

YEAR 2023

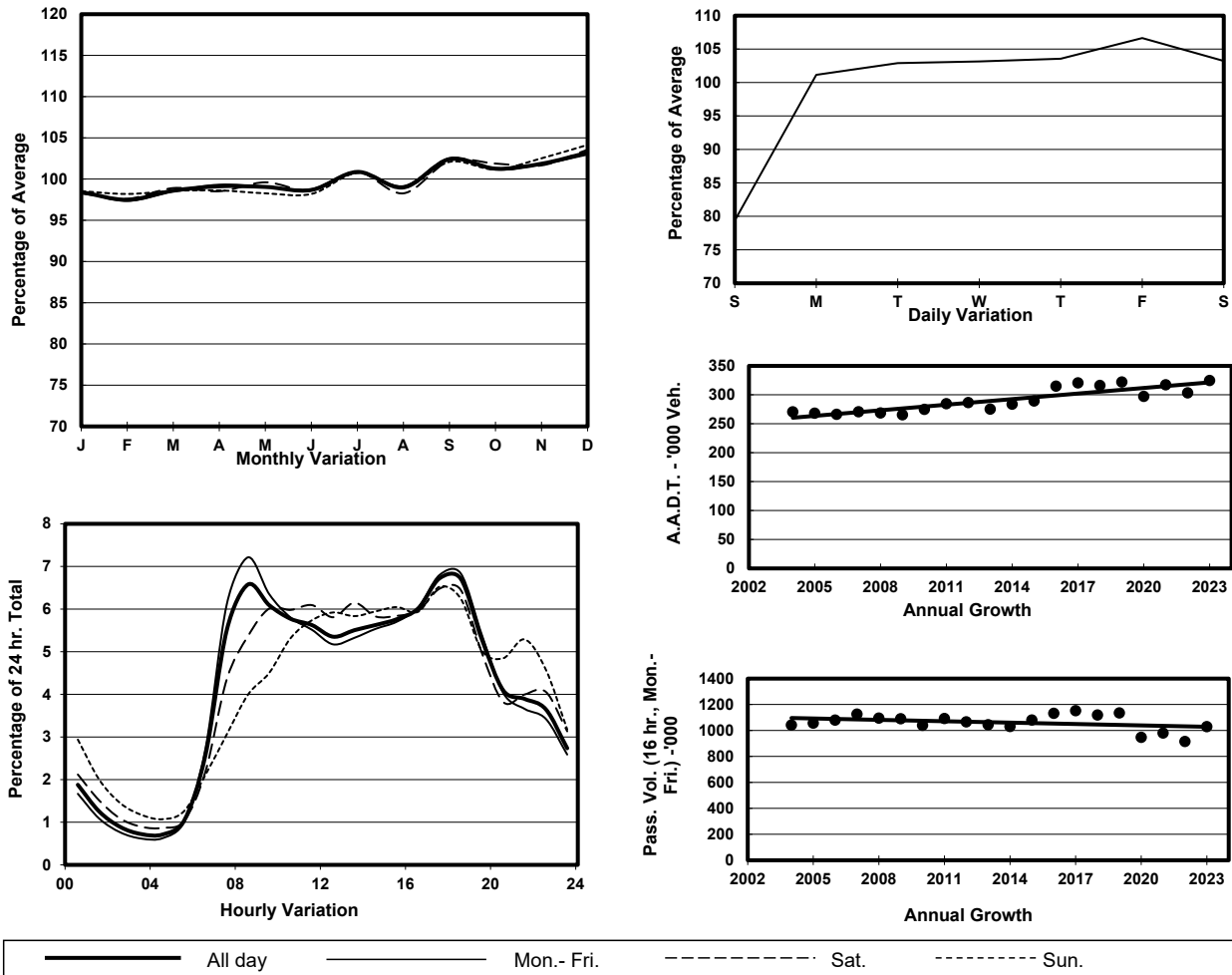
Location

Screenline S-S(East end of Tuen Mun & Yuen Long)

Stations on Cordon/Screenline

5012, 5016, 5029, 5042, 6207, 6208 and 6209

1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	161990	169680	169370	129690
R 12 / 24 - %	73.9	75.1	72.6	67.7
R 16 / 24 - %	88.5	89	87.8	85.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	12600	14630	11830	6620
T - % (AM)	-	19.7	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	10220	10820	10140	8180
T - % (PM)	-	14.6	-	-
Prop.of commercial vehicles - 16 hr.	-	19.5	-	-
WEST BOUND				
A.A.D.T.	162600	170210	169750	130970
R 12 / 24 - %	68.7	69.7	68	62.5
R 16 / 24 - %	87.9	88.8	86.6	84
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	8750	9890	8570	5130
T - % (AM)	-	24	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	12380	13320	12060	9020
T - % (PM)	-	13.1	-	-
Prop.of commercial vehicles - 16 hr.	-	20	-	-

