

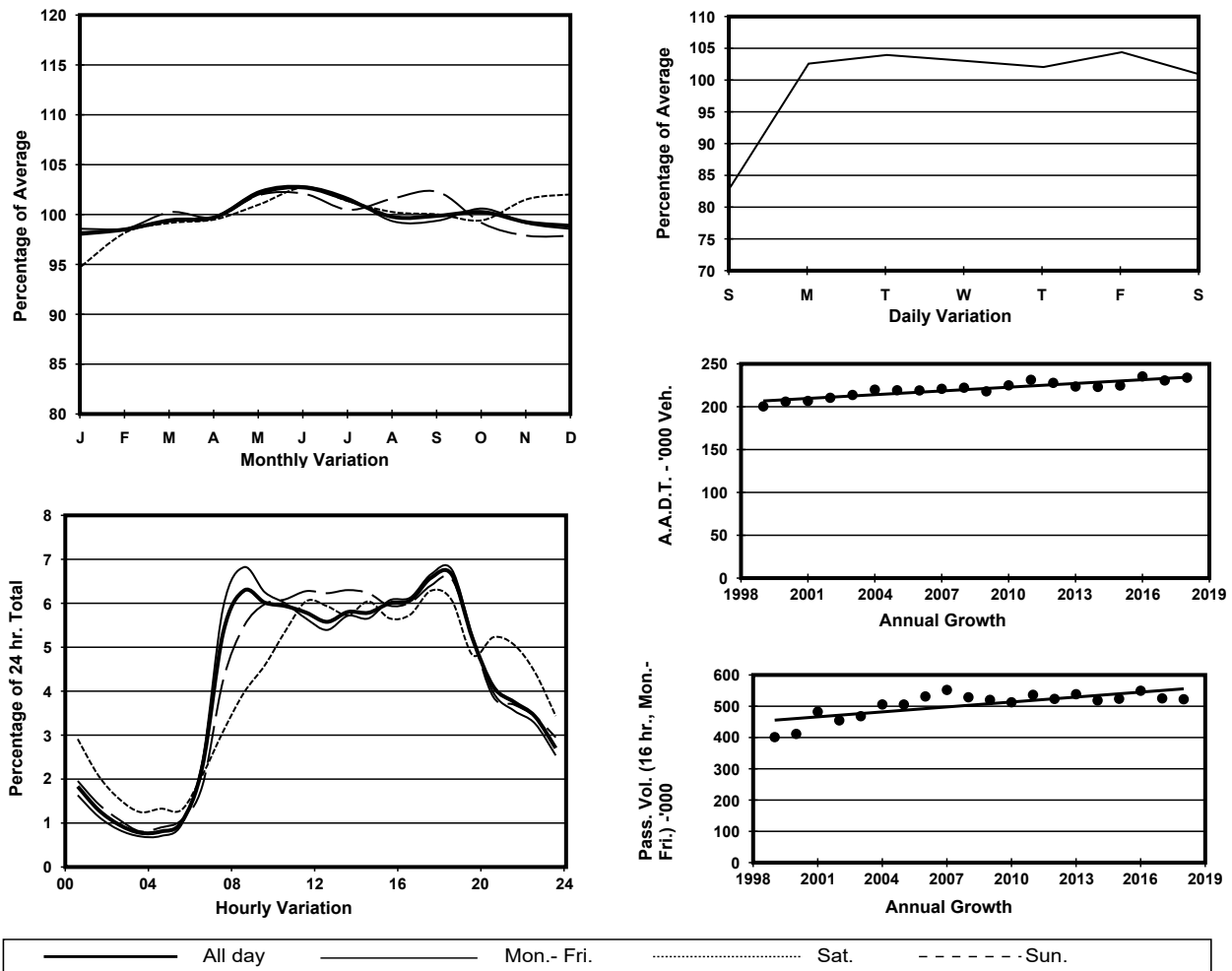
YEAR 2018

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.	120360	124780	121580	104840
R 12 / 24 - %	72.2	73.4	72	65.2
R 16 / 24 - %	87.8	88.5	87.3	84.4
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	7490	8350	7310	4940
T - % (AM)	-	17.5	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	8150	8640	7750	7060
T - % (PM)	-	12.1	-	-
Prop.of commercial vehicles - 16 hr.	-	19.3	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	113520	118810	116660	91300
R 12 / 24 - %	71.5	72.6	71.5	63.7
R 16 / 24 - %	88.8	89.7	88.7	83.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	7220	8260	6950	4060
T - % (AM)	-	16.4	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1600-1700
One-way flow at PM peak hour	7530	8080	7910	5670
T - % (PM)	-	17	-	-
Prop.of commercial vehicles - 16 hr.	-	20.1	-	-

