

YEAR 2021

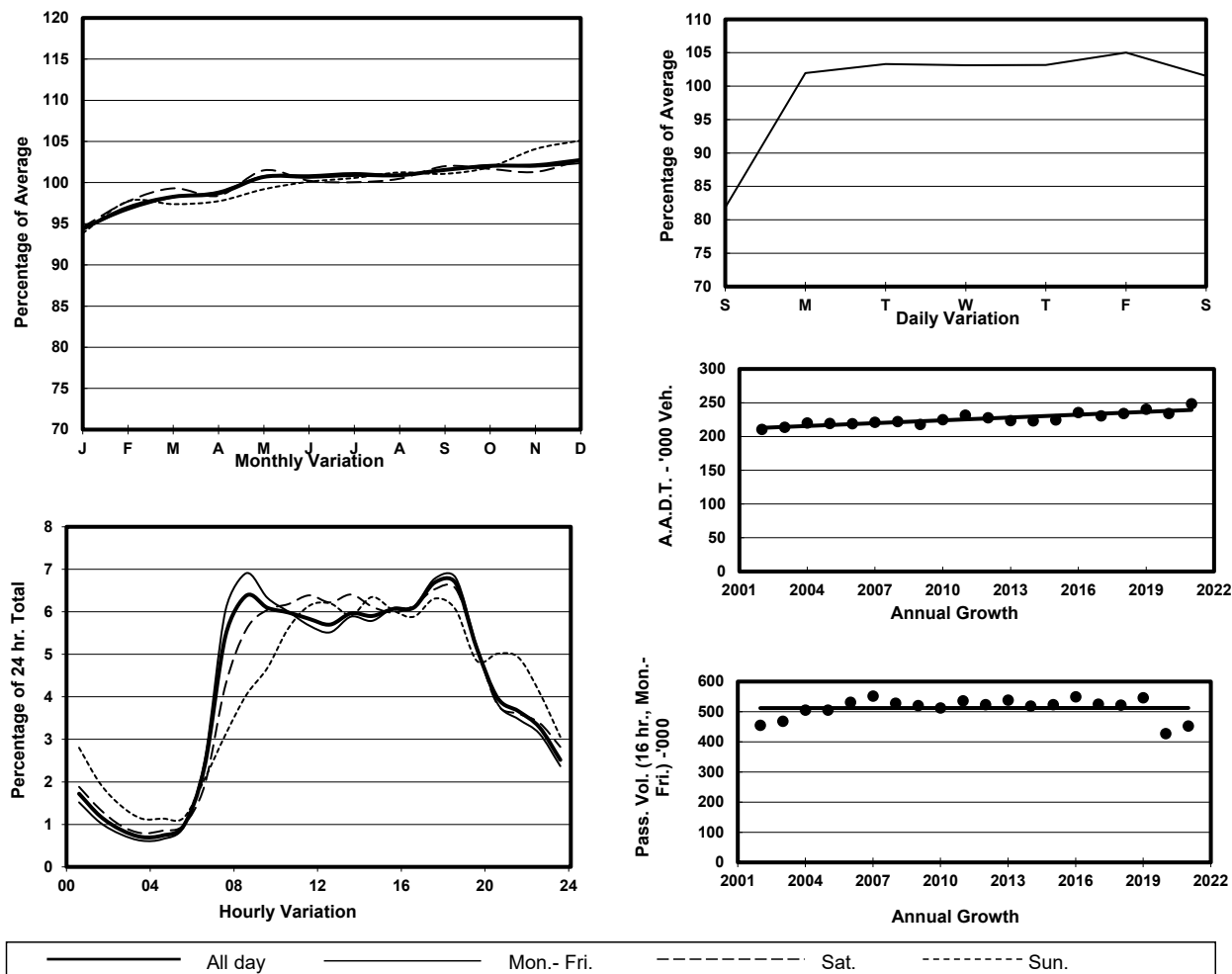
Location

Screenline T-T(North end of Tai Po & Yuen Long)

Stations on Cordon/Screenline

5003, 5016, 5041, 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.	125840	130780	127740	107930
R 12 / 24 - %	73.1	74.2	72.9	66.6
R 16 / 24 - %	88.3	89	87.8	85.2
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	8010	8940	7660	5130
T - % (AM)	-	17.4	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	8590	9140	8340	7110
T - % (PM)	-	9.1	-	-
Prop.of commercial vehicles - 16 hr.	-	17.5	-	-
NORTH BOUND				
A.A.D.T.	122550	128520	126760	96990
R 12 / 24 - %	72.6	73.7	72	66
R 16 / 24 - %	89.5	90.2	89	85.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	7850	8980	7730	4460
T - % (AM)	-	16.1	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1600-1700
One-way flow at PM peak hour	8240	8830	8520	6100
T - % (PM)	-	14.3	-	-
Prop.of commercial vehicles - 16 hr.	-	18.8	-	-

