

YEAR 2022

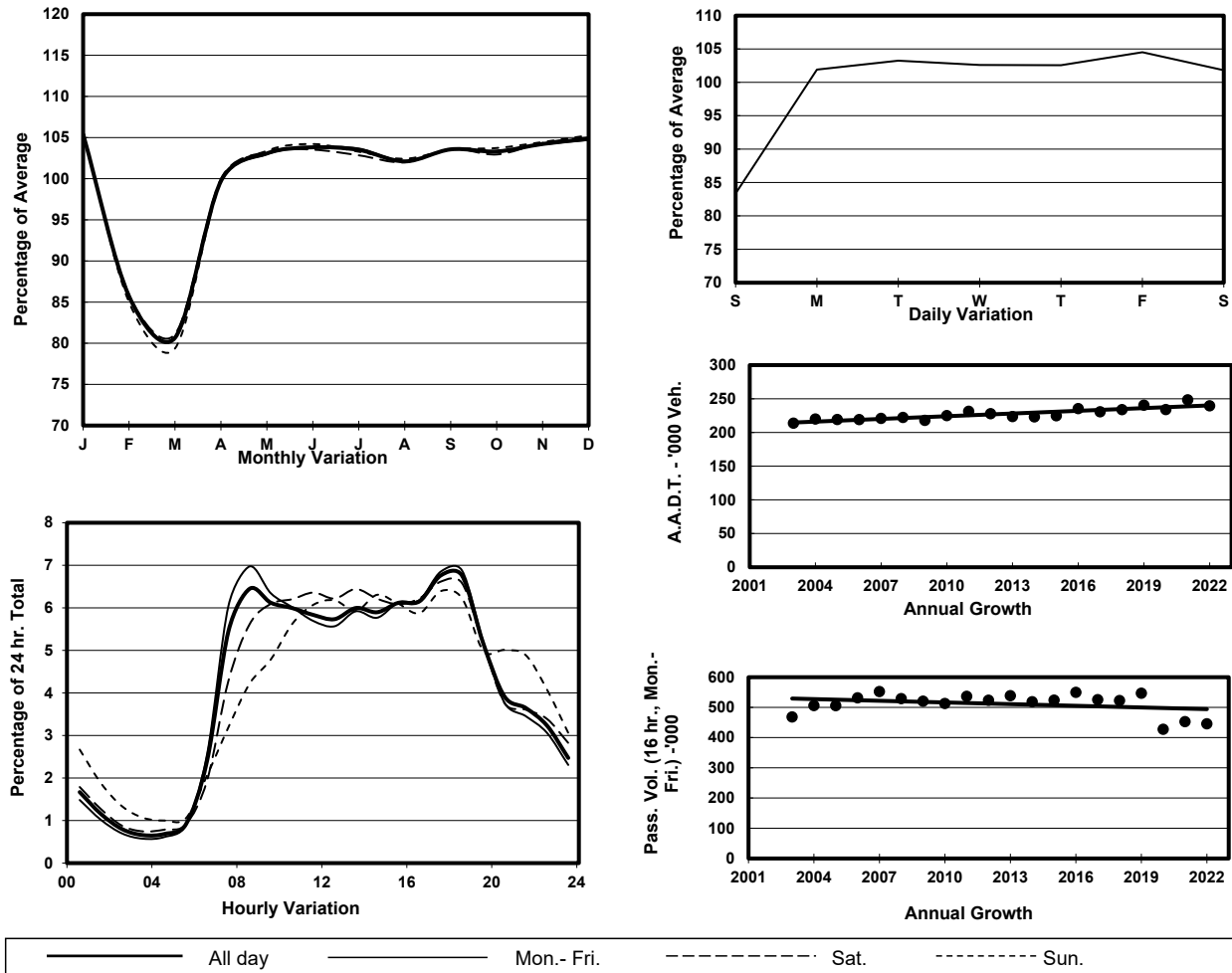
Location

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.	121600	126160	123830	104300
R 12 / 24 - %	73.8	74.9	73.5	67.5
R 16 / 24 - %	88.7	89.3	88.3	86
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	7850	8750	7550	5090
T - % (AM)	-	16	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	8330	8800	8190	6950
T - % (PM)	-	8.3	-	-
Prop.of commercial vehicles - 16 hr.	-	15.8	-	-
NORTH BOUND				
A.A.D.T.	117850	122560	122320	97240
R 12 / 24 - %	72.8	73.9	72.4	66.3
R 16 / 24 - %	89.7	90.4	89.4	85.8
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	7590	8590	7450	4560
T - % (AM)	-	15	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1600-1700
One-way flow at PM peak hour	8040	8550	8300	6000
T - % (PM)	-	14.7	-	-
Prop.of commercial vehicles - 16 hr.	-	16.4	-	-