## 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	2.8	49.2	7.1	1.2	2.8	17.7	13.6	4.1	0.1	1.4
	Ocp	1.1	1.5	2.0	8.2	12.3	1.5	1.1	22.9	27.8	49.4
0800-0900 Peak Hour	Pro	1.7	52.0	8.2	0.9	2.2	18.0	12.6	3.4	0.1	0.9
	Ocp	1.0	1.3	2.1	4.1	12.0	1.5	1.2	14.9	29.4	47.6
0900-1000	Pro	1.3	44.0	8.4	0.9	2.1	21.9	17.5	2.8	0.1	1.0
	Ocp	1.0	1.4	1.8	2.3	11.4	1.5	1.2	11.5	17.2	30.1
1000-1100	Pro	1.0	40.2	7.5	0.4	2.3	24.3	20.8	2.3	0.1	1.2
	Ocp	1.1	1.4	1.9	2.2	10.5	1.4	1.2	16.1	26.0	24.9
1100-1200	Pro	0.8	39.3	6.5	0.8	2.3	25.4	21.4	2.2	0.1	1.3
	Ocp	1.0	1.4	1.9	2.6	9.3	1.4	1.2	15.9	18.0	25.7
1200-1300	Pro	0.8	39.6	8.7	1.2	2.5	21.7	22.1	2.1	0.1	1.3
	Ocp	1.0	1.4	1.9	5.6	10.2	1.4	1.1	16.0	19.3	23.0
1300-1400	Pro	0.9	40.2	8.5	0.6	2.8	23.3	20.5	2.0	0.1	1.2
	Ocp	1.0	1.4	1.9	1.8	9.9	1.4	1.1	11.8	9.8	25.3
1400-1500	Pro	1.1	39.4	8.4	0.6	2.1	22.7	22.8	1.6	0.1	1.2
	Ocp	1.0	1.4	1.8	2.2	10.7	1.4	1.2	11.6	14.4	22.9
1500-1600	Pro	0.9	42.0	7.7	0.9	1.8	23.6	19.5	2.6	0.1	1.1
	Ocp	1.1	1.4	1.9	3.2	11.3	1.4	1.2	11.0	17.8	26.0
1600-1700	Pro	1.2	41.4	7.7	1.5	2.3	23.9	18.5	2.2	0.1	1.2
	Ocp	1.0	1.4	1.9	4.2	11.7	1.5	1.2	18.5	32.9	31.0
1700-1800	Pro	2.2	46.7	7.8	1.0	2.1	22.7	14.2	2.1	0.1	1.1
	Ocp	1.1	1.4	2.0	1.9	13.6	1.4	1.1	15.3	22.2	46.7
1800-1900	Pro	2.1	59.6	7.9	0.4	2.2	15.3	9.0	2.4	0.1	0.9
	Ocp	1.0	1.4	1.9	2.6	15.1	1.3	1.1	19.2	26.9	51.9
1900-2000	Pro	1.6	63.0	9.3	0.1	2.5	10.6	8.9	2.7	0.1	1.3
	Ocp	1.1	1.4	2.0	1.4	11.3	1.3	1.1	17.3	18.7	42.9
2000-2100	Pro	1.5	61.1	11.1	0.1	3.3	9.3	9.1	2.8	0.1	1.6
	Ocp	1.1	1.3	1.9	1.5	10.8	1.2	1.0	14.4	7.3	28.9
2100-2200	Pro	1.9	59.0	12.5	0.1	3.4	9.0	10.2	2.1	0.1	1.5
	Ocp	1.2	1.4	2.1	2.0	10.0	1.2	1.1	10.1	20.2	29.7
2200-2300	Pro	1.8	60.0	15.1	0.1	2.9	10.2	6.7	1.7	0.1	1.5
	Ocp	1.2	1.4	1.9	1.4	11.0	1.3	1.1	15.4	18.1	29.7
16 hours	Pro	1.5	47.7	8.5	0.7	2.4	19.5	15.9	2.5	0.1	1.2
	Ocp	1.1	1.4	1.9	3.7	11.4	1.4	1.2	15.6	20.7	33.7

#### Legend

**Pro.** Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)\*

**Ocp.** Average occupancy of vehicles including both driver and passengers\*

**M&H** Medium and Heavy

**\*** All traffic data are collected from combined bounds except for one way traffic