

YEAR 2013

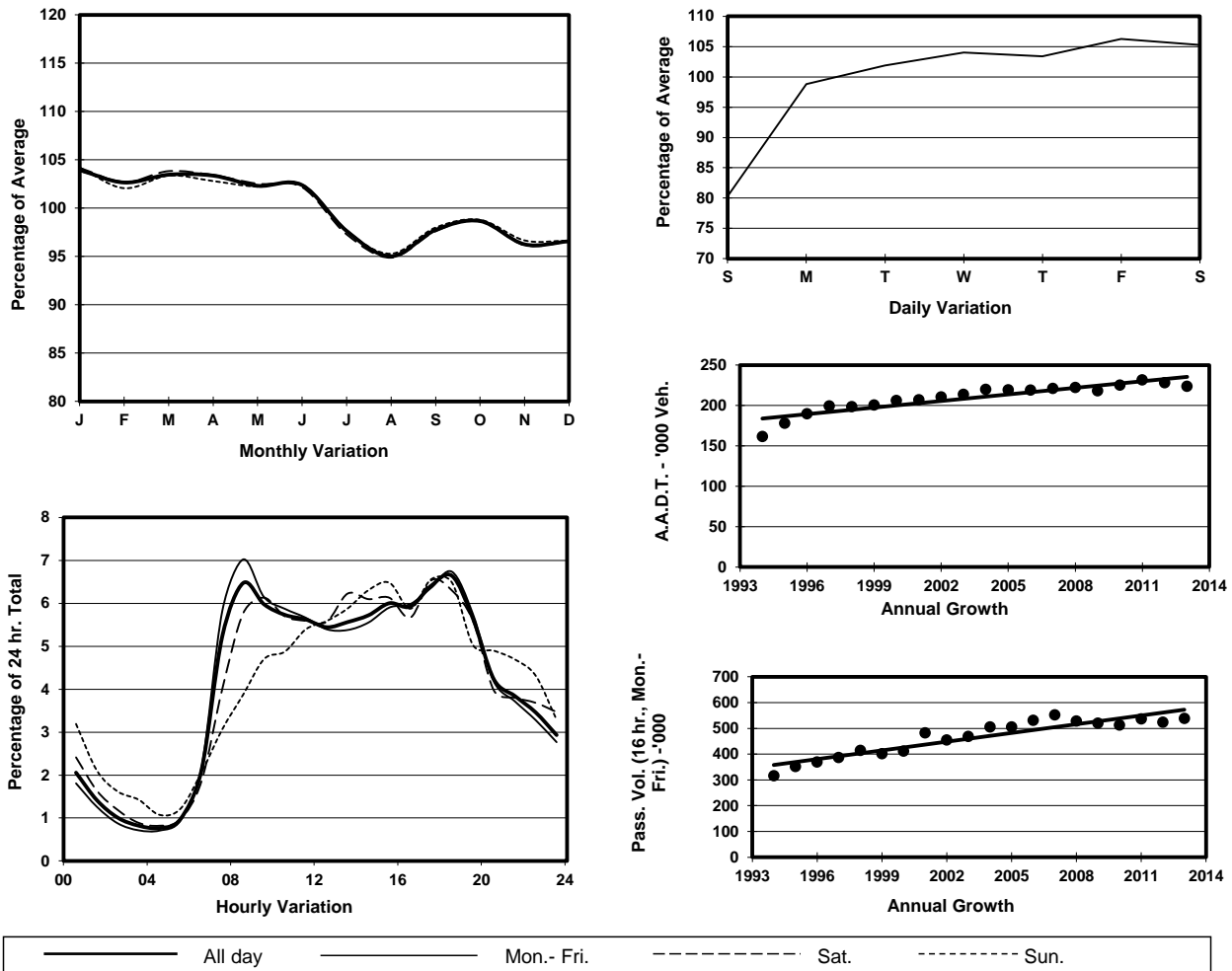
Location

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.	110490	114560	117880	90900
R 12 / 24 - %	71.3	72.5	70	65.8
R 16 / 24 - %	87.7	88.4	86.5	84.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	7290	8110	7560	4350
T - % (AM)	-	18.5	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	7290	7550	7580	6560
T - % (PM)	-	16.5	-	-
Prop.of commercial vehicles - 16 hr.	-	21.1	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	113070	117800	119760	90990
R 12 / 24 - %	70.2	71.2	69.5	64.4
R 16 / 24 - %	88.1	89.1	87	83.4
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	7190	8210	7010	4200
T - % (AM)	-	18.5	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	7550	8100	7950	6020
T - % (PM)	-	16.3	-	-
Prop.of commercial vehicles - 16 hr.	-	21.1	-	-

