

YEAR 2008

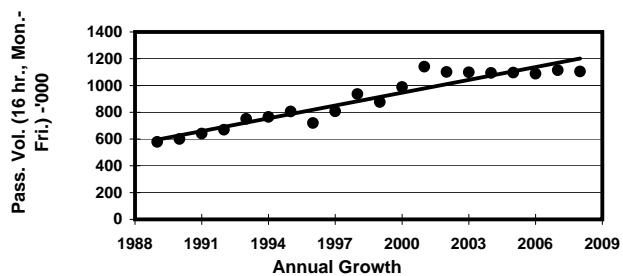
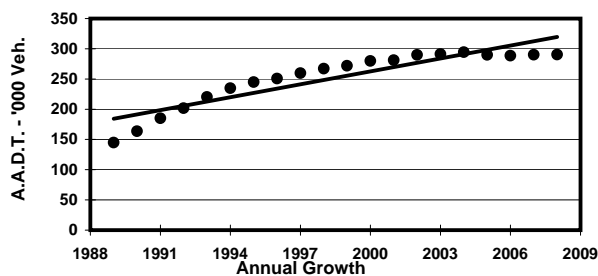
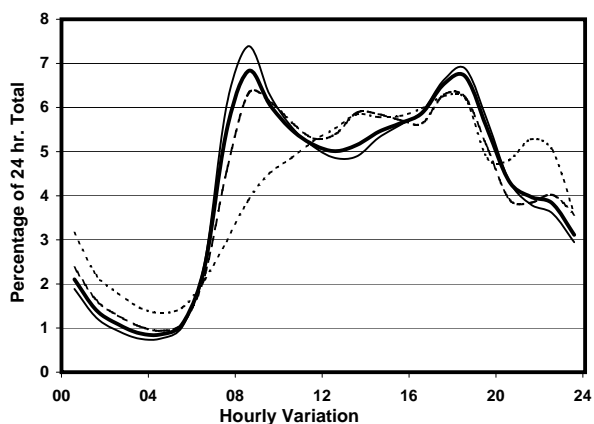
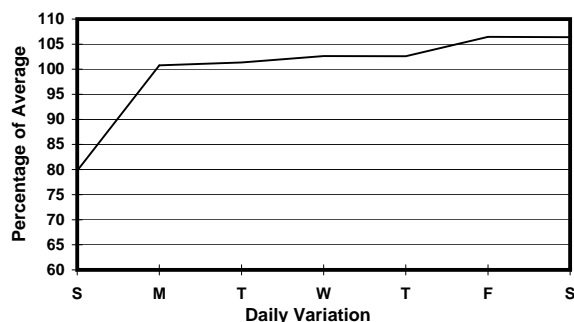
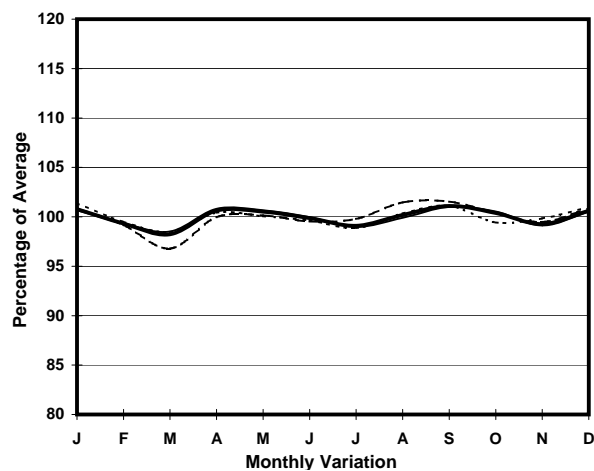
Location

Screenline R-R(North end of Tsuen Wan and Sha Tin)

Stations on Cordon/Screenline

5012, 5013, 5014, 5029, 6209 and 6210

1. TRAFFIC FLOW VARIATION AND GROWTH



— All day - - - Mon.- Fri. . . . Sat. - . - . Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter

SOUTH BOUND

	All - Day	Mon. - Fri.	Sat.	Sun.
A.A.D.T.	145960	151620	156200	118540
R 12 / 24 - %	73.4	74.5	72.8	67.3
R 16 / 24 - %	87.6	88.1	87.2	84.8
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	12230	13650	12820	5940
T - % (AM)	-	23.1	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	9340	9790	9330	7780
T - % (PM)	-	24.3	-	-
Prop.of commercial vehicles - 16 hr.	-	26.8	-	-