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	3.5	50.3	8.4	1.1	2.4	17.7	12.9	2.2	0.1	1.3
	Ocp	1.1	1.3	2.0	7.5	13.5	1.3	1.2	12.9	1.0	42.7
0800-0900 Peak Hour	Pro	2.0	53.4	7.4	0.9	1.5	17.9	14.0	2.0	0.1	0.8
	Ocp	1.0	1.3	2.0	4.3	13.0	1.4	1.2	18.2	1.0	43.1
0900-1000	Pro	1.5	44.1	8.5	0.8	1.7	24.0	17.3	1.2	0.0	0.9
	Ocp	1.1	1.4	1.8	2.5	11.1	1.4	1.2	10.6	0.0	23.5
1000-1100	Pro	1.2	39.7	7.1	0.4	1.8	25.3	22.6	0.9	0.0	1.0
	Ocp	1.1	1.4	1.9	2.2	9.1	1.3	1.2	6.9	0.0	18.9
1100-1200	Pro	1.4	37.1	6.8	0.8	1.7	25.8	24.3	1.0	0.0	1.0
	Ocp	1.1	1.4	2.0	2.2	9.5	1.4	1.2	6.4	0.0	19.6
1200-1300	Pro	1.9	44.2	7.0	1.2	1.8	22.3	19.5	1.0	0.0	1.0
	Ocp	1.1	1.4	1.9	4.9	9.5	1.3	1.2	7.8	0.0	20.4
1300-1400	Pro	1.4	43.3	7.6	0.9	1.8	23.0	19.7	1.3	0.0	1.0
	Ocp	1.1	1.4	2.0	4.4	8.8	1.4	1.2	7.9	0.0	24.4
1400-1500	Pro	1.6	40.5	6.7	1.2	1.6	24.5	22.0	0.9	0.0	1.0
	Ocp	1.1	1.4	1.9	2.1	12.3	1.4	1.2	8.8	0.0	22.9
1500-1600	Pro	1.5	42.8	7.1	0.8	1.6	24.6	19.2	1.3	0.1	1.0
	Ocp	1.1	1.4	1.8	3.4	8.8	1.3	1.2	7.3	1.0	20.3
1600-1700	Pro	2.0	42.6	6.9	1.2	1.8	25.0	18.4	0.9	0.1	1.1
	Ocp	1.1	1.4	1.7	2.5	10.9	1.3	1.1	11.6	1.0	23.8
1700-1800	Pro	3.2	51.3	7.4	0.6	1.5	21.8	11.8	1.4	0.1	1.0
	Ocp	1.1	1.4	2.0	1.9	14.0	1.3	1.1	9.1	1.0	43.0
1800-1900	Pro	3.2	65.4	7.0	0.2	1.5	13.0	7.4	1.5	0.1	0.8
	Ocp	1.0	1.3	1.9	1.9	16.0	1.3	1.1	16.9	1.0	48.5
1900-2000	Pro	2.6	65.3	7.3	0.2	1.7	12.6	7.2	1.9	0.1	1.2
	Ocp	1.1	1.3	1.7	2.2	12.8	1.2	1.1	6.3	3.0	26.8
2000-2100	Pro	2.7	62.1	9.6	0.2	2.5	11.3	9.0	1.3	0.0	1.4
	Ocp	1.0	1.3	1.6	2.3	9.3	1.2	1.1	7.0	0.0	22.8
2100-2200	Pro	2.0	59.5	14.0	0.5	2.5	9.3	9.5	1.3	0.0	1.5
	Ocp	1.0	1.4	1.7	6.0	7.4	1.3	1.1	5.3	0.0	17.7
2200-2300	Pro	2.7	61.4	12.9	0.3	2.1	9.7	7.9	1.4	0.1	1.6
	Ocp	1.1	1.3	1.6	1.4	10.1	1.2	1.1	6.2	8.0	16.8
16 hours	Pro	2.2	49.4	7.9	0.7	1.8	20.0	15.6	1.4	0.1	1.1
	Ocp	1.1	1.4	1.9	3.6	11.1	1.3	1.2	10.3	1.6	27.7

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