

YEAR 2023

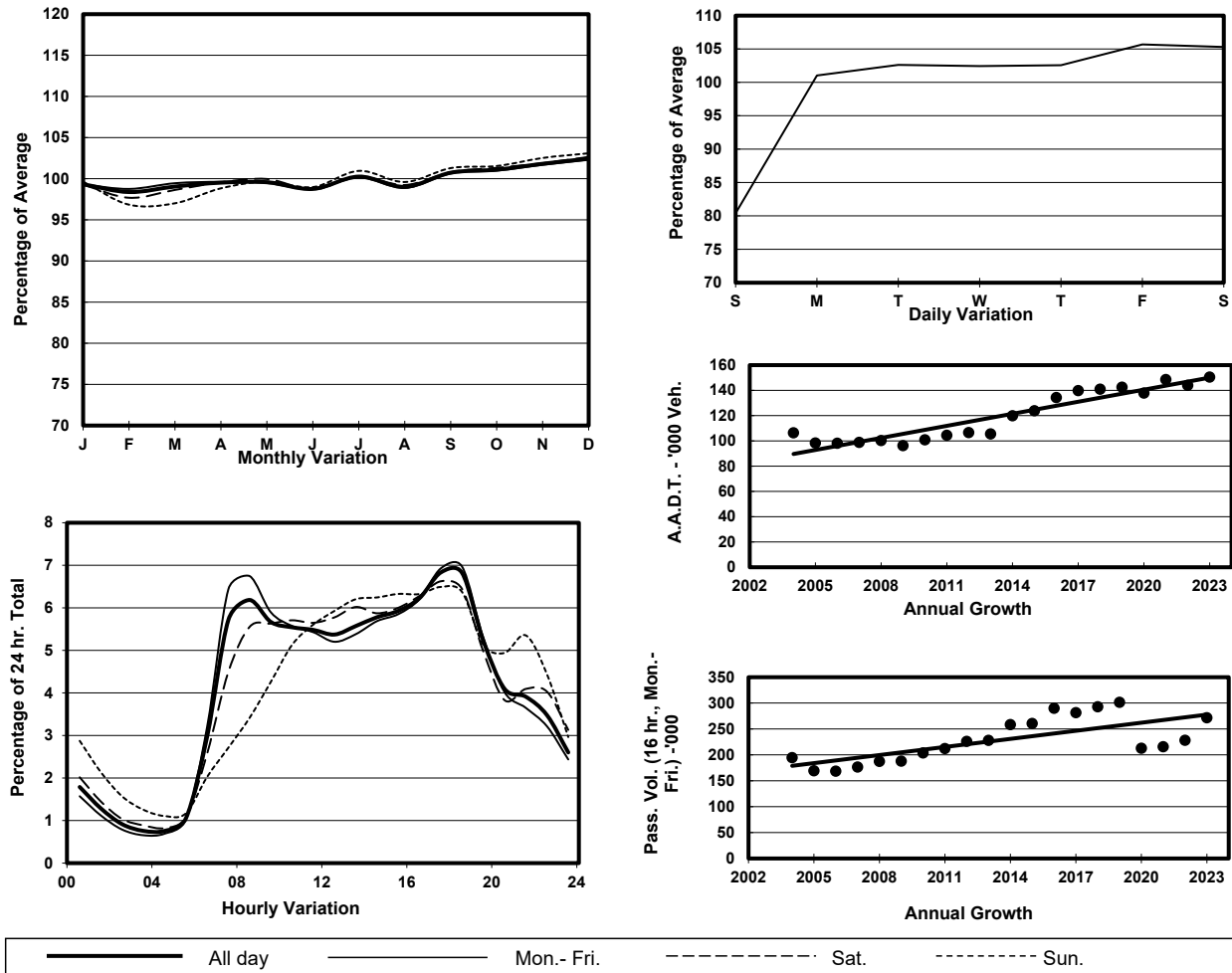
Location

Screenline Y-Y(Boundary between Tuen Mun & Yuen Long)

Stations on Cordon/Screenline

5025 and 6213

## 1. TRAFFIC FLOW VARIATION AND GROWTH



## 2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
<b>EAST BOUND</b>				
A.A.D.T.	75460	78490	80230	61490
R 12 / 24 - %	70.2	71.5	69.3	63.3
R 16 / 24 - %	88.8	89.6	87.6	85.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	4500	5170	4250	2340
T - % (AM)	-	21.9	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	5490	5860	5580	4170
T - % (PM)	-	9.7	-	-
Prop.of commercial vehicles - 16 hr.	-	19.1	-	-
<b>WEST BOUND</b>				
A.A.D.T.	75010	78010	80030	60950
R 12 / 24 - %	72.1	73.2	70.9	66.8
R 16 / 24 - %	86.9	87.4	86.4	84.5
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	4820	5610	4780	2880
T - % (AM)	-	20.7	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	4860	5110	5040	3800
T - % (PM)	-	12.5	-	-
Prop.of commercial vehicles - 16 hr.	-	18.3	-	-