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	3.3	52.9	7.8	1.2	2.0	17.6	11.4	2.3	0.1	1.4
	Ocp	1.1	1.3	1.9	8.2	13.9	1.3	1.1	12.7	1.3	43.4
0800-0900 Peak Hour	Pro	1.8	55.2	6.7	1.2	1.9	17.8	12.5	2.0	0.1	1.0
	Ocp	1.1	1.3	1.8	4.4	12.5	1.3	1.1	15.1	10.0	42.1
0900-1000	Pro	1.2	47.7	6.7	0.5	1.8	22.8	16.9	1.2	0.1	1.1
	Ocp	1.1	1.3	1.8	3.3	10.0	1.4	1.2	11.0	21.3	20.0
1000-1100	Pro	1.3	40.6	7.7	0.3	1.7	27.6	18.4	1.3	0.1	1.1
	Ocp	1.1	1.3	1.9	2.3	8.2	1.3	1.1	9.6	4.1	19.6
1100-1200	Pro	1.3	41.5	7.7	0.9	1.9	27.1	17.2	1.2	0.1	1.2
	Ocp	1.1	1.3	2.0	2.7	8.8	1.3	1.1	6.7	2.0	20.6
1200-1300	Pro	1.8	45.2	7.6	1.2	2.1	21.8	17.9	1.2	0.1	1.1
	Ocp	1.1	1.4	2.0	4.0	10.6	1.4	1.1	8.5	36.0	22.9
1300-1400	Pro	1.3	45.5	6.6	1.2	1.8	23.6	17.4	1.8	0.1	1.0
	Ocp	1.0	1.4	1.8	5.5	8.9	1.3	1.1	11.1	1.0	25.4
1400-1500	Pro	1.6	42.3	6.4	1.0	1.7	25.5	19.2	1.4	0.1	1.0
	Ocp	1.1	1.4	1.9	2.7	11.6	1.3	1.1	8.0	3.4	19.1
1500-1600	Pro	1.7	41.6	7.4	0.7	1.6	26.0	18.9	1.1	0.1	1.1
	Ocp	1.1	1.3	1.9	5.2	10.2	1.3	1.2	8.5	2.0	19.8
1600-1700	Pro	1.6	46.0	6.3	0.9	1.7	25.1	15.8	1.4	0.1	1.1
	Ocp	1.1	1.4	1.7	2.6	11.7	1.3	1.1	9.0	1.0	27.9
1700-1800	Pro	3.6	52.8	6.6	0.8	1.8	20.8	10.6	1.9	0.0	1.1
	Ocp	1.1	1.4	1.8	2.0	15.4	1.3	1.1	11.9	0.0	37.2
1800-1900	Pro	2.8	66.8	6.8	0.3	1.6	13.4	5.3	2.0	0.1	1.0
	Ocp	1.1	1.3	1.8	2.4	15.0	1.3	1.1	12.5	1.0	47.2
1900-2000	Pro	3.1	65.7	7.6	0.1	2.2	12.4	5.6	1.7	0.0	1.4
	Ocp	1.1	1.3	1.8	2.0	12.9	1.2	1.1	10.6	0.0	27.6
2000-2100	Pro	2.3	65.9	10.0	0.3	2.9	9.9	6.0	1.1	0.0	1.6
	Ocp	1.1	1.4	1.8	2.0	7.8	1.2	1.1	6.3	0.0	19.9
2100-2200	Pro	2.9	63.6	12.3	0.3	2.4	10.0	5.2	1.5	0.0	1.7
	Ocp	1.1	1.3	1.8	1.5	9.2	1.2	1.1	11.1	0.0	17.3
2200-2300	Pro	2.9	63.7	12.6	0.2	2.5	10.6	4.7	1.2	0.1	1.5
	Ocp	1.2	1.3	1.6	3.2	8.7	1.2	1.0	10.8	11.0	16.4
16 hours	Pro	2.1	51.4	7.6	0.7	1.9	20.3	13.3	1.6	0.1	1.2
	Ocp	1.1	1.3	1.8	4.0	11.1	1.3	1.1	10.8	6.6	27.4

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