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	4.1	50.9	8.6	0.6	2.0	15.7	11.3	2.8	0.1	4.1
	Ocp	1.0	1.3	1.9	7.3	13.9	1.3	1.2	18.3	11.7	63.7
0800-0900 Peak Hour	Pro	2.3	49.8	8.4	0.7	1.4	16.0	15.1	2.4	0.1	3.8
	Ocp	1.1	1.3	2.0	5.1	13.8	1.5	1.2	22.5	15.8	57.8
0900-1000	Pro	1.2	46.1	7.2	0.2	1.5	21.0	17.4	1.6	0.1	3.8
	Ocp	1.0	1.3	1.9	2.8	10.5	1.4	1.1	8.4	10.0	32.6
1000-1100	Pro	1.1	39.4	7.6	0.3	1.6	24.0	20.9	1.5	0.1	3.4
	Ocp	1.1	1.3	2.0	2.7	10.2	1.3	1.1	10.0	8.6	32.3
1100-1200	Pro	1.7	40.1	7.9	0.4	1.7	23.8	19.5	1.4	0.1	3.4
	Ocp	1.0	1.3	2.0	2.1	11.9	1.3	1.2	9.2	9.7	31.1
1200-1300	Pro	1.8	41.6	6.5	0.6	1.7	21.7	21.2	1.4	0.1	3.4
	Ocp	1.1	1.3	2.0	5.8	11.9	1.3	1.1	11.8	12.5	31.8
1300-1400	Pro	1.5	42.2	6.5	0.3	1.4	22.1	21.5	1.2	0.1	3.2
	Ocp	1.0	1.3	2.1	3.8	11.6	1.4	1.1	10.4	13.3	37.7
1400-1500	Pro	1.7	42.8	6.2	0.5	1.4	22.2	20.6	1.5	0.1	3.2
	Ocp	1.1	1.4	2.1	1.9	10.3	1.3	1.1	6.6	8.1	33.8
1500-1600	Pro	1.8	42.9	7.0	0.7	1.3	24.1	17.4	1.4	0.1	3.2
	Ocp	1.0	1.3	1.9	7.3	10.2	1.3	1.1	15.3	10.7	36.0
1600-1700	Pro	1.6	45.5	6.8	1.4	1.6	21.6	15.7	2.1	0.1	3.7
	Ocp	1.1	1.4	2.0	3.9	14.3	1.3	1.1	10.5	12.8	41.6
1700-1800	Pro	4.6	50.1	8.2	0.7	1.7	19.0	9.5	2.1	0.1	4.1
	Ocp	1.1	1.3	1.9	2.4	15.6	1.3	1.1	16.7	18.2	53.9
1800-1900	Pro	3.4	63.7	7.7	0.1	1.6	10.8	6.1	2.5	0.1	4.0
	Ocp	1.1	1.3	1.9	1.3	16.3	1.2	1.1	22.1	14.3	65.5
1900-2000	Pro	2.4	64.3	9.1	0.1	1.7	10.4	5.3	2.2	0.1	4.5
	Ocp	1.1	1.3	1.8	1.5	13.5	1.3	1.1	14.4	17.3	47.4
2000-2100	Pro	2.0	62.4	12.9	0.1	1.8	9.1	5.0	1.9	0.1	4.8
	Ocp	1.1	1.3	1.8	1.0	11.9	1.2	1.1	9.1	16.5	35.2
2100-2200	Pro	3.1	59.0	15.2	0.1	1.7	8.8	5.8	1.2	0.1	4.9
	Ocp	1.1	1.3	1.9	1.9	11.2	1.3	1.1	7.1	18.3	38.2
2200-2300	Pro	3.1	61.6	15.4	0.1	1.5	7.6	5.4	0.8	0.1	4.4
	Ocp	1.1	1.3	1.9	2.1	11.7	1.2	1.1	14.1	17.7	34.9
16 hours	Pro	2.3	49.6	8.4	0.5	1.6	17.9	14.0	1.8	0.1	3.8
	Ocp	1.1	1.3	1.9	4.2	12.7	1.3	1.1	14.5	13.6	43.9

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