PM)	-	20.4	-	-
Prop.of commercial vehicles - 16 hr.	-	22.8	-	-
NORTH BOUND				
A.A.D.T.	114740	119510	120680	93150
R 12 / 24 - %	70.2	71.3	69.1	64.4
R 16 / 24 - %	88.2	89.2	86.9	83.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	7310	8280	7080	4230
T - % (AM)	-	22.4	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	7630	8160	7870	6130
T - % (PM)	-	17.6	-	-
Prop.of commercial vehicles - 16 hr.	-	22.3	-	-

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	2.0	40.3	8.8	1.2	4.3	20.5	16.8	4.4	0.1	1.6
	Ocp	1.1	1.5	2.0	8.3	13.1	1.6	1.1	19.6	27.1	45.7
0800-0900 Peak Hour	Pro	1.4	49.5	8.1	1.0	2.5	16.9	16.1	3.3	0.1	1.1
	Ocp	1.1	1.4	1.9	4.4	13.1	1.6	1.2	18.6	34.0	42.3
0900-1000	Pro	1.2	42.2	8.3	1.0	2.6	22.0	18.9	2.7	0.1	1.1
	Ocp	1.0	1.4	1.7	2.4	10.8	1.5	1.2	13.1	27.7	28.3
1000-1100	Pro	0.4	36.1	7.5	0.5	2.5	25.4	23.6	2.7	0.1	1.2
	Ocp	1.0	1.4	1.9	2.4	10.0	1.4	1.2	14.4	20.0	20.2
1100-1200	Pro	0.8	35.4	5.8	0.9	3.2	26.0	23.7	2.9	0.1	1.2
	Ocp	1.0	1.4	2.0	2.1	9.5	1.4	1.2	15.4	23.3	20.2
1200-1300	Pro	1.0	37.3	8.2	1.3	2.5	22.7	23.5	2.3	0.1	1.2
	Ocp	1.1	1.4	2.0	3.8	10.3	1.5	1.2	10.0	18.5	19.5
1300-1400	Pro	0.6	38.8	6.7	0.6	2.8	23.1	23.6	2.4	0.1	1.2
	Ocp	1.1	1.5	2.0	2.4	10.4	1.5	1.2	12.5	15.3	20.7
1400-1500	Pro	0.8	35.8	8.6	1.0	2.2	27.3	20.9	2.0	0.1	1.2
	Ocp	1.0	1.5	1.9	2.7	11.2	1.4	1.2	17.3	14.8	18.5
1500-1600	Pro	1.3	37.6	7.2	1.0	2.4	24.7	22.0	2.6	0.1	1.2
	Ocp	1.0	1.5	1.8	5.4	10.8	1.4	1.2	13.8	15.1	20.3
1600-1700	Pro	1.1	40.3	8.1	1.2	2.3	23.8	19.1	2.8	0.1	1.2
	Ocp	1.1	1.5	1.9	4.1	11.8	1.5	1.1	15.9	15.4	22.4
1700-1800	Pro	1.8	43.6	7.8	1.3	2.4	22.9	16.0	2.9	0.1	1.2
	Ocp	1.1	1.5	2.1	3.3	13.3	1.5	1.1	15.1	30.4	33.7
1800-1900	Pro	1.3	54.6	6.5	0.4	2.8	15.4	15.0	2.9	0.1	1.1
	Ocp	1.1	1.5	2.0	3.0	14.5	1.5	1.1	18.8	33.7	40.2
1900-2000	Pro	1.1	58.6	7.2	0.3	3.5	13.0	12.0	2.9	0.1	1.3
	Ocp	1.0	1.4	2.0	1.4	13.1	1.4	1.1	17.1	30.7	34.1
2000-2100	Pro	1.3	56.4	10.7	0.3	3.1	10.2	13.1	3.3	0.1	1.5
	Ocp	1.1	1.5	1.8	1.5	10.8	1.4	1.1	15.9	20.2	20.2
2100-2200	Pro	1.4	52.4	14.0	0.3	3.8	10.7	13.0	2.4	0.1	1.9
	Ocp	1.1	1.5	2.1	2.0	10.0	1.4	1.1	15.7	26.5	15.4
2200-2300	Pro	2.1	55.1	17.7	0.2	4.1	7.3	9.7	1.7	0.2	1.8
	Ocp	1.1	1.5	1.9	2.0	9.1	1.5	1.1	9.6	16.0	13.0
16 hours	Pro	1.2	44.2	8.4	0.8	2.9	20.1	18.2	2.8	0.1	1.3
	Ocp	1.1	1.5	1.9	3.8	11.6	1.5	1.1	15.8	23.4	26.7

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