NORTH BOUND

	All - Day	Mon. - Fri.	Sat.	Sun.
A.A.D.T.	144470	150090	156320	115520
R 12 / 24 - %	65.3	66.4	65.1	58.4
R 16 / 24 - %	86.4	87.7	84.5	80.8
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	7610	8640	7470	4630
T - % (AM)	-	30.7	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	10790	11790	10330	7060
T - % (PM)	-	20.3	-	-
Prop.of commercial vehicles - 16 hr.	-	26.6	-	-

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	3.2	37.1	6.9	0.9	1.3	22.7	16.7	5.7	0.1	5.4
	Ocp	1.0	1.4	1.9	6.2	12.0	1.5	1.2	22.9	19.6	64.1
0800-0900 Peak Hour	Pro	3.2	44.6	5.5	0.5	1.1	19.4	16.6	4.7	0.1	4.4
	Ocp	1.1	1.4	2.0	4.9	10.1	1.6	1.2	28.3	17.1	64.7
0900-1000	Pro	1.6	38.7	5.5	0.7	0.9	24.3	20.0	3.4	0.1	4.9
	Ocp	1.1	1.4	1.8	2.7	8.9	1.6	1.2	16.7	11.7	34.8
1000-1100	Pro	1.9	33.7	4.7	0.7	1.3	26.8	24.0	2.2	0.1	4.5
	Ocp	1.1	1.4	1.8	2.8	6.2	1.5	1.2	18.1	8.4	30.0
1100-1200	Pro	1.7	32.8	4.2	1.0	1.3	26.4	25.6	2.3	0.1	4.4
	Ocp	1.1	1.5	1.9	3.9	7.3	1.5	1.2	13.5	5.0	30.3
1200-1300	Pro	1.3	34.2	4.2	1.1	1.3	26.6	24.2	2.7	0.1	4.3
	Ocp	1.0	1.5	2.0	3.3	8.1	1.5	1.1	12.7	7.0	27.7
1300-1400	Pro	1.4	35.4	3.9	0.8	1.3	26.5	23.2	2.7	0.1	4.7
	Ocp	1.1	1.5	1.9	3.6	7.5	1.5	1.2	15.4	10.7	32.1
1400-1500	Pro	1.6	34.2	3.3	1.1	1.1	26.5	25.4	2.6	0.1	4.0
	Ocp	1.1	1.4	1.9	2.1	8.5	1.5	1.2	17.3	7.6	28.9
1500-1600	Pro	1.6	35.8	3.6	0.9	1.3	26.9	23.2	2.6	0.1	4.0
	Ocp	1.1	1.5	1.9	3.2	6.1	1.5	1.2	14.9	8.2	27.3
1600-1700	Pro	1.6	34.5	4.8	1.2	1.2	25.2	23.5	3.1	0.1	4.8
	Ocp	1.1	1.5	1.8	3.5	9.0	1.5	1.2	16.0	7.3	31.8
1700-1800	Pro	2.2	40.8	4.1	0.9	1.3	25.8	17.1	2.6	0.1	5.1
	Ocp	1.0	1.5	2.0	3.1	10.0	1.6	1.2	16.8	13.0	41.6
1800-1900	Pro	3.1	52.4	3.8	0.4	1.4	17.5	12.2	4.3	0.1	4.8
	Ocp	1.1	1.5	1.8	1.7	11.1	1.5	1.2	22.4	14.9	63.7
1900-2000	Pro	2.3	58.0	4.4	0.5	2.0	14.1	9.8	4.1	0.1	4.8
	Ocp	1.1	1.4	1.8	5.7	10.4	1.5	1.2	23.8	10.8	58.4
2000-2100	Pro	2.2	57.3	6.2	0.3	2.7	11.6	11.4	2.9	0.1	5.2
	Ocp	1.1	1.6	1.8	1.8	9.6	1.5	1.1	21.2	7.4	45.5
2100-2200	Pro	2.4	55.2	8.6	0.2	2.7	11.1	10.6	2.9	0.1	6.1
	Ocp	1.2	1.5	2.0	2.7	8.3	1.5	1.1	14.3	5.9	39.2
2200-2300	Pro	2.7	56.1	12.0	0.2	3.2	8.6	8.8	2.0	0.1	6.2
	Ocp	1.1	1.6	1.9	2.6	9.8	1.6	1.1	16.4	5.0	40.7
16 hours	Pro	2.2	42.1	5.1	0.7	1.5	21.8	18.5	3.3	0.1	4.8
	Ocp	1.1	1.5	1.9	3.5	9.1	1.5	1.2	19.7	10.1	42.9

Legend

- Pro.** Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)
- Ocp.** Average occupancy of vehicles
- M & H** Medium and Heavy