## 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	2.1	45.8	8.1	1.3	4.4	19.3	13.1	4.3	0.1	1.6
	Ocp	1.0	1.6	1.9	6.6	13.0	1.7	1.1	21.3	17.3	47.7
0800-0900 Peak Hour	Pro	1.5	50.0	7.9	0.8	2.9	18.4	14.1	3.3	0.1	1.1
	Ocp	1.0	1.4	2.0	6.7	12.8	1.6	1.2	16.7	27.0	44.9
0900-1000	Pro	0.8	43.4	7.9	0.9	3.0	22.0	17.2	3.6	0.1	1.2
	Ocp	1.1	1.4	1.9	2.7	10.6	1.4	1.2	9.9	9.8	27.3
1000-1100	Pro	0.8	38.0	6.5	0.7	2.9	25.4	20.7	3.6	0.1	1.3
	Ocp	1.0	1.4	1.8	2.3	9.7	1.5	1.2	15.1	11.3	25.2
1100-1200	Pro	0.9	37.1	7.4	0.7	3.3	24.6	22.0	2.7	0.1	1.2
	Ocp	1.0	1.4	1.9	4.6	9.7	1.4	1.2	13.4	12.9	27.9
1200-1300	Pro	1.3	38.8	8.3	1.0	3.4	21.6	21.0	3.2	0.1	1.4
	Ocp	1.0	1.5	1.7	4.3	10.0	1.4	1.2	17.5	9.0	26.7
1300-1400	Pro	1.0	39.1	7.4	0.9	3.1	23.5	20.1	3.6	0.1	1.3
	Ocp	1.0	1.5	2.0	2.8	10.0	1.4	1.2	19.7	5.8	29.5
1400-1500	Pro	1.1	40.2	7.2	0.8	2.2	23.9	21.0	2.1	0.1	1.3
	Ocp	1.0	1.5	1.9	3.0	11.2	1.4	1.2	14.6	12.5	20.3
1500-1600	Pro	0.9	39.8	7.6	1.1	2.2	24.0	20.5	2.8	0.1	1.1
	Ocp	1.0	1.5	1.8	3.6	9.6	1.4	1.2	14.2	4.0	24.1
1600-1700	Pro	1.1	41.7	6.9	1.4	2.4	23.4	18.8	3.0	0.1	1.2
	Ocp	1.0	1.5	1.9	3.6	11.1	1.5	1.2	13.9	11.8	27.3
1700-1800	Pro	2.2	43.2	8.3	0.9	2.3	23.3	15.8	2.7	0.1	1.3
	Ocp	1.1	1.5	2.2	1.9	13.2	1.6	1.2	11.1	22.2	33.6
1800-1900	Pro	2.0	55.4	8.5	0.4	3.0	14.5	12.4	2.7	0.1	1.1
	Ocp	1.1	1.5	2.3	1.4	15.1	1.5	1.2	19.0	43.8	46.3
1900-2000	Pro	1.7	58.5	9.5	0.2	3.1	11.2	11.4	3.2	0.1	1.1
	Ocp	1.1	1.5	2.1	3.6	13.4	1.3	1.1	18.5	26.8	42.2
2000-2100	Pro	1.7	57.1	11.0	0.1	3.7	9.6	12.1	3.2	0.1	1.4
	Ocp	1.0	1.4	1.9	1.0	11.3	1.3	1.1	12.5	10.3	32.2
2100-2200	Pro	1.7	55.0	12.4	0.6	4.4	9.2	11.9	3.0	0.1	1.7
	Ocp	1.2	1.4	2.0	1.7	9.7	1.4	1.1	14.5	16.1	26.9
2200-2300	Pro	1.9	58.7	15.0	0.4	4.0	6.9	9.8	1.7	0.1	1.5
	Ocp	1.2	1.5	1.9	2.0	9.7	1.3	1.1	11.0	14.0	19.9
16 hours	Pro	1.4	45.8	8.4	0.8	3.1	19.5	16.6	3.1	0.1	1.3
	Ocp	1.1	1.5	2.0	3.7	11.4	1.5	1.2	15.6	16.1	32.1

**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