## 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	4.4	44.4	9.3	1.1	1.0	18.6	16.0	3.3	0.1	1.8
	Ocp	1.1	1.3	2.1	9.4	16.0	1.3	1.1	5.3	19.0	29.4
0800-0900	Pro	2.5	46.8	8.9	0.7	1.1	20.7	15.8	2.2	0.1	1.2
	Ocp	1.1	1.2	2.1	7.2	17.2	1.4	1.1	7.8	7.8	25.1
0900-1000	Pro	1.8	38.9	9.5	0.5	1.0	23.7	20.7	2.1	0.1	1.8
	Ocp	1.0	1.3	2.0	2.4	15.3	1.3	1.2	7.7	6.1	15.5
1000-1100	Pro	1.7	31.8	12.0	1.1	0.7	28.0	22.1	1.3	0.1	1.3
	Ocp	1.0	1.4	1.9	1.7	15.5	1.3	1.1	6.1	9.0	18.6
1100-1200	Pro	1.4	34.8	11.7	1.3	0.9	25.0	22.2	1.5	0.1	1.2
	Ocp	1.0	1.4	1.9	1.9	15.6	1.4	1.1	7.7	12.5	21.0
1200-1300	Pro	1.7	36.4	10.4	1.1	1.0	23.9	22.3	1.9	0.1	1.2
	Ocp	1.0	1.4	2.0	4.3	11.7	1.4	1.1	6.3	13.8	17.3
1300-1400	Pro	1.4	36.2	11.3	0.6	0.9	24.9	22.3	1.1	0.1	1.1
	Ocp	1.0	1.5	1.9	3.7	13.1	1.4	1.1	5.4	12.7	20.1
1400-1500	Pro	1.6	34.3	11.5	0.8	0.9	25.8	22.2	1.7	0.1	1.1
	Ocp	1.1	1.5	1.9	1.9	14.7	1.4	1.1	8.7	11.9	21.4
1500-1600	Pro	2.4	36.0	11.7	0.9	0.8	26.3	18.8	1.9	0.1	1.1
	Ocp	1.0	1.4	1.8	4.9	14.9	1.4	1.1	10.7	10.0	20.6
1600-1700	Pro	2.3	40.0	9.5	1.4	0.8	24.5	18.2	2.0	0.1	1.3
	Ocp	1.1	1.4	2.0	4.7	17.8	1.4	1.1	9.1	16.0	24.0
1700-1800	Pro	3.8	47.6	9.3	1.3	1.2	22.2	11.2	2.1	0.1	1.2
	Ocp	1.1	1.4	2.0	2.1	18.0	1.4	1.0	11.8	15.1	31.6
1800-1900	Pro	4.0	59.8	9.1	0.6	1.3	15.5	7.0	1.7	0.1	1.1
	Ocp	1.1	1.4	2.0	3.2	17.8	1.3	1.1	11.7	17.7	36.6
1900-2000	Pro	3.0	61.9	12.5	0.1	1.2	11.9	4.8	3.0	0.1	1.6
	Ocp	1.2	1.3	2.0	2.0	15.8	1.3	1.1	4.9	18.3	21.8
2000-2100	Pro	2.5	61.5	15.9	0.2	1.0	10.8	4.2	1.6	0.1	2.3
	Ocp	1.1	1.4	1.9	1.7	17.5	1.3	1.1	5.5	8.6	15.2
2100-2200	Pro	2.8	62.2	16.5	0.0	1.5	9.5	4.7	0.9	0.1	1.8
	Ocp	1.2	1.4	1.9	0.0	14.1	1.3	1.0	3.9	10.2	16.8
2200-2300	Pro	4.0	59.8	18.1	0.1	1.2	9.6	5.0	0.6	0.1	1.5
	Ocp	1.1	1.4	1.9	2.0	14.0	1.3	1.0	5.2	8.0	13.2
16 hours	Pro	2.6	44.9	11.2	0.8	1.0	20.7	15.4	1.9	0.1	1.4
	Ocp	1.1	1.4	2.0	4.0	15.8	1.4	1.1	7.7	11.7	22.2

**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